

I. PLAN SUMMARY

A. Existing Conditions

The Dublin/Pleasanton BART Station is an elevated station located in the I-580 freeway median. Constructed in 1997 to serve the rapidly growing Tri-Valley area, it serves as an intermodal transit hub for people traveling from Contra Costa, San Joaquin and eastern Alameda County.



Transportation services that center around the Dublin/Pleasanton BART station include several bus and shuttle services, a bike route along Dublin Boulevard, and bicycle and pedestrian access to the twenty-three mile long Iron Horse Regional Trail.

The East Bay Regional Park District has plans to connect the Iron Horse Regional Trail, located slightly northwest of the station, to the station. However, because it is not yet connected, it is difficult to navigate between the trail and the station. Once it is connected, it will provide bicyclists and pedestrians access to the station from local areas in Dublin, as well as from Concord, Pleasant Hill, San Ramon, and Danville.

Although bicycle parking is available at the station, bicycle thefts are common and there is a waiting list for bicycle lockers. Vehicle parking at the station, located on both sides of the freeway, accommodates 3,039 vehicles. This includes 427 spaces available from a temporary lease from Alameda County Surplus Property Authority (ACSPA). Although the Dublin/Pleasanton Station provides the second largest number of parking spaces in the BART system, the parking lot fills during the morning commute.

The temporary parking lease is part of an agreement, the East Dublin Transit-Oriented Development Agreement, between ACSPA and BART. The agreement, executed in January 2002, also includes an option for ACSPA to purchase seven acres at the Dublin/Pleasanton Station for a transit-oriented development, the Dublin Transit Center, as well as conveyance of two acres of ACSPA land to construct a BART parking garage. The Dublin Transit Center is a plan for high density residential development, ground floor retail and pedestrian friendly streets. The Dublin Transit Center Plan has undergone environmental review but is not yet underway.

B. Recommendations

As a way of addressing the access issues outlined above, the recommendations in this access plan focus on:

- Implementing the Dublin Transit Center Plan;
- Creating safe walking and bicycle routes and adequate and safe bicycle storage within the station area;
- Providing easy connections from the Iron Horse Regional Trail to the station;
- Strengthening the wayfinding network to guide patrons and residents arriving by foot, wheelchair, bicycle, and motor vehicle; and
- Increasing transit and shuttle feeder service to the station.

II. ACCESS PLAN DEVELOPMENT

A. Background

The 1999 Bay Area Rapid Transit's (BART) 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 Station Plans and eleven additional Access Plans for stations throughout the BART system. These plans examined and prioritized 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 still need to evolve and adjust over time due to changing conditions, new 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 Station Plan encompasses a more complete integration of station access, station area development and internal station capacity projects than the Access Plans.

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 driving alone with corresponding increases in walk, bicycle, transit, 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*			
Mode	1998 Mode Share	2005 Targets	2010 Targets
Walk	23%	24%	24.5%
Bike	2%	2.5%	3.0%
Transit	21%	21.5%	22.0%
Drop-off, Carpool, Taxi	16%	19%	19.5%
Drive Alone	38%	33%	31%

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

Data Source: Analysis prepared by R. Willson, 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 improvements 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 Dublin/Pleasanton BART Station Access Plan, the following partners were consulted through a series of meetings and conversations:

Review of Local and Regional Plans

- City of Dublin General Plan
- Alameda County Countywide Bicycle Plan
- Dublin Transit Center Village Draft Environmental Impact Report
- Livermore Amador Valley Transit Authority Short Range Transit Plan
- Central Contra County Transit Authority County Connection Short Range Transit Plan

Input from BART Departments and Partner Agencies

- BART Departments: Marketing and Research, Capital Grants, Customer Access, Operations, Transit System Development, Real Estate, Maintenance & Engineering, Operating Budgets & Analysis, Police, Accessibility Task Force, Automatic Fare Control (AFC), Safety and Community Relations
- City of Dublin (Mayor, City Council, Planning, Community Development, Public Works)
- Livermore Amador Valley Transit Authority (LAVTA)
- San Joaquin Regional Transit (SMART)
- Modesto Area Express (MAX)

- Alameda County Surplus Property Authority
- East Bay Regional Park District

Stakeholder Outreach

- BART Accessibility Task Force
- BART Bicycle Task Force

III. CURRENT AND FUTURE CONDITIONS

A. Station Setting

The Dublin/Pleasanton station, constructed in 1997 to provide transit options to the rapidly growing Tri-Valley area, is the terminal station of the Dublin/Pleasanton line. An elevated station, it is located in the I-580 freeway with access from the north and south sides of the freeway, in Dublin and Pleasanton, respectively.

Access and parking are located on either side of the freeway. BART surface parking at the station accommodates 2,612 vehicles in addition to 427 temporary spaces leased from Alameda County Surplus Property Authority.

Land surrounding the site is a mixture of vacant land, multi-story offices, industrial complexes, entertainment retail and housing. Land uses surrounding the station include Camp Parks military facility to the north, an industrial area to the west, multi-story office complexes approved or under construction to the east, and Hacienda Business Park to the south.



Topography around the station is relatively flat. The Iron Horse Regional Trail, a twenty-three mile long pedestrian and bicycle trail, is adjacent to the site and provides access to Concord, Pleasant Hill, San Ramon, Danville and Dublin. Access from the trail to the station is not clearly demarked.

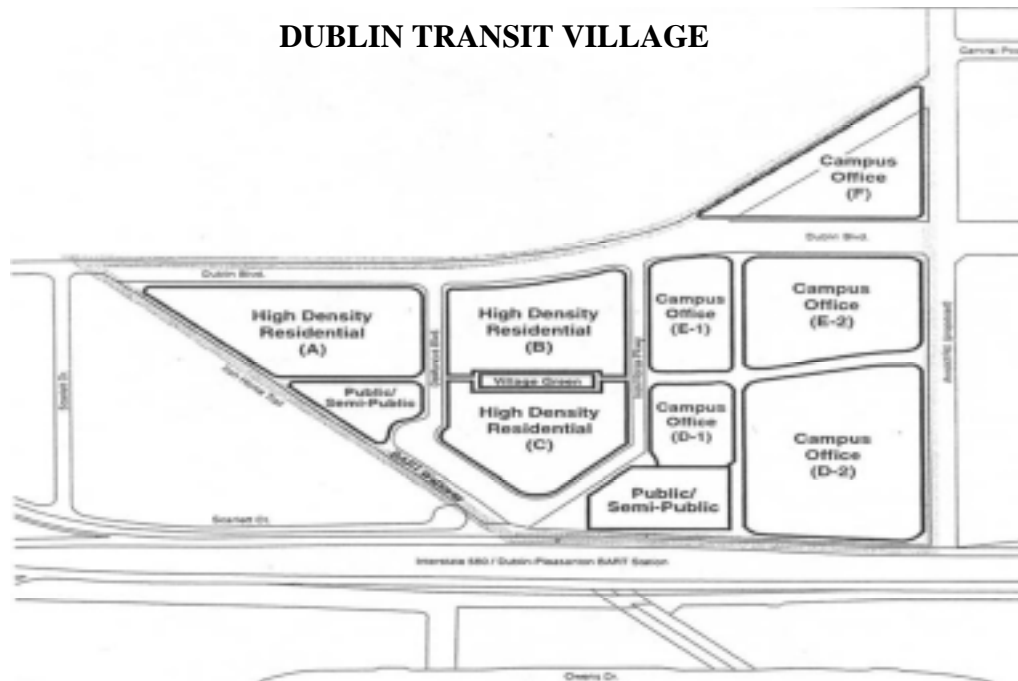
The station is an intermodal hub of transit services providing access from Contra Costa County, San Joaquin County and the Tri-Valley area. The following transit agencies provide a combination of bus and shuttle services to the Dublin/Pleasanton BART station: Livermore Amador Valley Transit Authority (LAVTA), Central Contra Costa Transit Authority (CCCTA), Modesto Ace Express (MAX) and San Joaquin Regional Transit (SMART).

B. Future Development

Future development that may affect access to and ridership at the Dublin/Pleasanton BART Station includes the development of a Transit Center in the immediate vicinity of the station, nearby development in Dublin, development further away in Contra Costa County, and transit improvements that are proposed or under study, and regional trail connections to the station.

The Dublin Transit Center is a proposed project that would replace existing surface parking at BART with a multi-story parking garage and a mixture of high density residential and commercial development on the station site and surrounding area. The plan, which is a joint venture between BART, the Alameda County Surplus Property Authority and the City of Dublin, includes the following key features:

- 2 million square feet of office space
- 1,500 high density residential units
- 70,000 square feet of ancillary retail commercial use
- A network of pedestrian friendly streets, with sidewalks and amenities



Public/Semi-Public represents BART property including a multi-level parking garage.

Within the station vicinity, development is proposed in East Dublin, West Dublin, Emerald Glen, Dublin Ranch, and Camp Parks. Additionally, plans are being considered to add residential development to Hacienda Business Park. Development outside the station vicinity that is expected to influence future ridership at and access to the Dublin/Pleasanton BART station includes the proposed Dougherty Valley development in Contra Costa County.

Additionally, transit improvements that are proposed or undergoing review include the planned construction of the West Dublin BART Station, which is expected to attract some of the riders away from the Dublin/Pleasanton station. The opening of the San Francisco Airport BART station may also affect ridership at the Dublin/Pleasanton BART station by attracting travelers to park their vehicles long-term at the station. A study is also underway for a phased transit extension from the Dublin/Pleasanton BART station east to Livermore.

The East Bay Regional Park District (EBRPD) is planning to connect the Iron Horse Regional Trail to the BART station and extend further south. South of the station, the trail is planned to run along Owens Drive in Pleasanton, before reconnecting with the former Southern Pacific railroad right-of-way and the Shadow Cliffs Regional Recreation Area. EBRPD also plans to extend the trail east through Pleasanton and Livermore to the Alameda County line, connecting to major job centers in Pleasanton, such as Hacienda Business Park. Furthermore, to the north of the station, EBRPD plans to close the few gaps in the trail to Concord and to extend it to the Martinez Regional Shoreline. When complete, the trail will have increased from its existing 23 mile length to over 35 miles and will connect Alameda and Contra Costa Counties and three BART stations, including the Dublin/Pleasanton BART Station.

C. Community and Rider Demographics

Ridership

The average weekday exits at the Dublin/Pleasanton station in 2002 was 5,910. Dublin/Pleasanton ranks 18th out of the 39 BART stations in the number of riders exiting the station. Although ridership peaked in 2000 and has decreased slightly since then, it has increased 45 percent since its opening in 1997. Dublin/Pleasanton ridership is projected to increase 10 percent between 2000 and 2010. Ridership is expected to be influenced by future development and transit improvements discussed in the section above.

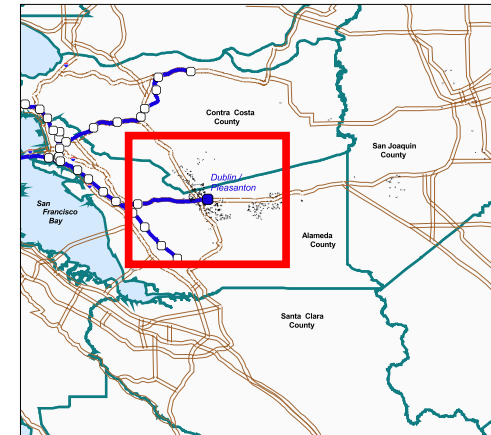
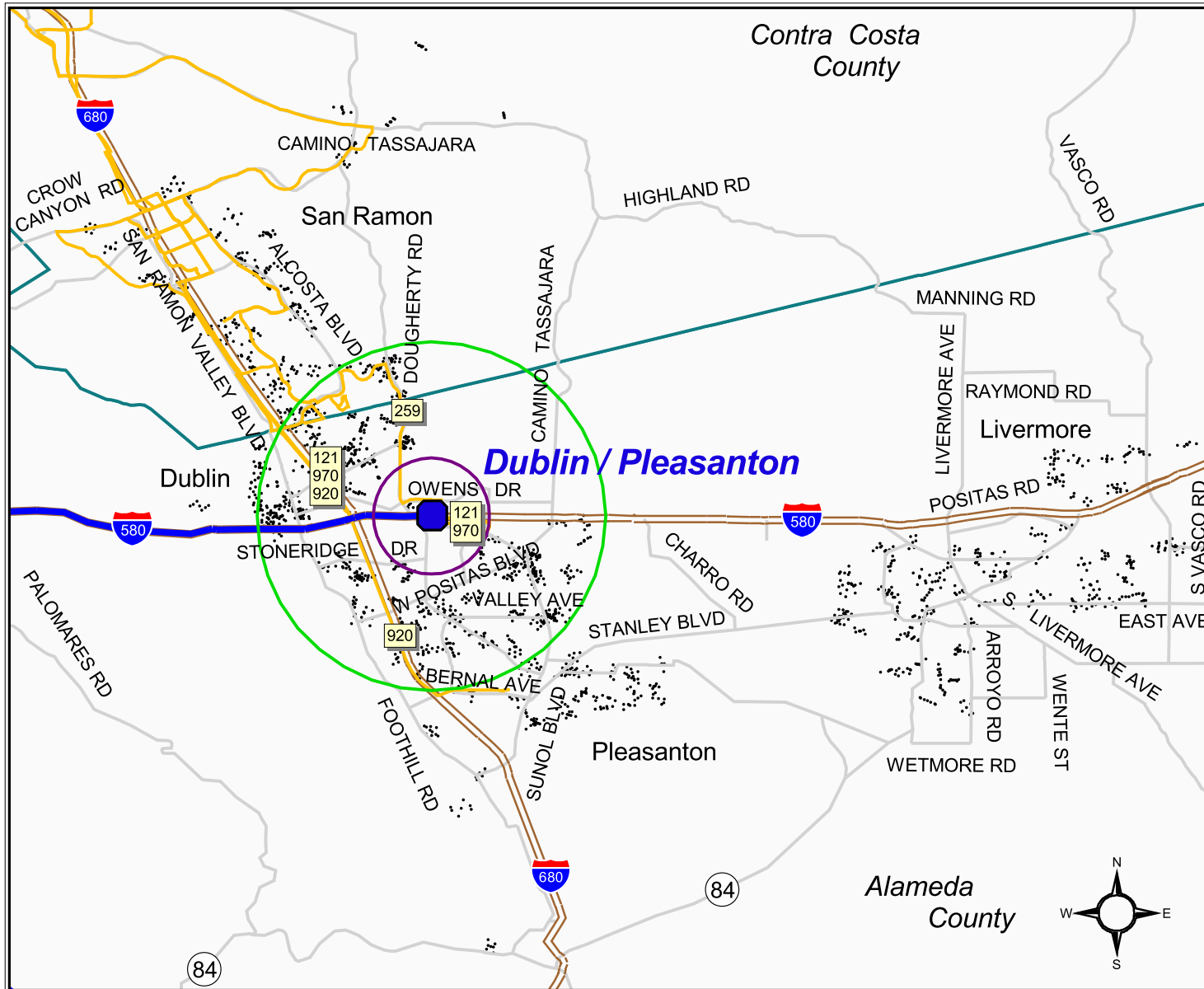
The majority of people entering the station during the morning commute hours are traveling to work from their homes, with most traveling to San Francisco, followed by a smaller percentage traveling to Oakland.

**Table 2
Trip Purpose for Dublin/Pleasanton Station Users**

1998 Trip Purpose	Dublin/Pleasanton
Work	80%
School	6%
Shopping	1%
Other	13%

Data Source: 1998 BART Station Profile Study

AM Weekday Home Origins : Riders Entering Dublin / Pleasanton BART Station



LEGEND

- AM Home Origins
- BART Line
- BART Stations
- 1 Mile Radius
- 3 Mile Radius
- County and Border
- Highways
- Arterial Roads
- Contra Costa County Transit Bus Routes



Prepared by : **BART Marketing and Research**

The morning commute hour peaks at about 8:00 a.m. with approximately 700 trips through the faregates every 30 minutes. This is higher than the systemwide average at this hour. As seen on Map 1, home-based trips originate primarily from the Tri-Valley area, with some from San Joaquin County.

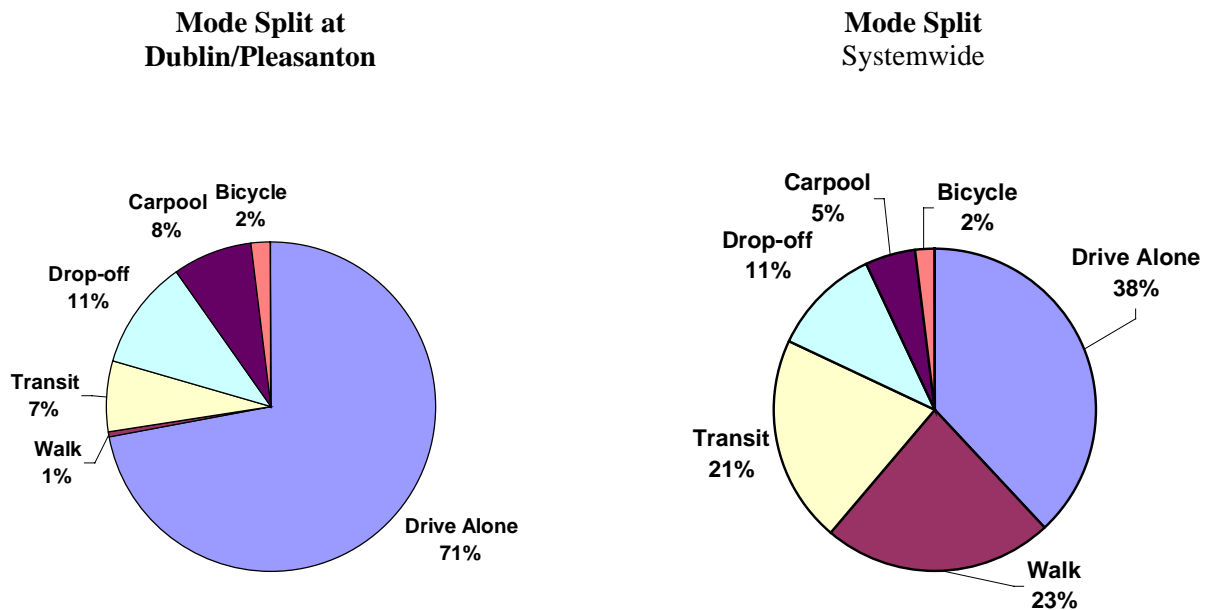
Demographics

Riders who use the Dublin/Pleasanton station during the morning peak period are less ethnically mixed than they are at most BART stations, with 78 percent identifying themselves as white compared to the systemwide average of 58 percent, and 13 percent Asian or Pacific Islanders compared to 23 percent systemwide.¹ Four percent of the station riders identified themselves as disabled².

Dublin/Pleasanton Station riders have a higher income than most BART riders, with more people stating they are within higher income brackets and less people within lower income brackets than the BART system on average.

D. Mode Split

The majority of morning travelers to the Dublin/Pleasanton Station drive alone (72 percent), with approximately 11 percent getting dropped off and slightly less carpooling (8 percent). Mode split data is based on both AM and PM home-based trips to the station. The pie charts below show the modes that riders use to get from their homes to the Dublin/Pleasanton BART station.



¹ Data Source: 1998 Customer Profile Survey, BART (AM and PM Trips)

² Passengers identified themselves as being disabled if they are either blind or have low vision, deaf or are hearing impaired, have mobility problems (e.g. wheelchair user), or have mental or cognitive impairment.

Because the parking lots accommodates a large number of cars (3,039) and low density development surrounds the station, the station attracts a large number of people traveling by car compared to the systemwide average. Although slightly less than the systemwide average number of bike riders use the station, the proximity of the station to the Iron Horse Regional Trail, and the flat topography of the surrounding area encourages a good number of people to travel to Dublin/Pleasanton by bike. Although several buses serving three counties provide access to the station, the transit access at the station is less than the systemwide average.

IV. OPPORTUNITIES AND CONSTRAINTS

The existing vicinity of the Dublin/Pleasanton station is fairly low density now, so riders are attracted to the station from an area extending beyond the station vicinity in Alameda, Contra Costa and San Joaquin Counties. The main access strengths of the station are its proximity to the Iron Horse Regional Trail, its service as an intermodal hub for buses from Contra Costa, San Joaquin and Alameda Counties, and its extensive parking area for vehicles.

The proposed Transit Village will provide opportunities to increase access to the station through increased and improved pedestrian, bicycle, bus and vehicle access.

Access opportunities and constraints at the Dublin/Pleasanton station are discussed below, by mode.

A. Walk

Within the vicinity of the station on the Dublin side, the prevalence of long, wide streets do not encourage pedestrian access to the station. The Dublin Transit Village, however, will provide a 1,500-unit, high density development with shorter streets (200-300 feet long) that are narrow and include pedestrian amenities, such as sidewalks with ground floor retail, and lighting. This will encourage and enhance pedestrian access to the station.

In Pleasanton, the lack of sidewalks makes pedestrian access to the station difficult. No development is currently proposed for the Pleasanton portion of the station.

Platform edge tiles have been placed within some of the existing sidewalk edges at the station. These tiles, which are commonly found at bus or train platforms or guided walkways, assist blind patrons in navigating the station. Future development of the station can provide an opportunity to remove these edge tiles from sidewalks areas where they may be confusing, and limit their placement to areas where they serve as clear navigation markers for blind patrons.

Major pedestrian pathways in the station vicinity include the Iron Horse Regional Trail and a sidewalk along Dublin Boulevard to the north and Owens Drive to the south. East Bay Regional Park District is planning to connect the trail to the station, close a few gaps in the trail to the north of the station, and connect it to Pleasanton and Livermore. The trail connects seven cities and other local and regional trails, including the Contra Costa Canal Trail, the Briones Regional Park to Mt. Diablo State Park Trail, the Las Trampas Regional Wilderness to Mt. Diablo State Park Trail and indirectly to the California Riding and Hiking Trail. With future improvements, the trail will be extended from 23 to 35 miles in length. Because the trail connection to the station is

not yet complete, there are neither clear pedestrian paths, nor wayfinding signs between the Iron Horse Regional Trail and the station now.

B. Bike

As with pedestrian access, bicycles have access to the station via the Iron Horse Regional Trail, as well as on a few streets, such as the bicycle lane along Dublin Boulevard to the north, and Owens Drive to the south. Access between the Iron Horse Trail and the station is not yet complete. The station area is relatively flat, which is conducive to bicycle riding. Development proposed within the station vicinity in Dublin, such as Emerald Glen, will provide bike riders additional opportunities to access the station.

As with pedestrian access, there is not an easy connection from the southern parking lot to the station and signs do not easily show where the bike trails are from the station. Although there are 66 bicycle racks and 12 lockers providing parking for 24 bicycles, there is a waiting list of over 30 for bicycle lockers. Furthermore, bicycle thefts are a concern, with 27 reported in 2001.

C. Transit

The Dublin/Pleasanton station serves as a transit hub, with buses from four transit agencies, listed below, providing service from the Tri-Valley area, Contra Costa and San Joaquin Counties. Specifically, the 18 bus bays at the station provide access for buses and shuttles from Livermore, Dublin, San Ramon, Walnut Creek, Pleasanton and Modesto, as described below.

- Livermore Amador Valley Transit Authority (LAVTA) Wheels buses: 10 bus routes and DART and ACE shuttles and Dial a Ride provide bus service from Livermore, Dublin, Pleasanton and Walnut Creek to the station;
- Central Contra Costa Transit Authority (CCCTA) County Connection: 3 bus lines connect travelers from San Ramon, including Bishop Ranch, and Walnut Creek to the station;
- Modesto Ace Express (MAX): connect Modesto travelers to the station, and
- San Joaquin Regional Transit (SMART): 2 bus lines connect to Stockton, Lathrop and Tracy.

In addition to the bus and shuttle service listed above, several private shuttles are provided from the station to local employers.

Although there are many bus bays at the Dublin/Pleasanton station, schedule conflicts and use as bus layover areas, contribute to the bus bays filling during peak hours. Furthermore, people with disabilities state that access to and from the buses within the saw-tooth designed bus bays is difficult to navigate. The Dublin Transit Center and parking garage plans have not yet identified the number of bus bays that will be provided. The existing number of bus bays may not be maintained with the new development.

Other transit improvements that may affect access to and ridership at the Dublin/Pleasanton Station include the development of the West Dublin Station, the San Francisco Airport and its need for long-term parking off site, and BART's current study of transit options from the Dublin/Pleasanton station to Livermore (see the Future Development section, above).

D. Auto

The two parking lots on either side of the freeway at the Dublin/Pleasanton station accommodate 2,612 surface permanent surface parking spaces and 472 temporary spaces. Automobile access to the station is via Dublin Boulevard to Iron Horse Parkway or DeMarcus Boulevard at the northern side of the freeway in Dublin and Owens Drive at the southern parking lot in Pleasanton. Parking at the station includes 46 spaces for parking for people with disabilities, 37 for BART employees and 20 for motorcycles. Parking spaces fill during the morning commute. Security is a concern for passengers with a total of 39 automobile burglaries and thefts reported in 2000.

In June 2002, the BART Board voted to allocate up to 25 percent of the parking spaces at BART stations to fee-based monthly reserve parking. This plan, scheduled to take effect December 2002, will allow BART customers the option of reserving a parking space until 10AM for a monthly fee.

As part of the Dublin Transit Village, a new, multi-level parking garage is proposed at the station. The new garage would replace and add spaces to the existing available parking. The number of additional spaces depends on the number of levels of the parking garage and whether any other parking structures or surface parking would also be added. In addition to accommodating future development in the Tri-Valley area, parking at the Dublin/Pleasanton station may be used to accommodate long-term parking for passengers going to the San Francisco Airport when that station opens in the near future.

V. RECOMMENDATIONS

To address the access issues outline above, the recommendations in this Access Plan focus on the following issues:

- Implementing the Dublin Transit Center Plan;
- Creating safe walking and bicycle routes and adequate and safe bicycle storage within the station area;
- Providing easy connections from the Iron Horse Regional Trail to the station;
- Strengthening the wayfinding network to guide patrons and residents arriving by foot, wheelchair, bicycle, and motor vehicle; and
- Increasing transit and shuttle feeder service to the station.

Table 3 and Map 1 detail the full list of access recommendations. Each recommendation addresses implementation and funding. However, 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 must be designed to accommodate people with disabilities.

Table 3: Dublin/Pleasanton BART Station Access Improvement Recommendations

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
WALK				
Access to Station	W1: <u>Sidewalks</u> –Install sidewalks or use other means of improving pedestrian access, such as painted cross walks or pathways or textured pavement, on south side parking lot.	L	City of Pleasanton	Tier 3: TBD
	W2: <u>Wayfinder signs</u> – Install BART station wayfinder signs along key routes.	M	BART, Cities of Dublin and Pleasanton, developers	Tier 2-3: TBD
	W3: <u>Entrance signs</u> – Install clear signs to BART entrance	M	BART	Tier 2-3: TBD
Pedestrian Safety Improvements	W4: <u>Auditory Signals</u> – Install auditory signals at key pedestrian intersections, such as those along Owens Drive.	M-L	Cities of Dublin and Pleasanton	
Pedestrian Facilities/ Amenities	W5a: <u>Iron Horse Regional Trail Signs</u> – Install BART station wayfinder signs, W5b: <u>Iron Horse Regional Trail/BART Connections</u> — Install clear pedestrian connections between the Iron Horse Regional Trail and BART.	S, M, L	East Bay Regional Park District, BART, Cities of Dublin and Pleasanton	Tier 3: TBD Tier 2: TBD

* (S) Short Term = Up to 2005, (M) Medium Term = 2006 to 1010, (L) Long Term = 2010 and After

** Funding Tiers: Tier 1 Existing BART Resources and/or Non-BART funds
 Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds
 Tier 3 Future BART Revenues TBD and/or Non-BART funds

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
WALK				
Transit Oriented Development Guidelines	W6: Install Streets – Install narrow streets adjacent to BART station, such as Iron Horse Parkway and DeMarcus Boulevard.	M-L	Alameda County Surplus Property Authority (ACSPA)	Tier 3: TBD
	W7: Pedestrian Friendly Streets – Construct 250-300 foot long blocks within BART vicinity to encourage pedestrian use.	M-L	ACSPA	Tier 3: TBD
	W8: Pedestrian Areas – Construct pedestrian activity corridors and open space including plazas.	M-L	ACSPA	Tier 3: TBD
	W9: Transit-Oriented Development – Construct high density residential units and ground floor retail in the BART station vicinity per Dublin Transit Center.	M-L	Alameda County Surplus Property Authority	Tier 3: TBD

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Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
BIKE				
Access to Station	B1: BART to Iron Horse Regional Trail Connections – Develop convenient, clear and safe bicycle connections from the Iron Horse Regional Trail to the station.	S	East Bay Regional Park District, Cities of Dublin and Pleasanton ACSPA	Tier 2: TBD
	B2: Connections to Iron Horse Regional Trail – Develop bicycle lanes and routes on transit center streets connecting to the Iron Horse Regional Trail.	S - L	Cities of Dublin and Pleasanton	Tier 2- 3: TBD
	B3: Signs – Develop and install BART station wayfinder signs along Owens Drive, Iron Horse Regional Trail and other key bicycle routes.	L	Cities of Dublin and Pleasanton BART	Tier 2-3: TBD
	B4: Bike detector loops – Work with City to provide bicycle-sensitive detector loops at signalized intersections with Owens Drive.	M-L	City of Dublin, BART	Tier 2-3
	B5: Bike Routes – Develop and sign bicycle access routes through the northern and southern BART parking lots for bikes entering and exiting the station (see Station Bicycle Plan for specific access routes).	M-L	BART	Tier 2-3: TBD

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Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
BIKE				
Bike Parking	B5: <u>Bike Lockers</u> — Install at least 34 metal perforated bike lockers to meet current demand, and additional lockers in future as demand warrants.	M-L	BART	Tier 2-3: TBD
Information	B6: <u>Free Brochure</u> – Develop a Bike & BART systemwide brochure that illustrates the regional bike network to all BART stations.	M	MTC, BART	Tier 3
	B7: <u>Install Signs</u> – Provide “Walk your Bicycle” signage/stencils at appropriate locations to minimize bicycle/pedestrian conflicts while maximizing bicyclist convenience.	M	BART	Tier 2-3
Transit-Oriented Development	B10: <u>Safe Bike Access</u> – Work with developers of the Dublin Transit Village to insure that safe and convenient bicycle access is included as part of development designs and during construction.	L	City of Dublin, developer	Tier 3

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Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
TRANSIT				
Transit Service Improvements	T1a: Service Expansion – Provide bus service to newly developed and growing areas, such as East and West Dublin, Dublin Ranch, Emerald Glen, Dougherty Valley, Bernal, Hacienda Business Park, South Livermore, Mountain House. Supplement with connecting shuttle service, as needed	M-L	Transit service providers	Tier 2-3, TBD
	T1b: Restructure bus routes and schedules over time to best meet changing needs of commuters	M		Tier 2-3, Welfare to Work
	T1c: Provide service to low income neighborhoods, hospitals, downtown centers, and transit centers	M		Tier 2, TBD
	T1d: Provide evening service to central and south Livermore	M		Tier 2-3, TBD
	T2: Bus to BART Indicator – Develop a “Bus to BART” visual indicator to display on bus stops.	M	Transit Service Providers	Tier 2: TBD
T3: Bus shelter – Provide covered bus shelters with adequate amounts of seating for people waiting for bus service	L	Transit Service Providers	Tier 3: TBD	

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Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
TRANSIT				
Transit Transfer Improvement	T4: Universal Fare Card – Support efforts to develop universal fare instruments (e.g. Translink and Fastpass) for all transit systems.	L	MTC	Tier 3
Information	T5: Real-Time Information – Use technology, such as Intelligent Transportation System (ITS), GPS technology and Advanced Vehicle Locator systems (under study, I-580 Smart Corridor) to provide passengers with real-time arrival information for buses, shuttles and BART. This technology may include transit priority treatments at intersections and queue jumps along arterials	L	LAVTA, SMART, MAX, CCCTA County Connections Cities of Dublin and Pleasanton	Tier 3
	T6: Provide Intermodal Connection Information – Provide information at station about connections and schedules and route information to other transit services	M	LAVTA, SMART, MAX, CCCTA County Connections	Tier 2: TBD

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Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
TRANSIT				
Information	T7: Bus Information – Install “rotating tube” or small display cases with bus schedules	L	LAVTA, SMART, MAX, CCCTA County Connections	Tier 3: TBD
Loading Zones	T8: Signage – Provide clear signage for paratransit, bus, and shuttle loading zones.	S	Transit providers	Tier 2: TBD
	T9: Bus Facility Capacity – Work closely with transit operators to accommodate sufficient bus service to the BART station.	S	BART	Tier 1: BART, Transit Operators
TRANSIT				
Transit Facilities	T10: HOV Lane – Construct HOV lane along I-580 connecting buses and carpools to station.	L	Caltrans	Tier 3: TBD
	T11: Platform Edge Tiles – Should BART undertake any improvements to the sidewalks, remove platform edge tiles and only use where people wait for the bus and to help direct blind people from the saw-toothed bus bays to the sidewalk.	L	BART	Tier 2-3: TBD
AUTO				
Access to Station	V1: Wayfinding Signs – Install BART station wayfinding signs, as needed with new Transit Center.	M-L	BART	Tier 2-3: TBD
Loading Zones	V2: Signage – a) Provide clear signage for shuttles, paratransit, taxis, kiss-n-ride drop off and loading. V3: Parking/Loading Zones – Provide adequate number of parking/loading zones in safe and convenient locations close to station entrance to accommodate needs for shuttle, paratransit, taxis, and kiss-n-ride.	S	NA	Tier 2-3
	V4: Dedicated Spaces – Designate carpool parking spaces based on demand.	S	BART	Tier 1

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
AUTO				
BART Parking	V5: <u>Community Parking District Feasibility</u> – Explore the feasibility of creating a community parking district and using the generated revenue for access improvements.	M	Cities of Dublin and Pleasanton, BART	Tier 2-3: TBD
	V6: <u>Real Time BART Parking Information</u> – Provide real-time information at the BART parking lot and/or garage on availability of spaces.	L	BART	Tier 3: BART
	V7: <u>Highway and Arterial Real Time Parking Information</u> – Provide real-time information about BART parking availability on key auto access routes.	L	Caltrans, Cities of Dublin and Pleasanton	Tier 3: Caltrans, Cities of Dublin and Pleasanton
	V8: <u>Enforcement</u> – Enforce appropriate usage of BART parking.	S	BART	Tier 2: BART
Transit-Oriented Development Guidelines	V9: <u>Parking Garage</u> – Replace surface parking with a multi-story parking garage per Dublin Transit Oriented Development and Parking Agreement	L	Alameda County Surplus Property Authority, BART	Tier 2-3
	V10: <u>Additional Parking Options</u> – Investigate parking options to serve potential additional needs for long-term airport parking or future increased demand, such as an additional parking garage.			
	V-11: <u>Accessible Parking</u> – Increase accessible parking as required where BART is expanding parking.			
	V12: <u>Access</u> – Construct a new north-south access road between Iron Horse Parkway and Arnold Road to Dublin Boulevard and south to Altimirano Road per Dublin Transit Center	L	City of Dublin, developer	Tier 2-3

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
ALL MODES				
Intermodal Information Center	A1: Information Center – Designate a transit information center at the BART station. Display transit and bike maps, real-time transit information, and other access brochures and publications. A2: Wayfinder Signs for People with Disabilities – Provide wayfinder signs for people with disabilities, such as braille and/or large graphics, and sound indicator should new gates be installed. A3: Provide BART Information within Vicinity – Work with Cities of Dublin and Pleasanton to ensure that Transit Village and local residents have access to child, senior and disabled BART tickets and bus fare media.	M	BART	Tier 3: BART
Station Identity and Orientation	A4: Wayfinding System – Install signs (e.g. BART Pathfinding Sign) directing BART passengers on all modes of transportation to and from the BART station and other major local destinations.	S, M	BART, Cities of Dublin and Pleasanton	Tier 2: BART, Cities of Dublin and Pleasanton
	A3: Visual Improvements – Provide landscaping and other visual improvements (e.g. public art) that will beautify the station.	M, L	BART	Tier 3: BART

* (S) Short Term = Up to 2005 , (M) Medium Term = 2006 to 2010 , (L) Long Term = 2010 and After

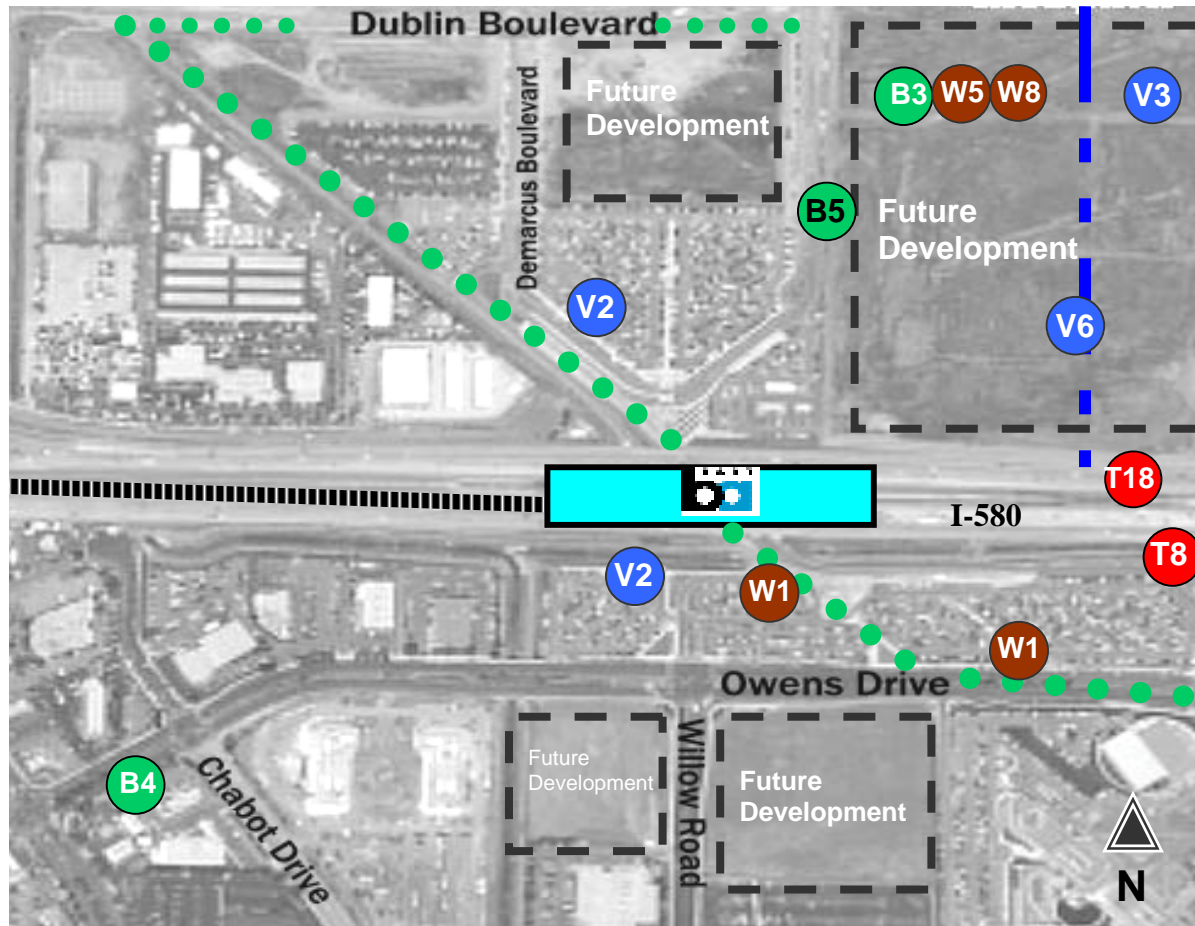
** Funding Tiers: Tier 1 - Existing BART Resources and/or Non-BART funds; Tier 2 - Limited Parking Revenue Enhancement and/or Non-BART funds); Tier 3 - Future BART Revenues TBD and/or Non-BART funds

Available Non-BART funding sources that may be appropriate for access improvements include Alameda County Measure B, Traffic Mitigation Fees, BART Parking Fee for Special Events, RTIP/STIP, TLC

Sources:

1. BART staff
2. BART Bicycle Plan, 2002
3. Dublin Transit Center Plan DEIR, 2001
4. LAVTA Short Range Transportation Plan, 2002
5. City of Dublin staff recommendation
6. Alameda County Surplus Property Authority recommendation
7. East Bay Regional Parks District
8. BART Accessibility Task Force

DUBLIN PLEASANTON BART STATION AREA ACCESS PLAN RECOMMENDATIONS



- ● ● ● Bike Network
- | New Auto Route
- ▬▬▬▬▬▬ Existing BART Line

WALK

- W1:** New Sidewalks
- W5:** New Narrow Streets
- W8:** High Density Residential Units (Dublin Transit Center)

BIKE

- B3:** Bicycle Lanes and Routes on transit center streets.
- B4:** BART pathfinder signs
- B5:** Bicycle Access Routes

TRANSIT

- T8:** Signage to Park-n-ride
- T18:** HOV access to station

AUTO

- V2:** Loading Zones
- V3:** Parking Capacity Improvements
- V6:** New north-south access road