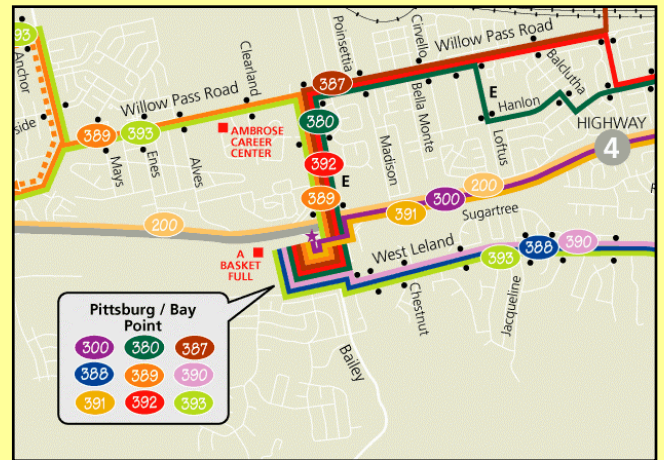




PITTSBURG/ BAY POINT BART STATION ACCESS PLAN August 2002



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Bay Area Rapid Transit
Planning Department

I. PLAN SUMMARY

A. Existing Conditions

The Pittsburg/Bay Point BART Station has been open for close to five years but has experienced double-digit ridership growth since 1998. The station is sited at Bailey Road and State Route 4, the gateway to rapidly developing East Contra Costa County. Access to the station has come under pressure as the area's transportation infrastructure attempts to keep pace with growth. Automobiles are the dominant form of transportation in the region and will be for the foreseeable future. Transit, both local-serving and long-range express buses, have made significant in-roads and use the Pittsburg/Bay Point Station as a hub of operations. Carpools are popular and should see growth as HOV lanes are extended eastward on State Route 4. Finally, better bicycle and pedestrian facilities are needed to serve transit-dependent communities in the immediate station area.

B. Recommendations

The following access recommendations should be considered priority initiatives by BART. A more complete inventory of recommendations and explanation of terms are included at the end of this report.

| Mode | Recommendation and Description | S/M/L Term | Funding Tier and Lead |
|---------|--|------------|------------------------------|
| Ped | Develop Wayfinding System to direct bicyclists and pedestrians from station to area destinations | M | Tier 2 BART, City, County |
| Ped | Develop pedestrian connection between station and Bailey Road shopping center | M | Tier 2 BART, Developer |
| Bicycle | Develop Bike Lane on BART Access Road between Station & Bailey Road | M | Tier 3 BART |
| Transit | Increase frequency of Park-and-Ride express bus (300) & Bay Point local bus (389) | S | Tier 2 Tri-Delta |
| Transit | Activate Bliss Avenue Park-and-Ride Facility | M | Tier 2 CCTA |
| Transit | Provide 15 minute headways on BART feeder bus service | M | Tier 2 Tri-Delta |
| Auto | Explore programs to maximize efficiency of parking lots, e.g. attendant midday parking, fee-based reservations | S | Tier 2 BART |
| Auto | Explore installation of freeway Info signs on SR4 | M | Tier 3 CCTA, BART |
| Auto | Expand carpool capacity to meet demand | S | Tier 2 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

II. ACCESS PLAN DEVELOPMENT

A. Background

The 1999 Bay Area Rapid Transit District'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*
- *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 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 system-wide 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 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, AM Peak

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

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 will 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 Coliseum Station Access Plan, the following documents were reviewed and partners consulted through a series of meetings and conversations.

Review of Local and Regional Plans

- Pittsburg/Bay Point BART Station Area Specific Plan, Draft (2002)
- Pittsburg/Bay Point BART Station Area Specific Plan EIR (2002)
- Tri-Delta Express Bus Study (2001)
- East Contra Costa County Bikeway Plan (2001)
- State Route 4 Transit Study, Draft (2002)

Input from BART Departments and Partner Agencies

- BART Department: Marketing and Research, Capital Grants, Customer Access, Operations, Transit System Development, Real Estate, Maintenance & Engineering, Capacity, Police, AFC, Safety and Community Relations
- City of Pittsburg (Planning and Public Works)
- Contra Costa County (Planning, Transportation, Public Works)
- Tri-Delta Transit

Outreach to Station Stakeholders

- BART Accessibility Task Force and Bicycle Task Force
- State Route 4 Transit Study Public Workshops

The foundation of this plan is based on community input through past planning efforts, select meetings of existing groups and committees.

III. CURRENT AND FUTURE CONDITIONS

A. Station Setting

The Pittsburg/Bay Point BART station opened in late 1996 and is the end-of-the line station for the “C” Line (Pittsburg/Bay Point trains). The station is situated in the median of State Route 4 on the western boundary between the City of Pittsburg and the unincorporated community of Bay Point. The station structure and parking lots are south of Route 4, facing West Leland Avenue and Bailey Road. The station is accessed directly from West Leland Avenue and via an access road to Bailey. The topography of the station area is characterized by hills to the south and flatlands north of Route 4.

Surrounding land uses are primarily residential subdivisions with Bailey Road serving as the area’s retail spine. South of Route 4, the relatively new Oak Hills subdivision is directly across from the station on West Leland Avenue. Older residential neighborhoods are the dominant land use type in Bay Point north and south of West Leland Road. Strip commercial development occurs along Bailey Road with a Safeway store immediately east of the station in the Oak Hills Shopping Center.

As an end-of-the-line station in the rapidly growing East Contra Costa County region, the Pittsburg/Bay Point BART Station is under significant pressure to accommodate riders from as far as Brentwood and Discovery Bay. Therefore, access to the station is a concern for BART riders in the eastern portions of Contra Costa County as well as the immediate Bay Point and Pittsburg communities. The State Route 4 Transit Study, jointly sponsored by the Contra Costa Transportation Authority and BART, is investigating a BART extension or some other form of transit connection eastward from the Pittsburg/Bay Point Station. While the long-term transit solution will result from this study, the focus of this Access Plan is on immediate and short-term improvements.

B. Future Development

The Pittsburg/Bay Point Station Area Specific Plan was undertaken jointly by the City of Pittsburg, Contra Costa County and BART with the goal of encouraging peak patronage in the eastbound direction to take advantage of underutilized BART capacity and fostering economic development. The Specific Plan has been approved by the County Board of Supervisors but has yet to be approved by the City of Pittsburg Planning Commission and City Council. However, this Access Plan has made the assumption that the Specific Plan recommendations will move forward. The Specific Plan does not establish a time frame for the recommended development or streetscape improvements. Rather, it defers to market conditions.

The Specific Plan envisions residential development on the station property with commercial and office development on nearby sites. In addition, the Specific Plan recommends a series of

streetscape and urban design improvements that will significantly improve the pedestrian and bicycle environment in the station area.

Table 2: Pittsburg/Bay Point BART Station Area Future Land Use

| Residential (units) | Office (square feet) | Commercial/Retail (square feet) |
|---------------------|----------------------|---------------------------------|
| 1,882 | 465,000 | 422,750 |

Data Source: Pittsburg/Bay Point BART Station Area Specific Plan, Draft (2002)

The Specific Plan sets out goals and objectives for planning areas such as Land Use, Urban Design, Parks and Recreation and Circulation. These goals have in turn informed the development of this Access Plan. Some of the relevant goals and objectives are listed below in Table 3.

Table 3: Sample of Goals and Objectives Pittsburg/Bay Point Specific Plan

| |
|--|
| <p>Goal 1: Maximize the public transit potential of the BART station</p> <p><i>Objectives</i></p> <ul style="list-style-type: none"> • Maximize the BART station utilization as a multi-modal transit hub by enhancing access to the station by other transit modes, pedestrians and bicycles. • Coordinate BART and Tri-Delta activities to increase transit service to the station, especially from East County. • Improve the transportation infrastructure in ways which would support the transit village and transit-oriented land use development goals. • Build upon the existing multi-modal transportation features of the area such as the BART station, the Tri-Delta Express bus and local transit services, and the Delta De Anza Trail to create a more supportive multi-modal transportation environment. <p>Goal 2: Reduce automobile trips to the BART station and within the neighborhood.</p> <p><i>Objectives</i></p> <ul style="list-style-type: none"> • Improve pedestrian and bicycle access to the BART station. • Improve the Delta De Anza Trail linkage to BART and through the Specific Plan area. • Improve pedestrian movement safety. • Reduce traffic speeds on Willow Pass Road <p>Goal 3: Balance regional and local circulation needs.</p> <p><i>Objectives</i></p> <ul style="list-style-type: none"> • Maintain a reasonable level of traffic service to the area without removing opportunities for enhancing the pedestrian, bicycle, and pedestrian network. |
|--|

Source: Pittsburg/Bay Point Specific Plan, Draft (2002)

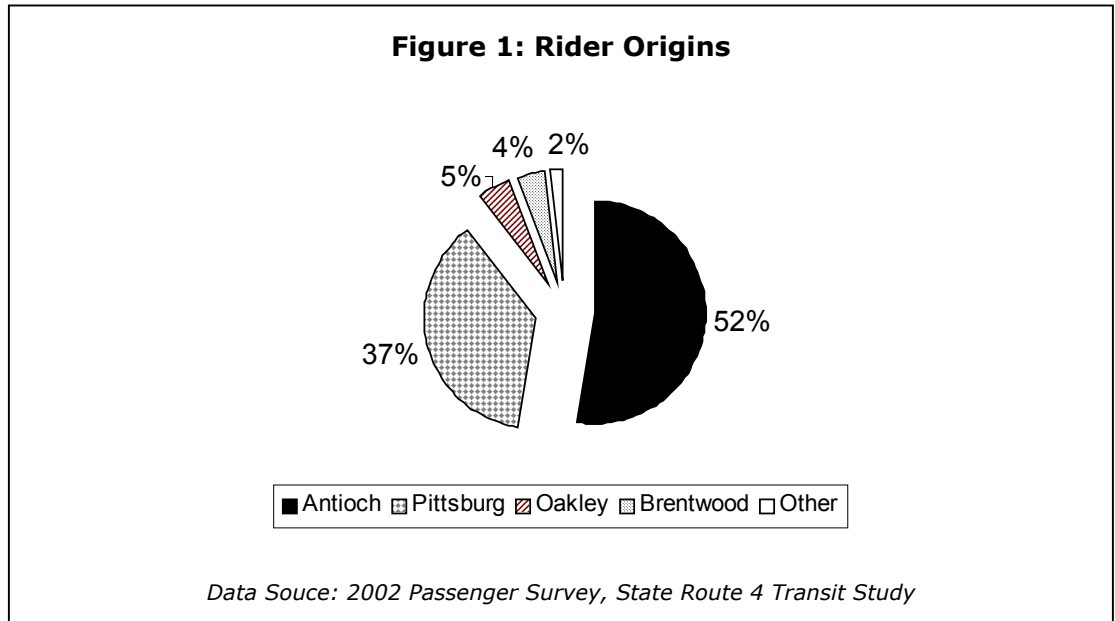
C. Community and Rider Demographics

Ridership

There were 4,640 station entries at the Pittsburg/Bay Point Station in February 2002. This represents a 56 percent increase over ridership levels in 1996, when the station opened. Estimates for future ridership show a growth rate of 27 percent over the next 10 years.

Close to 90 percent of Pittsburg/Bay Point Station riders live in Pittsburg and Antioch. Other rapidly growing communities such as Oakley and Brentwood make up the balance of the station passengers.

While ridership 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.



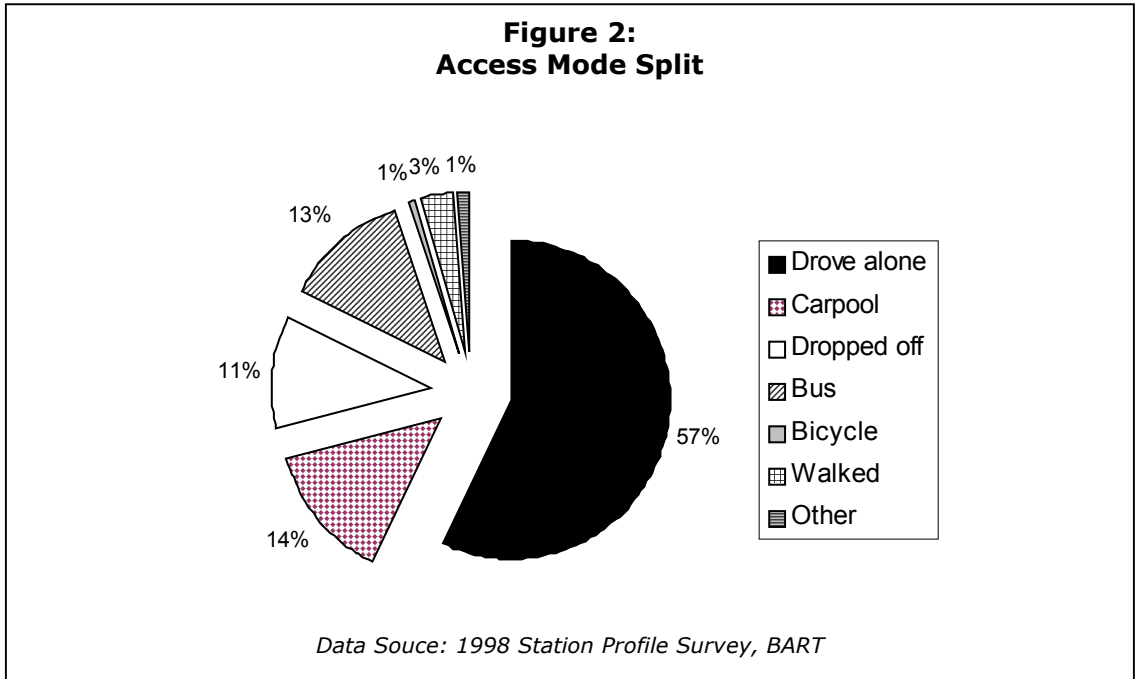
Demographics

The following demographic information reflects the makeup of Pittsburg/Bay Point Station riders:

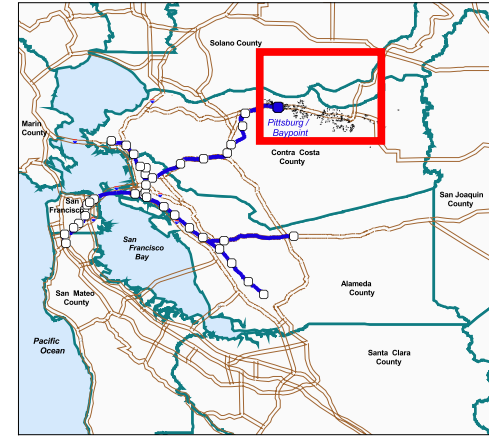
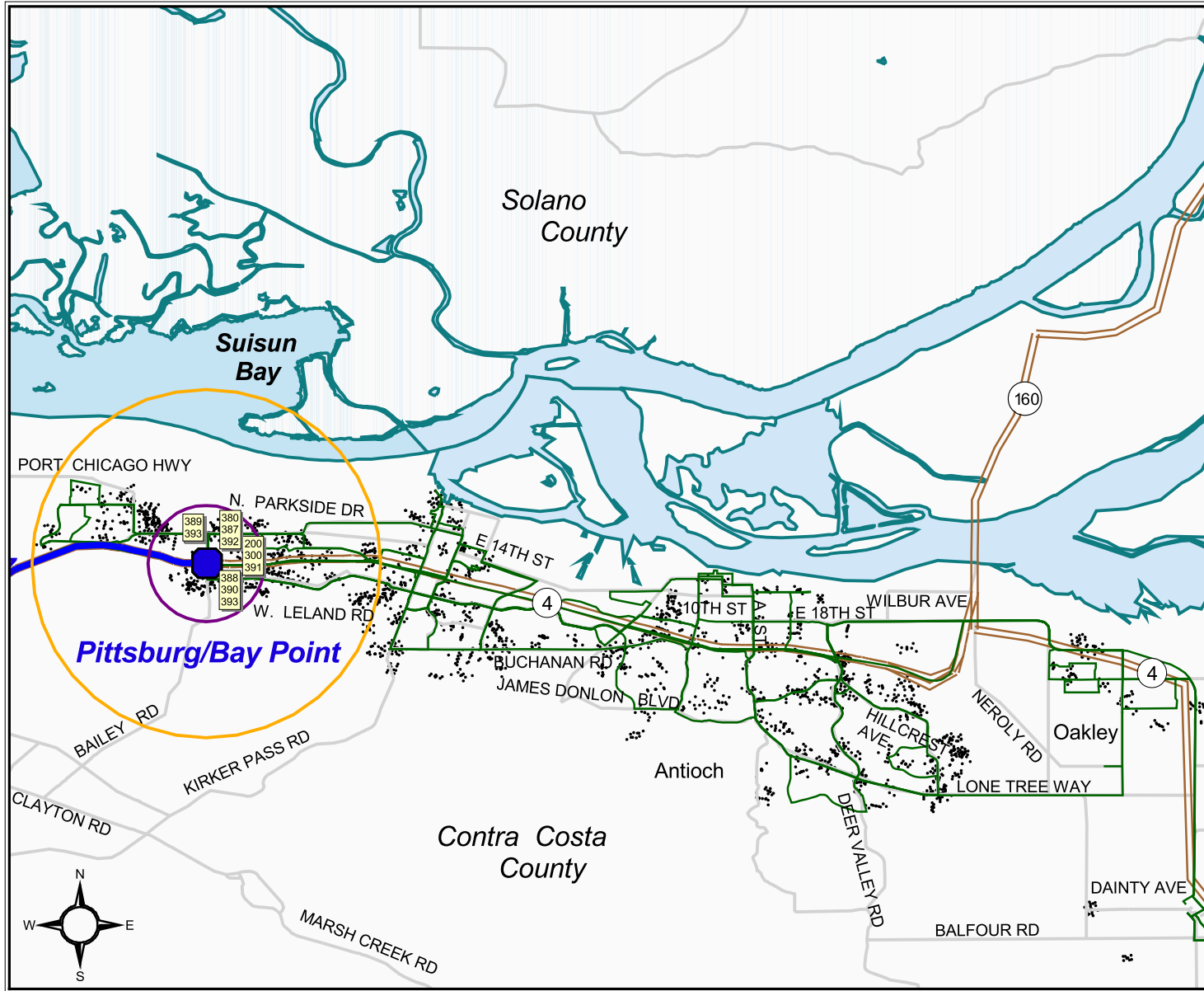
- 55% of the riders are female.
- 54% of the riders are 25 to 44 years old and 33% are 45 to 64 years old.
- 23% of the riders are black, 56% are white and 16% are Asian/Pacific Islander. 20% of riders are of Hispanic origin.
- 33% of the riders' household income is \$30K to \$60K. 45% of the riders were in the \$60K and above range and 22% in the \$30K or less range.
- 10% of the riders identified themselves as disabled. 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.

Mode Split

While Pittsburg/Bay Point is a suburban station with access dominated by drive alone automobile trips, there is a strong trend towards alternative modes such as carpool, transit, drop-off and even walking. Drive alone trips represent 53 percent of the passengers arriving at the station. Drop-off and carpool represent 28 percent of the mode split, showing that automobiles are the dominant means of accessing the station. However, transit enjoys a healthy 15 percent mode split and there are plans for enhanced transit service to the station. Although walking and bicycling account for only 4 percent of the mode split, this figure is expected to grow as development associated with the Specific Plan comes on-line. Mode split data is based on both AM and PM home-based trips to the station.



AM Weekday Home Origins : Riders Entering Pittsburg/Baypoint BART Station



LEGEND

- AM Home Origins
- BART Line
- BART Station
- 1 Mile Radius
- 3 Mile Radius
- County and Border
- ≡ Highways
- Arterial Roads
- TriDelta Transit Bus Routes



Prepared by : **BART Marketing and Research**

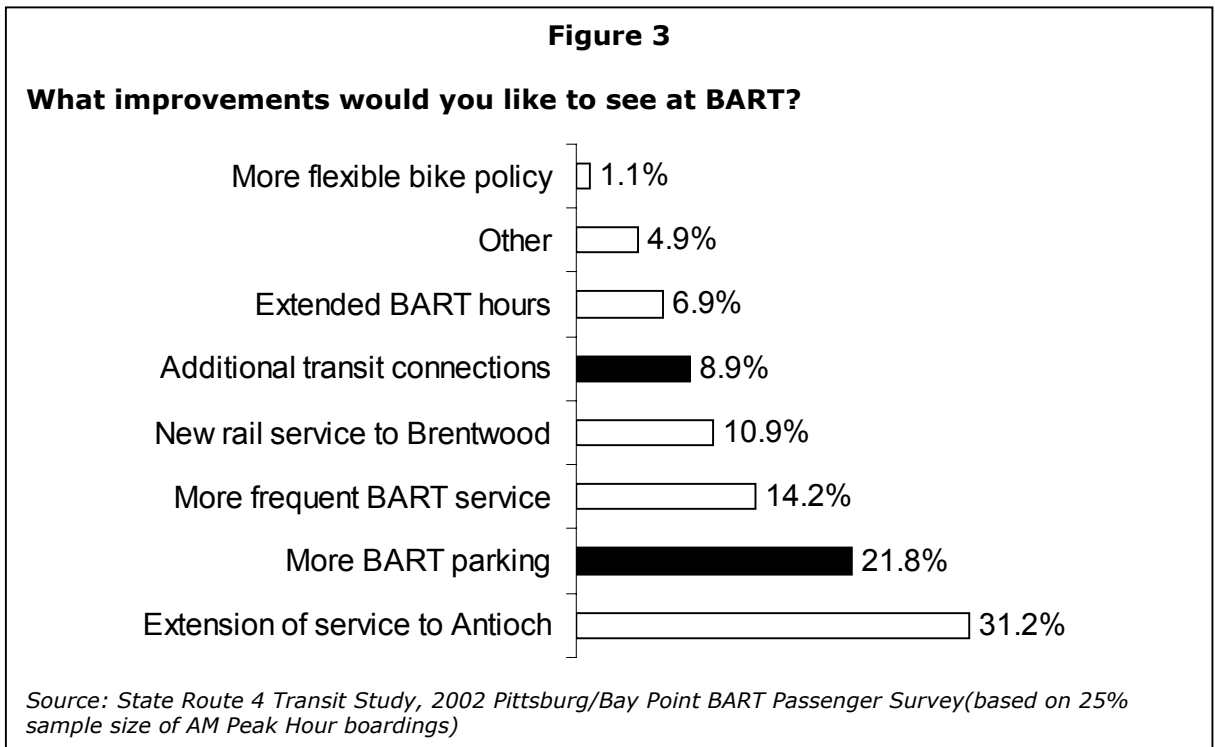
Source: BART 1998 Station Profile Survey

Origin point data weighted from Survey sample

IV. OPPORTUNITIES AND CONSTRAINTS

This Access Plan focuses on increasing the attractiveness of transit, improving the bicycle and pedestrian environment and maximizing the efficiency of the Pittsburg/Bay Point Station parking lot. As noted, there is a significant number of BART riders accessing the station by transit. Enhancements in transit service, along with decreases in localized roadway capacity for single occupant vehicles are two factors which should improve the prospects for further transit ridership growth. While developments associated with the Specific Plan will make enhancements to the walking environment as a condition of approval, there are also several improvements that can be implemented in advance of future development to improve walking and bicycle conditions. Finally, parking at the Pittsburg/Bay Point Station will continue to experience heavy pressure, especially during the AM peak. Using the existing and new lots in a more efficient manner should improve access not just for single-occupant autos but carpools, midday riders and drop-offs.

A survey of Pittsburg/Bay Point BART riders was undertaken in February of this year as part of the State Route 4 Transit Study. In addition to strong demand for a BART extension to Antioch and Brentwood, access issues highlighted by the survey included the desire for more parking and additional transit connections.



A summary of access issues and recommendations by mode are described below. It should be noted that all access improvements must be designed to accommodate people with disabilities.

A. Walk

Pedestrian access to the Pittsburg/Bay Point BART Station is constrained by station location and the mix of surrounding land uses. Because the station is bounded by two major arterials and the area's only freeway, pedestrians must navigate through high volume auto routes to access the station. In addition, the area's topography (the station actually sits on top of a hill), also acts as a deterrent, especially for bicyclists. Finally, low density and auto-oriented land uses in the area do not contribute to a "pedestrian friendly" environment.

Figure 4: Pedestrian Crossing of Bailey Road/Route 4 Interchange

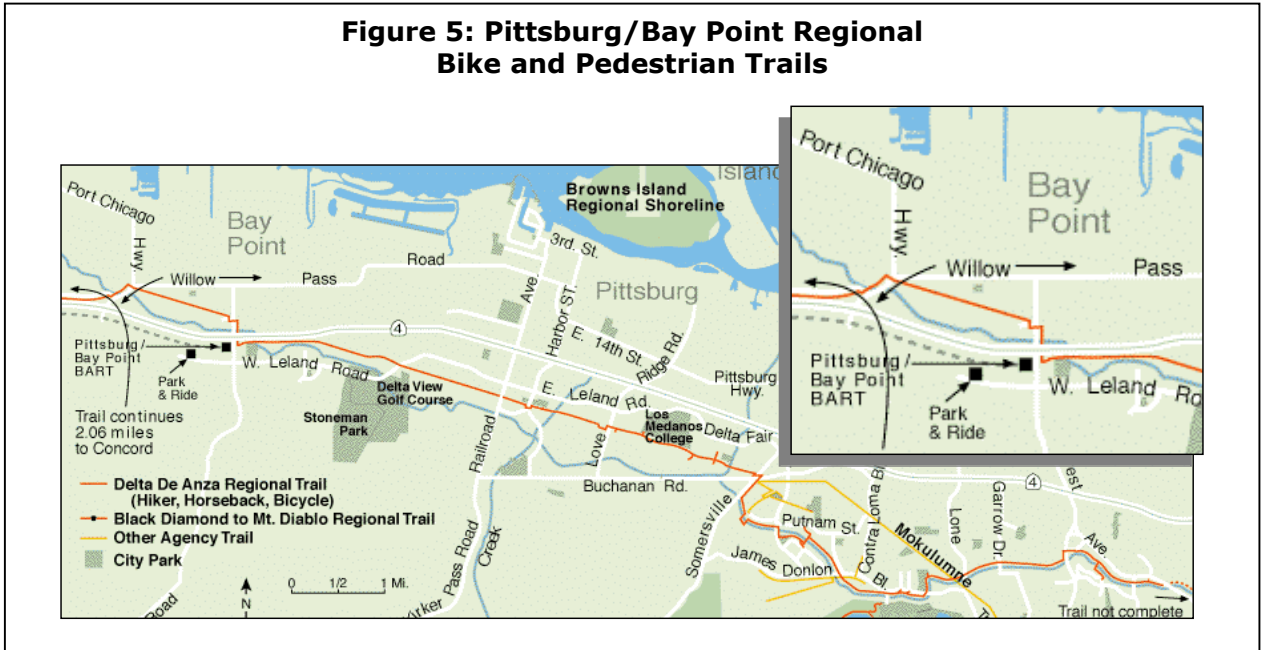


While many of these concerns will be addressed when specific plan development comes on line, there is still ample opportunity to improve existing pedestrian conditions. The Bay Point community is cut off from the station by the freeway and a confusing system of crosswalks and pedestrian paths over the Bailey Road interchange. In addition, the Oak Hills Shopping Center at Bailey Road, which is utilized by BART and Tri-Delta patrons, forces customers to take a circuitous route from the station to its front door. The Oak Hills Subdivision, across West Leland Road from the station, lacks a direct pedestrian connection. And finally, the City of Pittsburg has recently downzoned residential property close to the BART station, effectively limiting the number of new BART patrons who could live within walking distance to the station.

Key strategies for increasing the walk mode share are:

- Providing pedestrian amenities (such as pedestrian lighting, continuous sidewalks with curb cuts, signalized pedestrian crosswalks, street trees and wayfinding signs) along key pedestrian routes connecting the community to the station.
- Making pedestrian safety improvements, such as brighter lighting and security cameras, at the station.
- Providing higher-density residential development and supporting retail uses near the station as contained in the Pittsburg/Bay Point BART Station Area Specific Plan.

Figure 5: Pittsburg/Bay Point Regional Bike and Pedestrian Trails



B. Bike

Topography south of the station is hilly and steep, with automobile and bicycle traffic both using Bailey Road as the primary north-south street. There are plans for bike lanes on Bailey Road, south of the station. West Leland Road is the primary east-west street connecting the station to communities to the east. There are also plans to develop bike lanes on West Leland both east and west of the station. The Delta De Anza trail runs East-West immediately south of State Route 4, crossing to the north at Bailey Road. The terrain north of the station is very flat and more amenable to cycling. Bailey Road is the primary north-south access into the station with Willow Pass Road serving as the primary east-west route. Bailey Road has a substandard bicycle lane in the vicinity of the station. Willow Pass Road serves as a diversionary auto route for SR4 and is a less than optimal bike route for accessing the BART station. In addition to improvements to these and other, parallel routes, bicycle access can be improved by more bike parking at the station and development of bike lanes through the parking lots.

Key strategies for increasing the bike mode share are:

- Supporting the City in their current efforts to provide bike lanes on key access routes such as Bailey Road and West Leland. Supporting the County in their current efforts to provide bike lanes on key access routes such as Bailey Road, the Delta De Anza trail and the Contra Costa Canal trail.
- Providing additional bike racks at the station to meet demand.
- There is a lack of sufficient bike routes to the station from both Bailey and West Leland roads. A bike lane is needed on the access road connecting the station to Bailey Road.

C. Transit

With a transit mode share of 15 percent and growth expected in transit ridership over the near and long-term, the Pittsburg/Bay Point Station is one of the most transit-accessible suburban stations in the system. Tri-Delta Transit, the bus operator in East Contra Costa County, utilizes the BART station as a hub for the majority of its routes. Close to 10 percent of Tri-Delta's ridership transfers to BART at the Pittsburg/Bay Point Station.

Table 4: Pittsburg/Bay Point BART Connecting Transit

| Route | Bus Line | Peak frequency | Off-Peak frequency | Hours of Operation |
|-----------------------|--|----------------|--------------------|--------------------|
| Local Routes | | | | |
| 380 | Antioch to BART | 30 min | 60 min | 4:16AM 10:23PM |
| 383 | Hillcrest Park & Ride to Oakley | 60 min | 60 min | 5:24AM 8:58PM |
| 387 | Antioch to BART | 60 min | 60 min | 5:30AM 9:15PM |
| 388 | Hillcrest Park & Ride to BART | 30 min | 60 min | 5:25AM 9:44PM |
| 389 | Bay Point to BART | 60 min | 60 min | 5:52AM 10:40PM |
| 390 | Hillcrest Park & Ride to BART | 30 min | 60 min | 4:00AM 8:40PM |
| 392 | Brentwood Park & Ride to BART (weekends only) | 60 min | 60 min | 5:51AM 11:32PM |
| 393 | Bay Point – BART – Hillcrest Park & Ride (weekends only) | 60 min | 60 min | 7:27AM 10:04PM |
| Express Routes | | | | |
| 300 | Antioch (Hillcrest) & Brentwood Park-and-Ride lots to BART | 30 min | 60 min | 4:28AM 8:43PM |
| 391 | Brentwood Park & Ride to BART | 30 min | 60 min | 4:06AM 11:51PM |

Key strategies for increasing the transit mode share are the following:

- Encourage Tri-Delta Transit to provide more frequent service to the Bay Point community, immediately north of the station.
- Encourage Tri-Delta Transit to provide 15-minute headways (to match BART headways) express service to Park & Ride locations in Brentwood and Antioch.
- Activate the Park & Ride site at Bliss Avenue.
- Provide real time arrival information to make transfers more convenient.
- Develop more enhanced transit for East Contra Costa County.

D. Auto

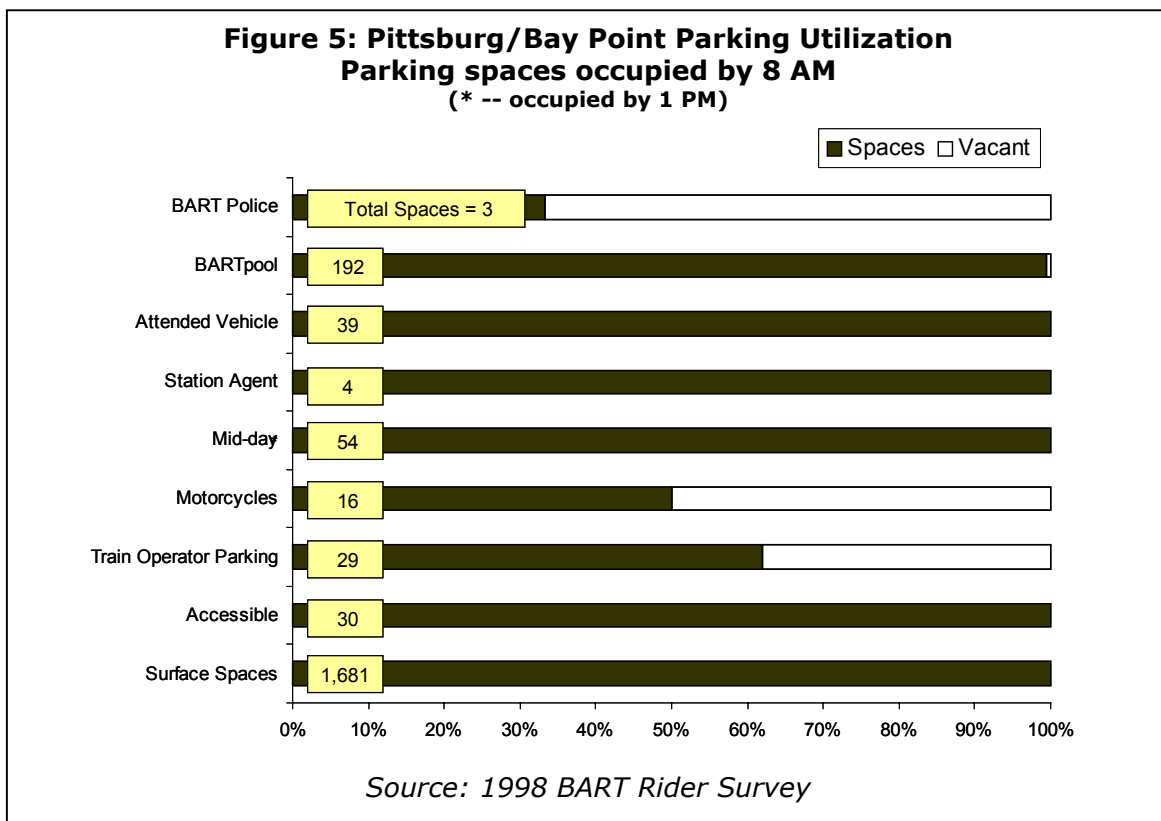
In June 2002, the BART Board voted to allocate up to 25 percent of the parking spaces at BART stations to fee-based reserve parking. This plan, scheduled to take affect December 2002, will allow BART customers the option of reserving a parking space until 10AM for a monthly fee.

The Pittsburg/Bay Point Station has 2,032 parking spaces. According to a May 2002 survey, all of the general spaces were occupied by 9 AM. Of the 192 carpool spaces, only 38 were unoccupied by 9 AM and 10 of the 54 midday spaces were unoccupied at 1 PM. Parking at the

station has been constrained almost since the day the station opened. Until recently, BART patrons were parking on the street in the Oak Hills residential subdivision immediately south of the station. In response, the City of Pittsburg implemented a resident parking permit program with steep fines for violators.

A BART initiative to acquire and develop a neighboring 3½-acre parcel for new parking is currently underway. This new lot will increase the station’s parking capacity by close to 400 spaces. However, once this site is developed there is unlikely to be any parking expansion at the site due to physical constraints and plans for future development on the station site.

Auto circulation within the site has been cited by BART patrons and local officials as a potential area of improvement. Auto egress and internal circulation are often subject to severe congestion. Drivers who cannot find a space often get back on the freeway at Bailey Road and drive to morning destinations, exacerbating congestion at SR4 and Bailey.



Carpool and drop-off mode splits at the Pittsburg/Bay Point Station are some of the highest in the system. Given the reliance on automobiles in East Contra Costa County, these two modes will continue to see growth. Planned HOV lanes on SR4 will be developed as the highway is widened in the next 2-5 years, making carpool an even more attractive for BART patrons. According to an April 2002 survey of carpool parking at the station conducted by Contra Costa Commute Alternative Network staff, 172 of the 192 carpool spaces were occupied by 10 AM. The survey also noted that there were 11 Single Occupant Vehicles illegally parked in carpool spaces.

Finally, the parking lot at the station is used by Train Operators because Pittsburg/Bay Point is a “report location”. As a result, 29 spaces have been reserved for BART train operators pursuant to Section 14.2 of a Memorandum of Understanding between BART and the Train Operator’s BART Planning Department

August, 2002

Union. BART is exploring the possibility of creating greater efficiency with its employee parking. Alternatives such as shifting some staff spaces to North Concord or finding an alternative location are being explored.

Key strategies for accommodating automobiles are the following:

- Encourage CCTA and Caltrans to explore a system of highway information signs that alert drivers whether the BART lot is full and if space is available at the North Concord Station.
- Expand carpool parking to accommodate demand. Increase fines for violators parking in carpool spaces.
- Explore programs to maximize parking efficiency such as attendant midday parking and fee-based reserved parking.
- Plan for new parking expansion with the renewal of Measure C.

Table 5 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 5: Access Improvement Recommendations

| Mode | Recommendation Map Reference Number and Description | S/M/L Term* | Lead | Funding Tier and Source** |
|--|--|-------------|--|--|
| PEDESTRIAN | | | | |
| Access to Station | <p>W1: Shopping Center Connection (<i>from Station to Oak Hills Shopping Center</i>) – Connect new BART parking lot on east side of station to Bailey Road Shopping Center for convenience of BART patrons and shopping center customers.</p> <p>W2: SR4 Interchange -- Develop paved sidewalks and cross walks on west side of Bailey Road/SR4 Interchange through Contra Costa County's Delta DeAnza Trail gap closure project.</p> <p>W3: Access to Oak Hills Subdivision – Explore a direct pedestrian connection to Oak Hills Subdivision, across West Leland from station.</p> | S | BART, Developer | Tier 3: TBA |
| Transit-oriented Development Guidelines | <p>W4: Rezone Alves Ranch Residential Parcel – The City of Pittsburgh downzoned a residential parcel within one-quarter mile of the station from high density residential to low (1-7 units per acre). BART recommends that the General Plan be returned to its original, transit-oriented designation.</p> <p>W5: Develop Quality Pedestrian Streets and Sidewalks – Work with designated developers for station property and neighboring development sites to ensure that streets, sidewalks and pedestrian amenities are inviting to pedestrians. Work with Caltrans, Contra Costa County and the City of Pittsburgh to improve and upgrade existing pedestrian environment leading to the station.</p> | S | City of Pittsburgh | Tier 1: City |
| | | M | Developers, County, City, Caltrans, BART | Tier 3: Development fees, County, City of Pittsburgh |

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 ** 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

| BICYCLE | | | | |
|--------------------------|---|---|--------------------|---|
| Access to Station | | S | County, City | Tier 2: City of Pittsburg, CC County Tier 2: BART |
| | B1: Bailey Road Bicycle Lane (from Willow Pass Road to West Leland Road) – Develop and upgrade existing bike lane facility. | S | BART | |
| | B2: Bike Lane on BART Access Road to Bailey – Develop Bicycle Lane on BART Access Road leading from Bailey Road to Station. This is an important connection to future bike lanes on Bailey Road as well as the Delta De Anza Trail. | S | | |
| | B3: Bicycle Lanes on Willow Pass Road, West Leland Road – Important East-West connectors to the Station. | M | County, City | Tier 2: City of Pittsburg, CC County Tier 3: CC County |
| | B4: Develop Bike Lane along Contra Costa Canal, North of Station (from Bay Point to Bailey Road) – The lack of a sufficient Delta De Anza trail north of the station is an impediment to good bike and pedestrian access for the Bay Point community. Converting the Canal to a bike/ped trail would address this market. Contra Costa County is currently studying this improvement | M | County | |
| | B5: Connection to Shopping Center – Provide connection to Oak Hills Shopping Center to allow bicyclists and pedestrians direct access from the new BART parking lot to the station. | S | BART, Developer | Tier 2: BART, Developer |
| Bike Parking | B6: Bike Lockers - Replace the existing lockers with new metal perforated bike lockers. Provide additional metal perforated bike lockers sufficient to meet demand. Double existing bike rack capacity. | M | BART | Tier 2: BART |
| Bike Security | B7: Add Lighting to Bike Parking Area – Lighting is needed to provide increased security and comfort to bicyclists using racks and lockers. | S | BART | Tier 2: BART |

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 ** Funding Tiers: Tier 1 = Existing BART Resources and/or Non-BART funds, Tier 2 = Limited Parking Revenue Enhancement and/or Non-BART funds
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TRANSIT

| | | | | |
|--|--|--|---|--|
| <p>Transit Service Improvements</p> | <p>T1: Increased Express Bus Service – Follow State Route 4 Transit study recommendation for increasing Express Bus service in East County.</p> <p>T2: Increase Frequencies to Bay Point (Bus 389) – Increase frequencies from 60 minutes to 30 minute headways.</p> <p>T3: Increase Existing Express Bus Service to Hillcrest and Brentwood (Bus 300) – Increase frequencies to 15 minute headways to match BART service. Increase hours of service for Express Bus serving key Park & Ride facilities.</p> <p>T4: Shuttle Study – Conduct a Bay Point neighborhood shuttle planning study and seek funding for implementation.</p> <p>T5: East County Transit Expansion – Adopt the recommendation of the SR4 Transit Study regarding a transit extension to Brentwood and Byron. Options being studied include: BART, light rail, Bus Rapid Transit, Enhanced Express Bus.</p> | <p>S</p> <p>S</p> <p>S</p> <p>S</p> <p>L</p> | <p>Tri-Delta</p> <p>Tri-Delta</p> <p>Tri-Delta</p> <p>BART, County, Tri-Delta</p> <p>BART, CCTA</p> | <p>Tier 2: Tri Delta</p> <p>Tier 2: Tri Delta</p> <p>Tier 2: Tri Delta</p> <p>Tier 2: BART, City, County</p> <p>Tier 3: CCTA</p> |
| <p>Transit Facilities</p> | <p>T6: Real-Time Transit Information – Use GPS technology to provide passengers with real-time arrival information for buses, shuttles and BART.</p> <p>T7: Activate Bliss Avenue Park & Ride Facility – Work with the City of Pittsburg, CCTA, Tri Delta to activate the Bliss Avenue Park & Ride facility</p> <p>T8: Add Lighting to Bus Intermodal Area – As part of the parking expansion, BART will add lighting to the bus Intermodal area for enhanced security.</p> <p>T9: Universal Fare Card – Support efforts to develop universal fare instruments (e.g. Translink and Fastpass) for all transit systems.</p> | <p>M</p> <p>S</p> <p>S</p> <p>L</p> | <p>BART, Tri-Delta</p> <p>BART, City, CCTA</p> <p>BART</p> <p>MTC</p> | <p>Tier 2: Tri Delta</p> <p>Tier 2: BART, City, County, Tri Delta</p> <p>Tier 1: BART, CCTA</p> <p>Tier 3: MTC</p> |

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 ** 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

AUTO

BART Parking

| | | | | |
|--|--|--|---|---|
| | <p>V1: Increase Midday Parking – Explore strategies for increasing midday parking opportunities. Examples of midday parking programs include: attendant parking, midday reservations, satellite parking facilities</p> <p>V2: Redesign Carpool Program – Explore changes in Carpool to BART program. Areas of concentration could include:</p> <ul style="list-style-type: none"> • Update carpool database • Implement sunset dates for carpool permits • Increase fine for parking in carpool spaces <p>V3: Additional Parking Spaces – Restripe lot to gain more spaces.</p> <p>V4: Community Parking District Feasibility - Explore the feasibility of creating a community parking district and using the generated revenue for access improvements</p> <p>V5: Parking Expansion – Plan for expansion of parking facilities at the station provided funding can come from the renewal of Measure C.</p> <p>V6: Increase Carpool Spaces - Increase spaces dedicated to carpools according to demand. Consider merging remaining midday and carpool spaces.</p> <p>V7: Double left egress – Increase egress lanes onto West Leland eastbound from one lane to two.</p> <p>V8: Informational Sign on SR4 – Explore possibility of installing traffic information signs at Bailey Road exit of SR4 warning drivers whether BART lot is full. They can also alert drivers of empty spaces at North Concord.</p> <p>V9: Real Time BART Parking Information – Provide real-time information at the BART parking lot and/or garage on availability of spaces.</p> | <p>S</p> <p>S</p> <p>S</p> <p>L</p> <p>L</p> <p>S</p> <p>S</p> <p>L</p> <p>L</p> | <p>BART</p> <p>BART, Commute Alternatives Network</p> <p>BART</p> <p>City</p> <p>BART</p> <p>BART</p> <p>BART, City</p> <p>Caltrans, BART</p> <p>BART</p> | <p>Tier 2: BART</p> <p>Tier 1: BART</p> <p>Tier 2: BART</p> <p>Tier 2: City of Pittsburgh</p> <p>Tier 3: BART</p> <p>Tier 2: BART</p> <p>Tier 2: BART</p> <p>Tier 2: BART</p> <p>Tier 3: Caltrans</p> <p>Tier 3: BART</p> |
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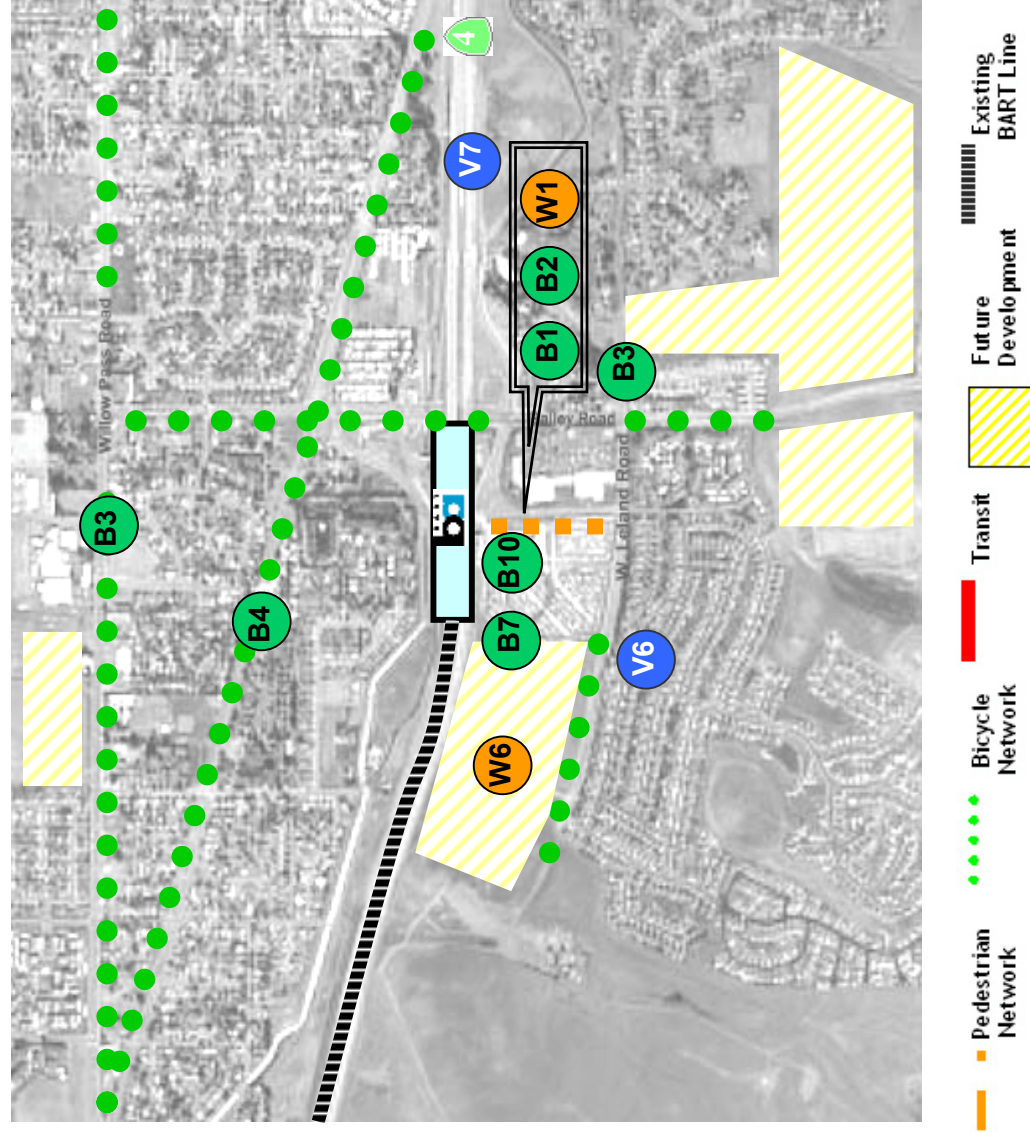
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ALL MODES

| | | | | |
|---|--|------|----------------------------------|---|
| 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. | M | BART | Tier 3: BART |
| Station Identity and Orientation | A2: 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, City of Pittsburgh, County | Tier 2: BART, City of Pittsburgh, Developer |
| | A3: Visual Improvements - Provide landscaping and other visual improvements (e.g. public art) that will beautify the station. | M, L | BART | Tier 3: BART |

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PITTSBURG/BAY POINT BART STATION AREA ACCESS IMPROVEMENTS



WALK
W1: Oak Hills Shopping Center Connection
W2: SR 4 Interchange
W3: Access to Oak Hill Subdivision
W6: Rezone Alves Ranch Residential Parcel

BIKE
B1: Bailey Road Bicycle Lane
B2: Bike Lane on BART Access Road to Bailey Road
B3: Bicycle Lanes on Willow Pass Road, West Leland Road
B4: Bicycle Lane along Contra Costa Canal
B5: Bike Crossing, SR4 Interchange
B6: Access to Oak Hills Shopping Center
B7: Additional Bike Racks
B10: Lighting to Bike Storage Area

TRANSIT
T6: Real Time Arrival Information
T7: Bliss Avenue Park & Ride Facility
T8: Add Lighting to intermodal area

AUTO
V4: Community Parking District
V6: Double Lane out of parking lot
V7: Wayfinding signs on SR4