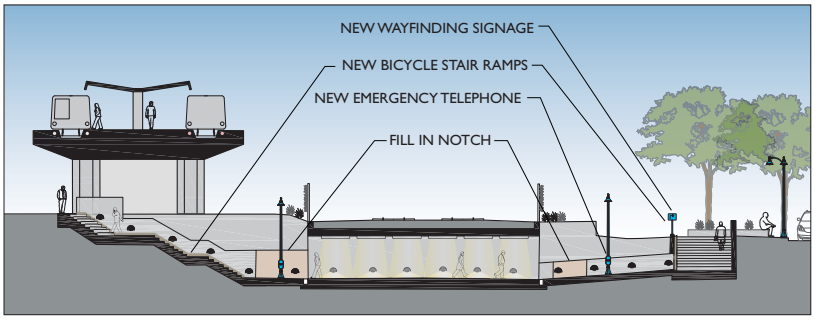
Bay Fair BART Station Area Improvement Plan



San Francisco Bay Area Rapid Transit District | July 2009

BART

METROPOLITAN TRANSPORTATION COMMISSION

AC TRANSIT

BAYFAIR center

Bay Fair BART Station Area Improvement Plan

San Francisco Bay Area Rapid Transit District | July 2009

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INTRODUCTION 01

The Bay Fair BART Station is a transfer station for the Fremont and Dublin/Pleasanton BART lines. Built in 1972, the station functions as a regional commuter transit center for Central Alameda County and a regional destination because of its location adjacent to a major shopping center. The station is a valuable asset to the City of San Leandro and the unincorporated Alameda County communities of Ashland, Cherryland and San Lorenzo, and will likely gain importance in its role as a cross-roads and transfer station with the future expansion of BART.

The Bay Fair BART station viewed from the southwest parking lot.

PURPOSE

The purpose of the Bay Fair BART Station Area Improvement Plan (the Plan) is to assess safety, security, and access issues for the half-mile radius of the Bay Fair BART Station Area (Station Area). This Plan is an outgrowth of the previous planning effort, the Bay Fair BART Transit-Oriented Development & Access Plan of 2007. During that effort, the focus of which was to work with the community to create a vision for potential transit-oriented development (TOD) and access improvements at the Station Area, the community were very vocal in expressing their

The Bay Fair BART station entrance from the northeast parking lot.

concerns about ongoing safety and security problems and how future development could exacerbate the situation.

BART staff believed that any discussion about potential development should include addressing these serious issues, and subsequently applied for and received the Safe Routes to Transit Grant to help fund this Plan. The focus of the planning process was to work closely with project stakeholders and community members to better understand their safety, security, and access concerns at the Station Area and develop short- and long- term solutions to mitigate these problems.

GOALS

The goals of this 12-month planning process are to make the Station Area a great place that is safe, vibrant, and inviting, and to create direct, attractive, and safe connections for pedestrians and bicyclists. This Plan seeks to achieve these goals and further strengthen partnerships by working with the project stakeholders and community to identify safety, security, and access issues at this location and develop recommendations to mitigate those concerns. The Plan recommends new capital projects and potential improvements to current operational and maintenance practices. These projects are prioritized according to stakeholders and community input, and their feasibility for implementation. The Plan will help guide BART and the stakeholders in the pursuit of capital funding for implementation. It should also be noted that a key consideration in the development of short-term projects is to minimize throwaway costs, and for longer-term improvements to be coordinated with future BART, City and County projects, including any proposed transit-oriented development project.

ADVISORY COMMITTEES

The Bay Fair BART Station Area straddles the southern edge of the City of San Leandro and the northern part of the unincorporated Alameda County. To ensure that planning for the Station Area is consistent with the surrounding communities, BART has partnered with its project stakeholders – City of San Leandro, Alameda County, AC Transit and Bayfair Center, along with support from the Metropolitan Transportation Commission and TransForm.

Given the multiple jurisdictions in and around the Bay Fair BART Station, a Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) were formed to help guide the plan and ensure that its proposals are feasible and in line with the visions of the surrounding communities.

The TAC was formed to provide input on technical issues regarding the existing conditions of the Station Area and the feasibility and priority of the proposed solutions. It included a number of representatives from the following agencies:

- AC Transit
- Alameda County
- Association of Bay Area Governments
- BART
- California Highway Patrol
- Caltrans
- Cinemark Theatres
- City of San Leandro
- Target

The PAC was formed to help represent the needs of the surrounding constituency and provide high-level guidance for the Plan. Members of the PAC represented the following agencies:

- AC Transit Board of Directors
- Alameda County Board of Supervisors
- Bayfair Center
- BART Board of Directors
- San Leandro City Council

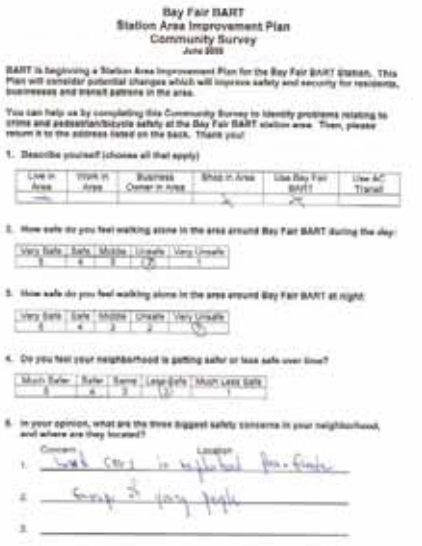
The TAC and PAC worked together to listen to community input and understand the existing conditions to help create, refine and prioritize physical and operational strategies to improve safety, security, and access at the Bay Fair BART Station Area.

BART POLICY CONTEXT

The mission statement in BART's recently adopted Strategic Plan is to "Provide safe, clean, reliable and customer-friendly regional public transit service that increases mobility and accessibility, strengthens community and economic prosperity and helps preserve the Bay Area's environment."

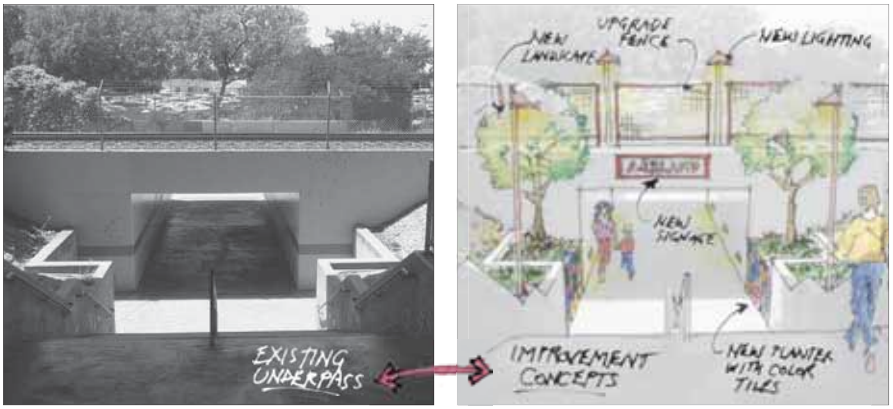
In an effort to ensure continued commitment to its mission, BART has identified a number of implementation strategies to achieve this mission. Strategies that relate to and support this planning process and its associated projects and programs are:

- **Station Access.** Develop alliances with transit partners and the community to maximize connectivity and to facilitate multi-modal access including transit, bicycling and walking. Projects and programs to achieve this strategy include:
  - *Station Access Program* to developed programs and projects that improve access to stations by modes other than single occupant vehicles.
  - *Station Wayfinding Program* to implement wayfinding signage to and from BART stations and within stations to aid the customer in navigating the BART system and making connections to other transit and local destinations.
- **Customer Environment.** Make BART stations and trains pleasant and inviting to use and enhance customer and system safety and security. Projects and programs to achieve this strategy include:
  - *Station Modernization Program* to upgrade BART stations to improve lighting, pathways, and signage systems.
  - *Incorporating Universal Design Principles* into planning for BART renovation, expansion and improvement.
  - *Accessibility Improvements* to develop and implement a program of system-wide accessibility improvements.
  - *BART Police Programs* to staff and deploy a professional and well-trained police force.
  - *Station Cleanliness Program* to ensure that station and bathroom cleanliness meet the standards of BART passengers.


Bay Fair BART
Station Area Improvement Plan
Community Survey

Community Outreach

Surveys were distributed to the surrounding community and BART and Bayfair Center Patrons. Postcards announcing the workshops were sent to homes within a half mile of the Station Area, inviting community members to participate in the planning process.



Bay Fair Community Workshop
Come discuss ways to make the Bay Fair BART Station Area a safer place!

Reunión comunitaria de Bay Fair
¡Vengan a conversar sobre modos de hacer la parada del Bay Fair BART más segura!

COMMUNITY PROCESS

This Plan is the result of an extensive outreach effort and two community workshops. The first workshop was held in on July 15, 2008, and the second workshop was held on February 28, 2009. Both workshops were held at Bayfair Center, the regional shopping center adjacent to the Bay Fair BART Station, and were well attended and lively. A number of the meeting participants attended both workshops.

Outreach

Multiple types of community outreach methods were employed to engage the community in the planning process. BART staff utilized their ties to the community from the previous TOD and access planning effort to reach out to the same community groups, local residents and business owners for this Plan.

A survey was developed and distributed to homes within a half-mile of the Station Area. The survey was also distributed to BART patrons, AC Transit patrons, Bayfair Center tenants, and local community groups. The survey elicited input regarding the perception of safety and accessibility in and around the Station Area. The results of the survey are further discussed in Chapter 4: Safety, Security and Access Concerns.

Postcards advertising the community workshops in English and Spanish were mailed to 2,000 households within a half-mile radius of the station, and sent electronically to those who provided email addresses. Additionally, information regarding the community workshops was distributed to the news agencies through press releases, and flyers were distributed at the station.

BART staff also met with local groups, such as Cherryland Community Association, San Leandro Chamber of Commerce, Ashland Violence Prevention Collaborative, 141st Street Neighborhood Watch and bicycle advocates to present the proposed recommendations and gather community input. Finally, information has been regularly updated on the project webpage: www.bart.gov/planning/bayfair.aspx.

Table maps illustrating community members' concerns and visions for the Station Area.

Community Workshop #1

The first community workshop on July 15, 2009 was an opportunity for the community to come together to discuss safety, security and access concerns for the Station Area. Approximately 30 community members attended the first workshop. The workshop began with a presentation summarizing an analysis of these issues at this location based upon interviews with local police and security representatives, the community survey, and crime statistics.

Community members voicing their visions for the Station Area at the first community workshop.

After the presentation, the participants broke into small groups to participate in an exercise that allowed them to share their understanding of the area and offer suggestions for improvement. Each of the small groups had a map of the Station and group members were asked to elaborate on the safety, security, and access issues presented earlier and identify any other areas of concern on their table maps. The participants were asked to use the maps to envision potential physical and operational improvements for the Station Area that would address these issues. After the exercise, the small groups reported their ideas back to the larger group. A number of groups had similar ideas and concerns, all of which are further discussed in Chapter 4: Safety, Security and Access Concerns.

Community Workshop #2

The ideas and concerns from the first community workshop were recorded and used as the basis from which draft alternatives were developed to address the problematic areas and support the community's vision. Draft alternatives were developed for nine "hot spot" areas that the community identified as of significant concern, and in some instances, more than one alternative was developed. These alternatives were presented to the participants at the second community workshop on February 28, 2009, along with a discussion of the potential strategies for implementation and the time-frame associated with each improvement. Approximately 35 community members attended the second workshop.

After the presentation of the proposed alternatives, the participants were asked to break into small groups. Each group had a map of the Station Area, and the participants at each table were asked to individually prioritize the proposed alternatives by placing a sticker on the location of the three alternatives that they felt should be the top priority. This exercise allowed the group to create a group prioritization of the alternatives. The groups then discussed the alternatives in the order of their overall prioritization and provided additional feedback. They were asked to present their priority list of the draft alternatives, recommendations and comments to the larger group. The meeting was then opened for further discussion.

Workshop participants used maps to prioritize the draft alternatives at the second communty workshop.

Community members discussing the draft alternatives at the second community workshop.

The prioritized list of improvements, suggestions and ideas on how to improve upon the draft alternatives by each group were recorded and subsequently used to develop the final recommendations, which are presented in Chapter 5: Recommendations.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

02

Crime Prevention through Environmental Design (CPTED) is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, as well as an improvement in the quality of life.

CPTED is a process and a way of thinking about crime. It is not a program or system of ready–made solutions. CPTED emphasizes understanding and changing the physical environment in an effort to reduce crime at particular locations.

DEFENSIBLE SPACE

CPTED is effective because of the concept of "defensible space". This concept suggests that all space in the human environment is defendable; a guardian can take responsibility for the space and take action to defend it from non-legitimate, criminal, or unintended use. Alternately, space can be undefended; when there is no one who takes responsibility for the space, it is left exposed to criminal use.

CPTED works because criminals avoid committing crime in the presence of legitimate users. Properly defended property suggests to a criminal that a legitimate user (guardian) may be near to witness the crime and call the police. Undefended property communicates to the criminal that no one is watching and it is safe to commit a crime. Undefended places that are safe for criminal activity are unsafe for legitimate users. Alternately, places that are defended and safe for legitimate users cause the criminal to fear detection.

STRATEGIES

To help defend a location, there are four overlapping CPTED strategies that need to be employed: 1) Natural Surveillance, 2) Territorial Reinforcement, 3) Access Control, and 4) Maintenance. Each strategy employs a slightly different method of sending a clear message to criminals that a responsible person is nearby and criminal activity is not welcome. These strategies are not exclusive. They may be applied concurrently and will provide greater crime prevention potential as a result.

Legitimate users help to make a space safe and inviting.

The bus bays at the North Concord BART station transit stop are open and provide visibility.

Natural Surveillance

Natural surveillance is the design of an area that places physical features, activities, and people in locations that maximize the ability to see what is occurring in a given space. An example of natural surveillance is a parking garage built with large panoramic windows facing a major street. Windows allow pedestrians and motorists passing by to see into the parking area and detect criminal activity. In the event that a crime does occur, there is a greater chance that it will be seen and reported to police. Other examples include:

- Properly trimmed and maintained landscaping, which allows visibility.
- Appropriately scaled lighting, which highlights the pedestrian environment.

A low fence delineates ownership of space and creates a clear boundary between public and semi-public spaces.

Territorial Reinforcement

Territorial reinforcement is the design of an area that clearly defines its boundaries and ownership. All space can be defined as public, private, or semi-public/semi-private. The underlying principle of territorial reinforcement is that the transition between spaces should be clearly identifiable for both the user and others in the area. Territorial reinforcement allows legitimate users to develop a sense of ownership over a space and act as guardians against criminals and criminal acts. Examples of territorial reinforcement are:

- Small decorative fencing placed around the semi-private outdoor patio of a business.
- Proper signage that communicates the ownership of a space and the rules of its use.

Gateways, bollards and clearly marked pathways give direction to pedestrians and alert drivers to their presence.

Access Control

Access control is the physical guidance of movement to and from a space by the placement of entrances, exits, fencing, landscaping, locks, and other barriers. This CPTED strategy works because it not only limits and guides movement, but it also causes improper access to be noticed more readily. Some examples of access control are:

- Well-marked pedestrian pathways through parking lots, which give direction to its users, and create a safer path of travel by alerting drivers to the concentrated presence of pedestrians.
- Bollards placed near the entrance of a park to prevent vehicle entry but allow pedestrian entry.

A component of access control is to deny access to a protected area. This is accomplished through physical or mechanical means, such as fences, gates, locks, or alarms. Access control has mistakenly been thought of as only denying access. Unfortunately, this mistake can result in the creation of a "fortress" mentality in communities that rely on gates and fences to deny access completely. This mentality can discourage legitimate users of a place and result in dead and uninviting environments which suffer from the lack of natural surveillance legitimate users.

Maintenance

Maintenance is the upkeep of an area or building. It demonstrates that someone cares about a space, is watching, and will defend the property against crime. A property that is run-down or in disrepair is likely to attract non-legitimate activities. Routine maintenance or clean-up can have a great deal of impact in making an area unattractive to offenders.

Lack of maintenance is likely to attract non-legitimate uses.

This strategy works because it is based on what is known as the "Broken Windows Theory." The theory suggests that a neglected space will bring mistreatment and crime by people, while a maintained space will bring proper treatment. This strategy directly impacts the fear of crime in a community by creating perceptions of responsibility and caring in neighborhoods.

TRANSIT-ORIENTED DEVELOPMENT & CPTED

The Bay Fair BART station is lacking in all of these CPTED principals, which creates the perception of the station as an unsafe and insecure environment. Similar to other suburban BART stations, the Bay Fair station is surrounded by vast parking lots and as a result is very isolated from the surrounding community. This isolation prevents natural surveillance of the station by legitimate users, the lack of which encourages criminal activity.

In their influential book SafeScape: Creating Safer, More Livable Communities through Planning and Design, Al Zelinka and Dean Brennan state:

> "We all know of main streets teeming with life, parks which always seem to have people in them, and neighborhoods enlivened by the presence of children playing and adults walking. We also know of downtowns that are devoid of life after work hours and of idle parks and neighborhood streets that seem lifeless except for the occasional car.

> When places support the coming together of people in activity, public safety is enhanced. First, we are safer because of the presence of other law-abiding citizens who informally watch the goings-on. Second, our presence provides businesses and residences with added safety. Third, we reinforce the use of the place for legitimate, community-building purpose rather than counterproductive, undesirable activities that invoke fear and can encourage crime. (pp27)"

One method of achieving the types of activity Zelinka and Brennan suggest and improving the safety and security of the Bay Fair BART station area would be to create new transit-oriented development (TOD) surrounding the station. New TOD would infuse the Station Area with new activity and legitimate users, which in turn would heighten the natural surveillance and territorial reinforcement of the Station Area.

CONTEXT 03

This Chapter describes the planning context surrounding the Bay Fair BART Station Area.

2008 BART STATION PROFILE SURVEY

According to the 2008 BART Station Profile Survey, of the 5,728 average weekday riders who use BART, 16% walked, 10% rode transit and 2% biked to the station. The Strategic Plan strongly supports the implementation of access improvements that will help increase the percentages of these mode shares, while seeking to reduce the percentage (52%) of people who drive alone and park at the station.

PROJECT AREA

The Bay Fair BART Station is an approximately 18.5-acre site bounded by Hesperian Boulevard to the west, the Estudillo Canal to the north, Coelho Drive to the east, and Colby Street to the south. The Station Area is illustrated in Figure 3-1.

The UPRR tracks adjacent to the elevated BART tracks.

The station is bisected by the elevated BART tracks and the Union Pacific Railroad (UPRR) right-of-way, which divide the site into two

Figure 3-1: The Bay Fair BART Station Area and Surrounding Context.

The Estudillo Canal that separates Bayfair Center from the Bay Fair BART station.

separate land areas. The surface parking lots account for the areas to the southwest and northeast of the BART and UPRR tracks, and are connected by a pedestrian underpass. The BART platform, fare gates and AC Transit Intermodal Terminal are also located on the northeast side of the station.

The Bay Fair BART Station Area straddles the boundary separating the City of San Leandro and the Ashland community, which is part of Unincorporated Alameda County. The Estudillo Canal that divides the station and Bayfair Center is within the purview of the Alameda County Flood Control District, while the pedestrian bridge over the Canal that links the station with Bayfair Center is under the responsibility of Bayfair Center.

LAND USES

Residential neighborhoods are located directly adjacent to the Bay Fair BART Station Area to the east and south, the majority of which are comprised of single-family homes. There are a number of multi-family residential developments east of the Station Area near East 14th Street.

Residential neighborhoods surround the Station Area.

Bayfair Center is a regional shopping destination located to the north of the Bay Fair BART Station. It provides over 800,000 square feet of retail space, including a variety of local and national retail stores and the large 16-screen Cinemark Theatres. Most of Bayfair Center is under the management of Madison Marquette and has undergone a series of renovations, including expansion, improvements, and a change in retailers. The only area not owned by Madison Marquette is Target.

The AC Transit Intermodal Terminal is located adjacent to the station entrance.

The BART station is also the location of an AC Transit Intermodal Terminal, a key transfer point for BART to bus connections, as well as bus-to-bus connections. The Intermodal Terminal has a 14-bay bus transfer facility and plaza and currently serves twelve AC Transit routes.

The Bay Fair BART Station is used heavily by commuters, who generally reside in the City of San Leandro, and the Ashland, San Lorenzo, Cherryland or other nearby communities. The Station Area provides approximately 1,655 surface parking spaces. A limited number of these parking spaces are offered as reserved monthly parking. The majority of the spaces are free daily parking, which typically fill up by nine o'clock in the morning. The parking lots fill up during commute hours, and local residents have complained about overflow parking in their neighborhoods and Bayfair Center. There are also 55 bike lockers at the station.

For people who ride BART or the bus to the Bay Fair Station in order to shop at Bayfair Center, finding their way to the shopping center is difficult and unsafe. From the fare gate area, patrons can take the sidewalk on the northeast parking lot to the pedestrian bridge that deposits them at the loading dock of Target, where there is not much activity at certain hours of the day. Patrons who want to get to the movie theater or East 14th Street must walk diagonally across the northeast parking lot toward the Coelho Drive/Mooney Avenue intersection. It can be difficult for pedestrians who are not familiar with the area to find their way to Bayfair Center because there is limited visibility from the station to the shopping center and no wayfinding signage to guide them.

The view of Bayfair Center from the Estudillo Canal.

PREVIOUS PLANNING AND RECENTLY IMPLEMENTED PROJECTS AND STRATEGIES

There are a number of projects currently in different stages of long-term planning that have the potential to change the future use, accessibility, and experience of the Station Area and the surrounding neighborhood.

Recently Completed Projects

There are a number of recently completed projects near the Bay Fair BART Station that have enhanced the use and accessibility of the station.

Colby Streetscape Improvements

The curbs and sidewalks along Colby Street and adjacent to the Bay Fair BART Station southwest parking lot have recently been improved by Alameda County. Previously, this section of Colby Street lacked a sidewalk. These improvements help to make the southwest lot and the neighborhood more accessible.

Ashland Bay Fair BART Access Improvement Plan

The Ashland Bay Fair BART Access Improvement Plan was a joint effort initiated by Alameda County, the City of San Leandro, and BART in 1999. The plan focused on improving access in the Ashland community. The Alameda County Redevelopment Agency has recently implemented portions of the plan along Coelho Drive between East 14th Street and Mooney Avenue. These improvements include new infrastructure, sidewalks, and streetscape amenities.

Recent streetscape impovements on Coelho Drive that were installed as part of the Ashland Bay Fair BART Access Improvement Plan.

Target Upgrades to Existing Pedestrian Bridge

Recently Target upgraded the northern approach to the pedestrian bridge as part of its store opening. These improvements include access ramps to the existing pedestrian bridge, landscaping, and lighting.

Long-Term Planning Projects

There are a number of long-term planning projects which would improve access to the Station Area and the station itself.

East Bay Greenway

Urban Ecology is working to build public support for an urban greenway along the elevated BART structure from 18th Avenue in Oakland to the Hayward BART station. Similar to the Ohlone Greenway in El Cerrito and Berkeley, this new public space would include pedestrian and bicycle amenities, landscaping, and open space. Urban Ecology completed a draft conceptual plan in 2008 which focuses on development issues, operations and maintenance, safety, right-of-way, design guidelines, funding sources, and implementation potential. Urban Ecology is currently soliciting feedback on the plan and working to gain support from communities along the greenway. If the East Bay Greenway were to be implemented, the Station Area would benefit from more direct and increased pedestrian and bicycle access.

Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Study

The Alameda County Public Works Agency is undertaking a study to develop and evaluate alternative uses along train tracks parallel the BART structure which are owned by Union Pacific Railroad. The goal of the study is to convert the railway corridor into an amenity which improves the surrounding community and improves non-motorized transportation access. The study will engage the residents, agencies and interested groups in the cities and communities adjacent to the corridor in Alameda County to create a plan which re-envisions the use of the railroad tracks. This study is coordinated with the East Bay Greenway project, which proposes a greenway on the right of way which is parallel to the elevated BART tracks and the Union Pacific rail line, as the goal of both projects is to improve local and regional bicycle and pedestrian connections.

Estudillo Canal

The Estudillo Canal is a flood control channel which falls under the responsibility of the Alameda Flood Control and Water Conservation District. The Estudillo Canal is the northern boundary of the Station

Area and creates a barrier between the BART station and Bayfair Center. The pedestrian bridge that provides access over the canal is under the management of Madison Marquette. While there have been a number of proposed changes to the canal and the pedestrian bridge, no major changes can be implemented without revised guidelines regarding canal capacity and width to meet the 100 year flood zone requirements. Plans to meet newly revised federal flood control mandates are currently underway, but are not yet available.

AC Transit Bus Rapid Transit

AC Transit is currently in the planning and review phase of the Bus Rapid Transit (BRT) project. The BRT is proposed to run from the Downtown Berkeley BART station, along International Boulevard/East 14th Street in Oakland and San Leandro. One option would terminate at the Bay Fair BART AC Transit Intermodal Terminal. The new BRT service may necessitate changes to the capacity and layout of the AC Transit Intermodal Terminal; however, no planning to accommodate these changes has yet occurred.

Bay Fair BART Comprehensive Station Plan

The Bay Fair BART Comprehensive Station Plan was written in 2004 to examine how effectively the station meets the present and future needs of its passengers. The Plan analyzed the station in terms of development, access and capacity, and functionality. The Plan helps to create a vision for the Station Area and provides recommendations for future projects in order to meet the changing demand and future goals of the station. As part of the Silicon Valley Rapid Transit Project, the Bay Fair BART Station will likely increase in importance as a key transfer point within the BART system with the expansion of BART to San Jose. This future expansion will necessitate that the BART station undergo capacity and functionality changes to meet the increasing demands of the BART system and to better serve the needs of the patrons and community.

Bay Fair BART Transit-Oriented Development and Access Plan

The Bay Fair BART Transit-Oriented Development and Access Plan was created in 2007 to provide a vision and framework for TOD opportunities and access improvements at the Bay Fair BART Station Area. The Plan recommends a number of access and circulation improvements to support three potential TOD options.

SAFETY, SECURITY AND ACCESS CONCERNS 04

This chapter describes the safety, security, and access concerns that were first identified during this planning process, which are illustrated in Figure 4-2. These concerns were identified by the police and security professionals who work in and around the Bay Fair BART Station Area, analysis of the crime statistics of the Station Area, and community input from the surveys, workshops and neighborhood meetings. A summary of these concerns, which were used to develop the Plan's recommendations follows, more extensive meeting notes and summaries, can be found in Appendix A.

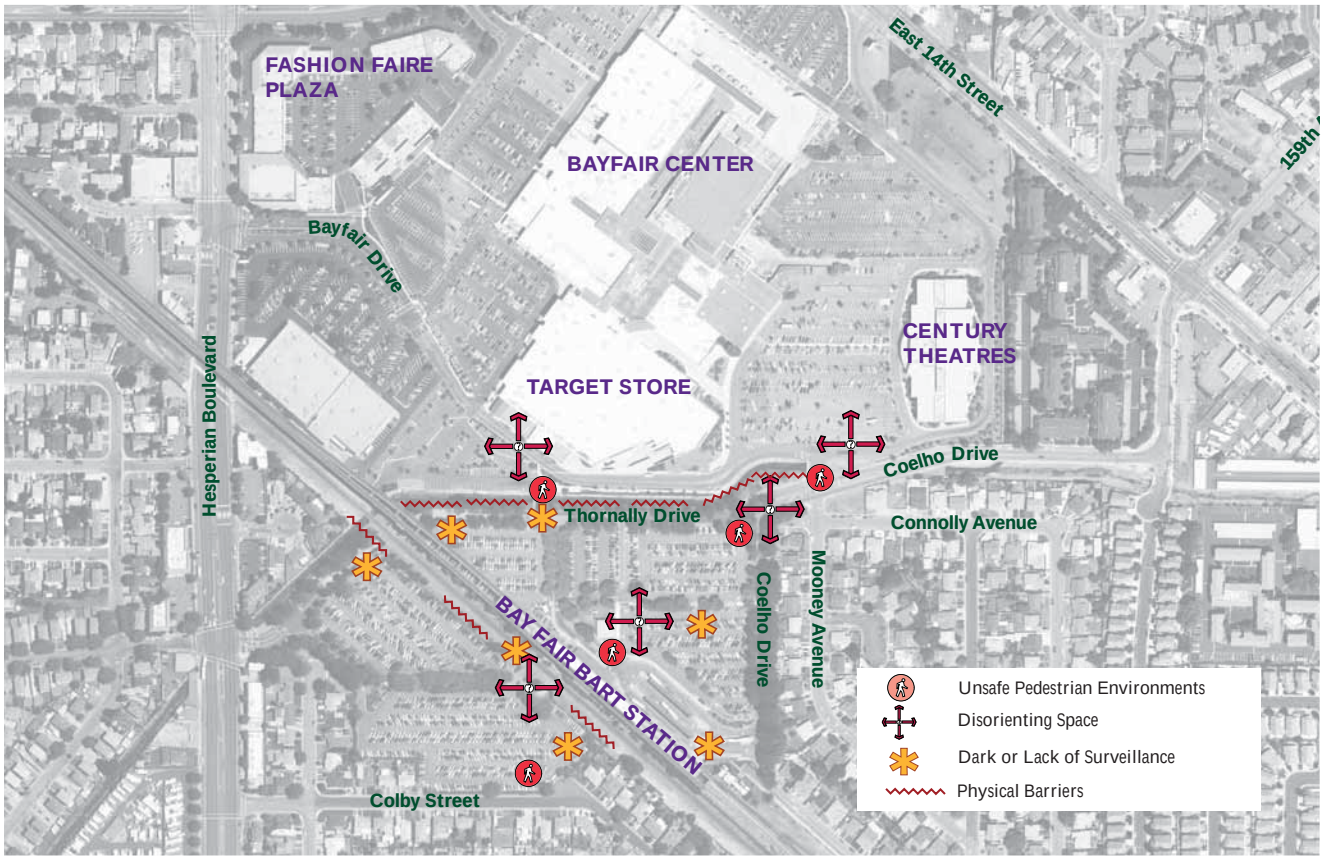


Figure 4-1: Safety, Security and Access Concerns.

POLICE & SECURITY

The safety and security coverage of the Station Area is complicated, because the location falls within or is adjacent to four police departments: BART Police, Alameda County Sheriff's Office, City of San Leandro Police, and California Highway Patrol. Additionally, these public police agencies work closely with the security representatives of Bayfair Center and Target.

Safety and Security Meeting

In May 2008, representatives from the local police jurisdictions and security professionals from the Bayfair Center met to discuss the safety and security issues affecting the Station Area, along with potential solutions. The meeting participants discussed a number of areas that they identified or perceived as "hot spots" of criminal activities. These locations include:

The pedestrian bridge over the Estudillo Canal.

The pedestrian underpass at the Bay Fair BART Station.

- The pedestrian bridge over the Estudillo Canal, which was identified as a high crime location for robbery because of its isolated location.
- The intersection of Coehlo Drive and Mooney Avenue, which was identified because there is little activity to provide observation or security.
- The AC Transit Intermodal Terminal, which was the location of a number of police calls, both in response to crimes taking place at the facility and on the buses traveling to the terminal.
- The pedestrian underpass that connects the southwest BART parking lot to northeast lot, faregates and paid area is isolated and lacks visibility.

In addition to these "hot spots," the meeting participants identified a number of other issues regarding the existing safety and security at the Station Area, and ideas pertaining to improving the safety and security at the Station Area. These issues and ideas included:

- The good working relationship between the multiple police agencies and security departments.
- Speeding on the streets around the station is a concern for the neighborhood.
- The recent installation of security cameras and better lighting in the Century Bayfair Center parking lots has reduced the number of vehicle thefts and robberies.

- The increased presence of a San Leandro police officer who patrols the Bayfair Center, has helped to reduce crimes in the shopping center
- The recent installation of security cameras and pedestrian-scaled lighting at the Coliseum BART Station has reduced the incidents of crime and increased the patrons' feelings of security.
- The benefits of having a more visible police presence at the station.
- The possibility of developing a new small office at the Bay Fair Station, or potentially allowing police to use the existing BART police annex building.
- The benefit of adding some windows to the existing police annex building to increase the perceived visibility of the building.


The AC Transit Intermodal Terminal.

Crime Data

The available crime data for the Bay Fair BART Station Area was gathered and analyzed in order to gain an understanding of the security and safety issues. For the period of 2007 – 2008, the majority of the crimes reported to BART Police (77 percent) were vehicle property crimes of stolen vehicles or vehicular burglaries. These crimes took place within the station parking lots.

The remainder (23 percent) of the crimes reported were personal crimes of robberies, with the exception of one assault. The actual location of these crimes was difficult to pin-point given incomplete data collection. However, when the information was made available, it appeared that the location with the most number of personal crimes occurred at the AC Transit Intermodal Terminal bus zone, where nearly half of the robberies and the one assault took place. Other locations where multiple robberies were reported occurred at the pedestrian bridge over the Estudillo Canal and the southwest BART parking lot.

Crime statistics for the Station Area, excluding the BART station had a similar profile. The majority of the crimes were located in the parking lots at the Bayfair Center. The majority of the crimes reported were vehicular property crimes, and the majority of personal crimes reported were robberies. Unfortunately, the crime reporting data did not include an in-depth description of the location of the crimes within the Bayfair Center. A complete listing of the crime findings can be found in Appendix B.

The data revealed that the types of crimes committed at the Station Area are vehicle property crimes, and to a lesser extent, robberies. These types of crimes occur in locations where there is little or no police or natural surveillance. This communicates to criminals that they can get away with their crimes, because they perceive that no one is watching or guarding these areas.

COMMUNITY INPUT

The community members were very active in participating in the planning process.

Community Surveys

In June 2008, surveys were distributed to the community through neighborhood associations and in BART trains and stations, the Bayfair Center, and nearby businesses. There were 31 surveys returned. The following is a summary of the survey results.

Almost 80 percent of the respondents said they live and shop in the Bay Fair Station Area. Almost 95 percent of the respondents said they felt unsafe walking around the Bay Fair BART station alone at night. When asked to identify safety concerns in their neighborhood, 13 people said they were concerned about their overall personal safety, especially in the areas near the BART station, bus stops, Bayfair Center parking lots, and the pedestrian bridge from the shopping center to the BART station. Almost 50 percent of the respondents said that they have been a victim of a crime, or they know someone who has been a victim of a crime, in the last two years.

Over 50 percent of the people said they would walk more instead of using a car if they felt safer. When asked what improvements in the neighborhood would encourage them to walk more, ten people suggested better lighting and eight people said better walkways around BART and the Bayfair Center. A total of 12 people said they feel their neighborhood has been getting less safe over time.

Community-Identified Areas of Concern

The first community workshop was held in July 2008, with approximately 35 attendants. The purpose of the workshop was to seek input on community concerns relative to crime, safety, and access. The following is a list of those concerns expressed by the community, organized by their geographic location, which is illustrated in Figure 4-2.

Colby Street (South of the BART Station)

The community members identified the lack of access control and way-finding as their major concern for this area. There is regular speeding on neighborhood streets, which increases the potential for accidents. The small cul-de-sac at the intersection of Colby and Wagner Street is used as an informal BART drop-off, and the lack of formal direction creates confusion for users. There is also a significant amount of BART parking that overflows onto the neighborhood streets during commute hours. Colby Street at the semi cul-de-sac is a high volume pedestrian drop-off and pick-up location.

The southwest Bay Fair BART parking lot lacks a clean and welcoming connection to Colby Street.

The Southwest BART Parking Lot

The community members identified the lack of access control, natural surveillance, and poor maintenance as their concerns for this area. The landscaping that separates the BART parking lot from Colby Street is

Figure 4-2: Community-Identified Areas of Concern.

overgrown and unkempt and inhibits visibility into and out of the parking lot. The parking lot lacks clear and direct pedestrian pathways, which encourages pedestrians to weave their way through traffic when walking to the underpass. Furthermore, the existing pathway from the pedestrian entrance at the intersection of Colby Street and Wagner Street is not used, because it is not direct, and is overgrown with plants.

The BART Station Pedestrian Underpass

The pedestrian underpass lacks visibility and has hiding places.

The community members identified the lack of access control, natural surveillance, and maintenance as their concerns with the underpass. There are several areas on each end of the underpass that are not clearly visible and are intimidating, because they are potential hiding spaces for criminals. The lighting is poor, the underpass area has a distasteful odor, and the surrounding area is littered with trash and weeds. In addition, the underpass is not ADA or bicycle accessible and is the only pedestrian connection between the southwest parking lot to the BART station and the area to the north of the station. Thus, people with mobility needs are prevented from utilizing the southwest parking lot or gaining access to BART from the southwest neighborhood.

The BART Station Entrance from the Northeast Parking Lot

Pedestrians weave between cars and buses on their way to the station entrance.

Community members identified the lack of natural surveillance, access control, maintenance, and territorial reinforcement as concerns for this area. They identified the entrance to the station as a location where they feel unsafe. These feelings are influenced by people loitering in front of the station and the lack of visibility to the station gates. Additionally, the pedestrian crosswalk in front of the station entrance is not located where pedestrians naturally want to walk, and as a result, pedestrians cross the vehicular drop-off zone in unprotected areas, creating potential conflict between vehicles and pedestrians. The community also felt that pedestrian-oriented lighting at night is poor. Visibility to the station from the parking lot is poor because a BART police annex building blocks the entrance to the station.

Closer to the station, the entrance is partially hidden by a blank wall containing ticket machines, which block the view to the station agent and the tunnel. The bicycle racks are also a far distance from the station entrance and are close to where people loiter, which might discourage people from using them because of safety concerns.

The BART Station Elevator

The community identified the BART station elevators as lacking surveillance, maintenance, and access control. An elevator provides access from the ground floor level of the station to the elevated concourse level. Typically BART elevators are located within the fare gates; however, the elevator at the Bay Fair station is located outside of the fare gates, approximately 170 feet from the fare gates. The elevator does not have a fare gate, so patrons with mobility needs must travel to and from the station fare gates in order to pay their fare and access the BART. Additionally, the elevator is not visible to the station agent. As a result of the lack of a fare gate and lack of visibility, there are instances when BART users use the elevator to avoid paying the fare. The elevator is also often out of service, providing people with mobility issues with no way to access the train platform. In addition, community members felt there should be more handicapped parking near the elevator.

The elevator is isolated and hardly visible from the station fare gates.

The Northeast BART Parking Lot

The community members felt that the northeast BART parking lot lacks access control, natural surveillance, and wayfinding. They felt that at this lot, there is a lack of clear pedestrian pathways, a need for more lighting, and a lack of visibility. Although the lot includes sidewalks, they are not located where pedestrians want to walk, and there is no information guiding pedestrians to their destinations or encouraging them to use the sidewalks. As a result, rather than using the sidewalks, pedestrians weave their way through the parked cars, where they are in conflict with traffic and potentially walking in areas that may be especially dark in the evening, because pedestrian lighting is poor or lacking.

Pedestrians weave their way throughout the northeast parking lots and are in conflict with vehicles.

There is also a significant lack of visibility. The visibility problems are exacerbated by the existence of the BART police annex located directly across from the station entry. This central location of this large obstacles blocks visibility within the parking lot. Additionally, there are also a number of large elm trees in the parking lot that need to be pruned, because their branches block the illumination from the existing pedestrian lights and streetlights.

The AC Transit Intermodal Terminal

The community members identified the AC Transit Intermodal Terminal as lacking natural surveillance, access control, and police surveillance. The design, placement, and number of bus shelters are a concern to some community members. The shelters with their non-transparent plexiglass create visual barriers. The location and number of shelters create a very

The non-transparent wind shelters hinder visibility in the AC Transit Intermodal Terminal.

"busy visual environment," which not only adds to the surveillance issue, but places people in conflict with buses.

Members of the community also expressed concern about the loitering that occurs at the bus bays and a lack of police presence or surveillance. Community members said they feel threatened and intimated by the large number of young adults who congregate at the bus terminals. Community members also indicated that illicit activities occur in the areas underneath the elevated BART tracks. There is also a problem with trash, maintenance, and landscaping in this area. The community indicated that fear of illicit activity prevents people from using the AC Transit Intermodal Terminal and the BART bicycle lockers.

Thornally Drive and Railroad Tracks Underpass

Community members expressed concern about the lack of access along Thornally Drive. Bicycle lanes and pedestrian sidewalks are absent along the Thornally Drive underpass, a result of the existing width of the underpass. This problem forces pedestrians and bicyclists to use the BART station tunnel and prevents pedestrians with mobility issues from gaining access to the BART station from Hesperian Boulevard.

Bikes and Pedestrians are prohibited on the Thornally Drive underpass.

Community members are concerned with the buses and cars that speed along Thornally Drive and the lack of bicycle access along Thornally Drive from East 14th Street.

Pedestrian Bridge over the Estudillo Canal

Community members identified the lack of access control and natural surveillance as concerns for the pedestrian bridge over the canal. Users of the bridge feel unsafe because the bridge is isolated and too narrow. It is surrounded only by parking lots and is a bottleneck where pedestrians must travel, making it a key location for criminal activity. The bridge is a challenging pedestrian environment, because it is narrow and has limited visibility due to the lack of a direct connection and the use of chain link fencing. The community also felt that the pedestrian-scaled lighting leading to the bridge on the BART side is poor.

Isolation and lack of good pedestrian scaled lighting makes the pedestrian bridge feel unsafe.

In addition, the Estudillo Canal is the location for a lot of vandalism. There are a number of shopping carts abandoned at the entrance to the bridge, and the channel below has accumulated a lot of trash. Lack of landscaping also contributes to the unkempt feeling of the bridge.

Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersections

The community members identified the lack of access control and way-finding as their concern for this intersection and surrounding area. The intersection at Coelho Drive and Mooney Avenue is confusing for drivers, because the streets are wide and intersect with a number of other streets very close to the intersection. Although there have been recent improvements, the intersection is also difficult for pedestrians, because of incomplete sidewalks and a lack of crosswalks. Additionally, the bus shelters at this intersection were removed during the streetscape improvements and have not been replaced.

The sidewalk along Bayfair Drive is incomplete.

Specifically, there are no pedestrian crosswalks crossing Mooney Avenue on the north of Coelho Drive and no pedestrian crosswalk to the BART parking lot across Coelho Drive at the Thornally Drive intersection. In addition, the sidewalk on the north of Thornally Drive abruptly ends to the east of Mooney Avenue, stranding pedestrians with no safe or clear direction to travel.

This is a major intersection used by pedestrians who travel between the BART station, the Bayfair Center, and East 14th Street. Appropriate wayfinding signage would help direct pedestrians, bicyclists and drivers in a safe and efficient manner.

Bus shelters that were temporarily removed during recent streetscape improvements have not been replaced.

RECOMMENDATIONS 05

This chapter describes the recommendations developed to improve safety, security and access at the Bay Fair BART Station Area. These recommendations are based on input from the community and the Technical and Policy Advisory Committees, and on the feasibility of implementation. The priority projects are deemed to be of greatest importance and can be implemented in the short-term. The conceptual projects are those that have also been identified as important, but will likely be developed as part of other projects and will likely be implemented in the long-term. In addition to the capital projects, the Plan recommends operational and maintenance strategies.

COMMUNITY PRIORITIZATION

As an outcome of Community Workshop #1, nine "hot spot" areas within the Station Area were identified as areas of concern. Based upon the community's ideas and recommendations, draft alternative improvements were developed for each of these areas. These potential alternatives (the locations of which are illustrated in Figure 5-1) were presented to the community at Community Workshop #2, and the participants were asked to prioritize the alternatives based upon which they felt should be prioritized to pursue funding for implementation. The workshop participants prioritized the draft alternative improvements in the following order:

1. Pedestrian Underpass (Area 2)
2. Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection (Area 4)
3. AC Transit Intermodal Terminal and Surrounding Bus Bays (Area 5)
4. Southwest BART Parking Lot (Area 1)
5. Pedestrian Bridge over Estudillo Canal (Area 6)
6. Thornally Drive Underpass (Area 7)
7. Northeast BART Parking Lot (Area 3)

Figure 5-1: Priority Project Areas.

PRIORITY PROJECTS

The following six projects have been developed as priority projects which can be implemented in the short-term based upon community prioritization and TAC and PAC input. This section includes a description of each project's goals, physical improvements, and estimated cost. These projects have been developed within the mindset of minimizing future throwaway costs that might be associated with potential future upgrades of the station area. These projects are intended to be short-term improvements to the station area to improve the safety, security and access

Also included in this chapter are diagrammatic drawings articulating the proposed projects. Conceptual engineering drawings and a more detailed cost estimate can be found in Appendix C.

Pedestrian Underpass

The goal of this project is to create short-term interventions to improve the safety and visibility of the pedestrian underpass that connects the southwest BART parking lot to the fare gates. As previously discussed, the pedestrian underpass is inaccessible for patrons with mobility needs. Potential projects to address this issue are included as conceptual long-term projects (addressed later in this chapter). This project is illustrated in Figures 5-2 and 5-3.

Rehabilitation of the overhead lights in the pedestrian underpass will improve visibility.

Rehabilitation of the existing stairway lights will provide consistent light and improve visibility.

Physical Improvements

The key to increasing safety and visibility in the underpass is the inclusion of new pedestrian lighting adjacent to the underpass and the rehabilitation of the existing underpass and stair lighting. This project includes updating the existing wall-mounted lights and adding new wall-mounted lights within the underpass, and updating the overhead lights in the underpass. With these lighting changes, it will be important to ensure that the underpass is not over-lit or users will have a hard time adjusting to the light levels as they enter and exit the underpass.

This project also includes filling in the notches in the existing retaining walls to prevent hiding spaces. New security cameras, which are positioned to cover the entire underpass area, are also included in this project. These cameras could feed images to both the BART Police Department dispatch and the station agent. This project also includes new wayfinding signage that would orient BART patrons to the station entry and the surrounding community. Also recommended is painting the inside of the underpass a light color, to increase the benefit of the new lighting. Measures should be taken to deter graffiti and vandalism and make graffiti

easy to remove. One possibility in an effort to foster community pride and prevent vandalism is to commission an artistic mural in the tunnel.

To improve bicycle access to the station new bicycle stair ramps are proposed for each of the staircases to the pedestrian underpass. One bicycle stair ramp is recommended for each of the underpass entrances. The bicycle stair ramps facilitate bicycle access by providing a ramp upon which a bicycle can be easily pushed up and down the stairs. Additionally, new e-lockers are recommended to be located near the elevator as part of this proposal. E-lockers are electronic lockers that can be rented by the hour using new smart card technology.

Bicycle stair ramps will improve bicycle access through the pedestrian underpass.

Stakeholder Involvement: BART

These improvements will be implemented solely on BART property, and BART is the primary stakeholder.

Estimated Cost: $183,000

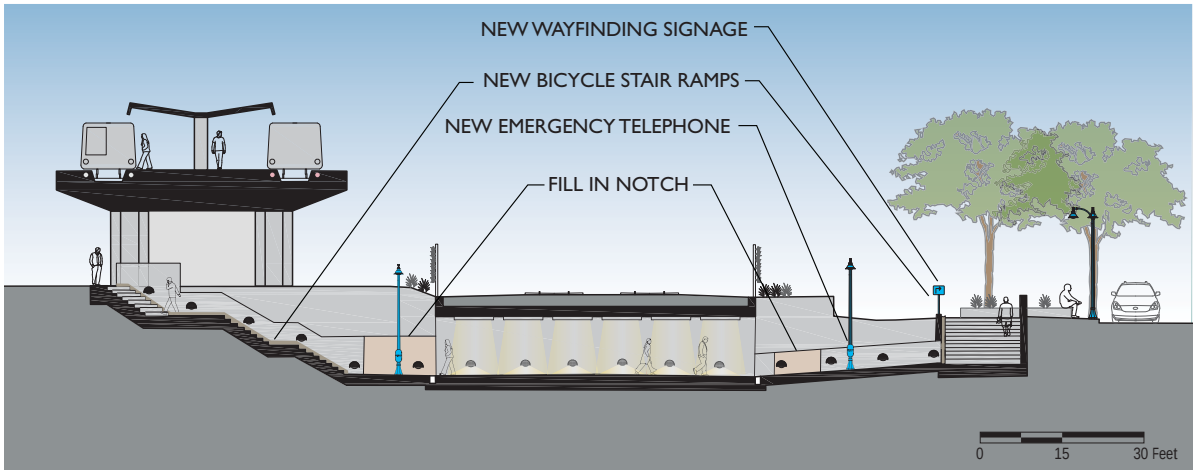


Figure 5-2: Pedestrian Underpass Project Recommendations: Daytime View.

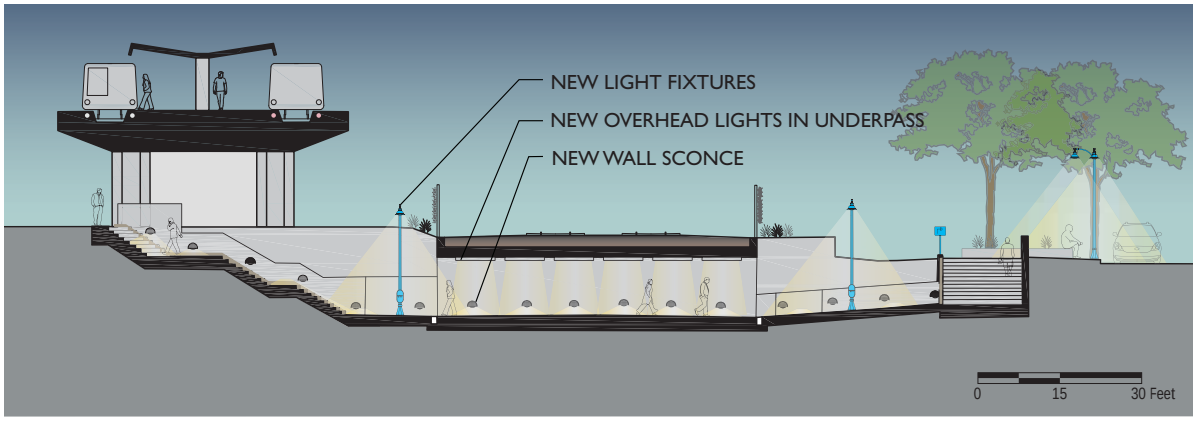


Figure 5-3: Pedestrian Underpass Project Recommendations: Night View.

Adding crosswalks to the intersection will improve pedestrian circulation and safety.

Improving the crosswalk on Bayfair Drive and adding new sidewalks will improve pedestrian connections to Bay Fair Center.

Bayfair Drive, Coelho Drive, Thornally Drive, and Mooney Avenue Intersection

The goal of this project is to build upon the recently implemented streetscape improvements along Coelho Drive to make more complete pedestrian connections between the Bay Fair BART, Bayfair Center, and adjacent neighborhoods. This project is illustrated in Figure 5-4.

Physical Improvements

This project strengthens pedestrian connections by adding more pedestrian crosswalks at the Coelho Drive and Mooney Avenue intersection. This project also connects the existing sidewalk on the south side of Bayfair Drive to the Coelho Drive and Mooney Avenue intersection and the new sidewalk improvement. This project includes a new pedestrian sidewalk on the north side of Bayfair Drive in order to create better pedestrian connections between the Bayfair Center and Century Theatres. These new sidewalks, which would entail converting an existing landscaped planting area to a new sidewalk with adjacent room for plantings, would require the use of a few feet from either the adjacent parking spaces or roadway. The safety and visibility in and around the intersection would be improved by the addition of new pedestrian lighting and emergency phones. In addition, this project includes the reinstallation of the bus shelters at the corner of Coelho Drive and Mooney Avenue. These two bus shelters were removed as part of the recent streetscape improvements.

Stakeholder Involvement: Alameda County, BART, Bayfair Center, Alameda County Flood Control District, AC Transit

The majority of the proposed improvements for this project will occur on Bayfair Center property. However, the proximity to the Estudillo Canal and the recent Alameda County Redevelopment Agency streetscape improvements will necessitate stakeholder cooperation. Additionally, these improvements will facilitate the mobility of BART patrons, and BART will need to coordinate in further planning and implementation of these projects. AC Transit will need to coordinate with Alameda Redevelopment Agency for the replacement of the bus shelters.

Estimated Cost: $344,000

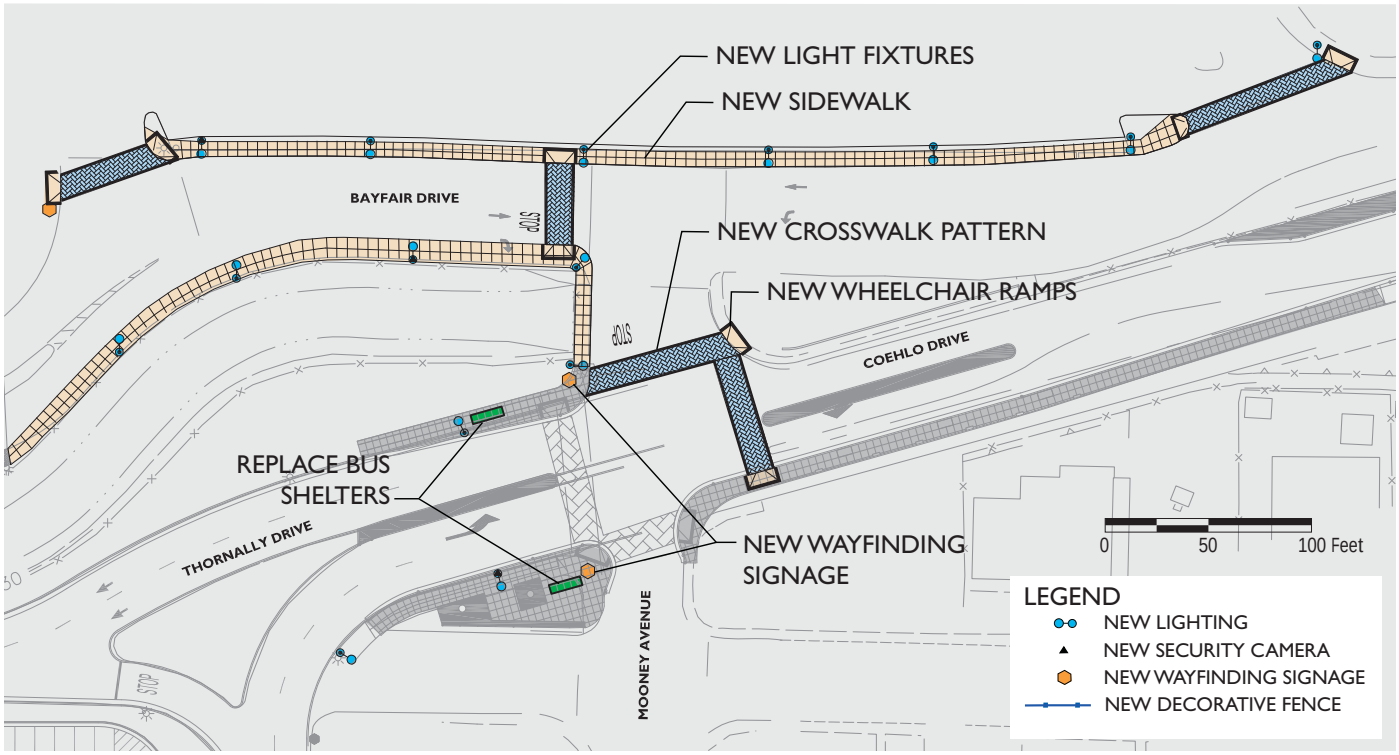


Figure 5-4: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection Project Recommendations.

AC Transit Intermodal Terminal

The goal of this project is to create better visibility, increase the lighting, and provide safer pedestrian access to buses in the AC Transit Intermodal Terminal area. This project is illustrated in Figure 5-5.

Physical Improvements

Key aspects of this project are to improve visibility by retrofitting the existing cobra head light fixtures with pedestrian scaled lights and emergency phones. This project also removes the twelve individual bus wind shelters, but leaves in place the existing concrete benches and overhead shelters. Increasing pedestrian safety and accessibility is accomplished by restriping the existing crosswalks and providing new pedestrian crosswalks. The new crosswalks would link the furthest bus island to the northeast parking lot through two new openings in a new decorative pedestrian fence. This project also includes a new curbcut and crosswalk across Coelho Drive adjacent the AC Transit Intermodal Terminal, to coordinate with the new sidewalk proposed on the east side of Coelho Drive as part of the Northeast Parking Lot recommendations.

The installation of a new security fence will prevent access to the area underneath the elevated BART tracks.

Removing the wind shelters and adding pedestrian-scaled lighting will improve visibility and safety.

Included in this project is the relocation of the bicycle lockers under the elevated BART tracks and the installation of an 8-foot security fence to prevent people from accessing the area beneath the tracks. New wayfinding signage, which could potentially include real-time bus arrival information, will help to direct BART and AC Transit patrons. This project also includes the installation of new security cameras, located to observe the entire transit area and placed in highly visible locations to help to deter criminal activity.

Stakeholder Involvement: BART & AC Transit

The improvements proposed for this location as part of this Plan should be coordinated with the AC Transit's planning staff to ensure that the most efficient and cost-effective solution is implemented. Currently AC Transit is planning security improvements to the AC Transit Intermodal Terminal. They will be coordinating closely with BART staff on the implementation of security cameras for this area.

Estimated Cost: $270,000

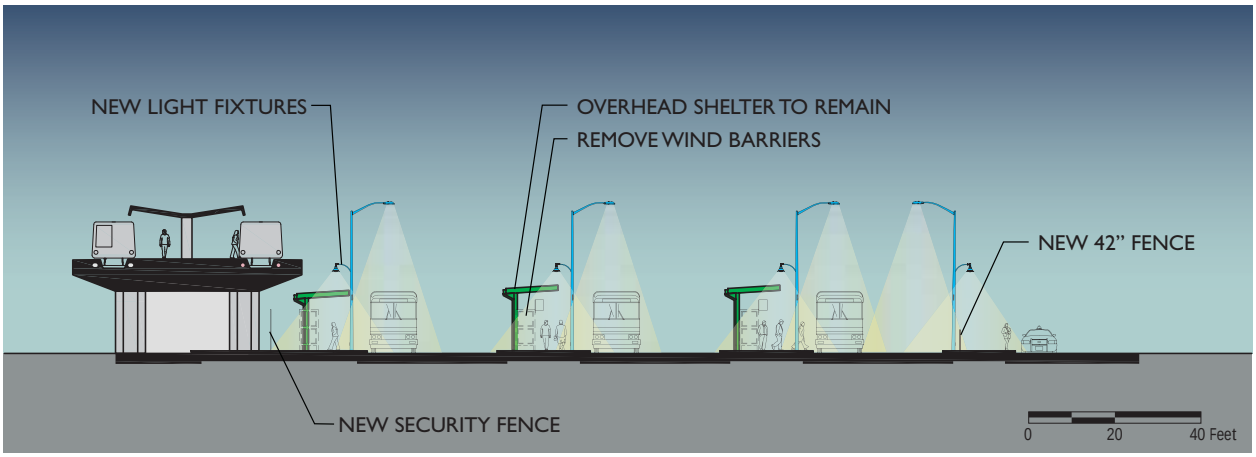


Figure 5-5: AC Transit Intermodal Terminal Project Recommendations: Night View.

Southwest BART Parking Lot

The goal of this project is to create a better connection between the BART parking lot and pedestrian underpass and Colby Street and the adjacent neighborhood. Developing a clearly marked and well lit pedestrian path will improve the visibility, safety, and security of pedestrians walking through the parking lot. This project is illustrated in Figure 5-6.

Physical Improvements

This project improves the existing sidewalk that links the southwest underpass entry to Colby Street. This sidewalk will be widened, and the fence and existing landscaping at the back of the walk will be removed and replaced. The pathway will include the installation of new pedestrian-scaled lighting and emergency phones. The installation of a new decorative pedestrian fence along Colby Street will help to guide pedestrians to the parking lot entrance and pathway, reducing the amount of potential pedestrian and auto conflicts through the parking lot. New wayfinding signage at the underpass and parking lot entrance will guide pedestrians to the pathway and orient the pedestrians to the surrounding area. The inclusion of new security cameras and emergency phones will increase the safety of the parking lot and help to deter crime. The installation of this pedestrian pathway will result in the loss of approximately five BART parking spaces.

Existing southwest parking lot pedestrian path from underpass to Colby Street.

Stakeholder Involvement: BART

These improvements will be implemented solely on BART property, and BART is the primary stakeholder. BART should engage nearby homeowners in the implementation of these improvements to ensure neighborly cooperation.

Estimated Cost: $230,000

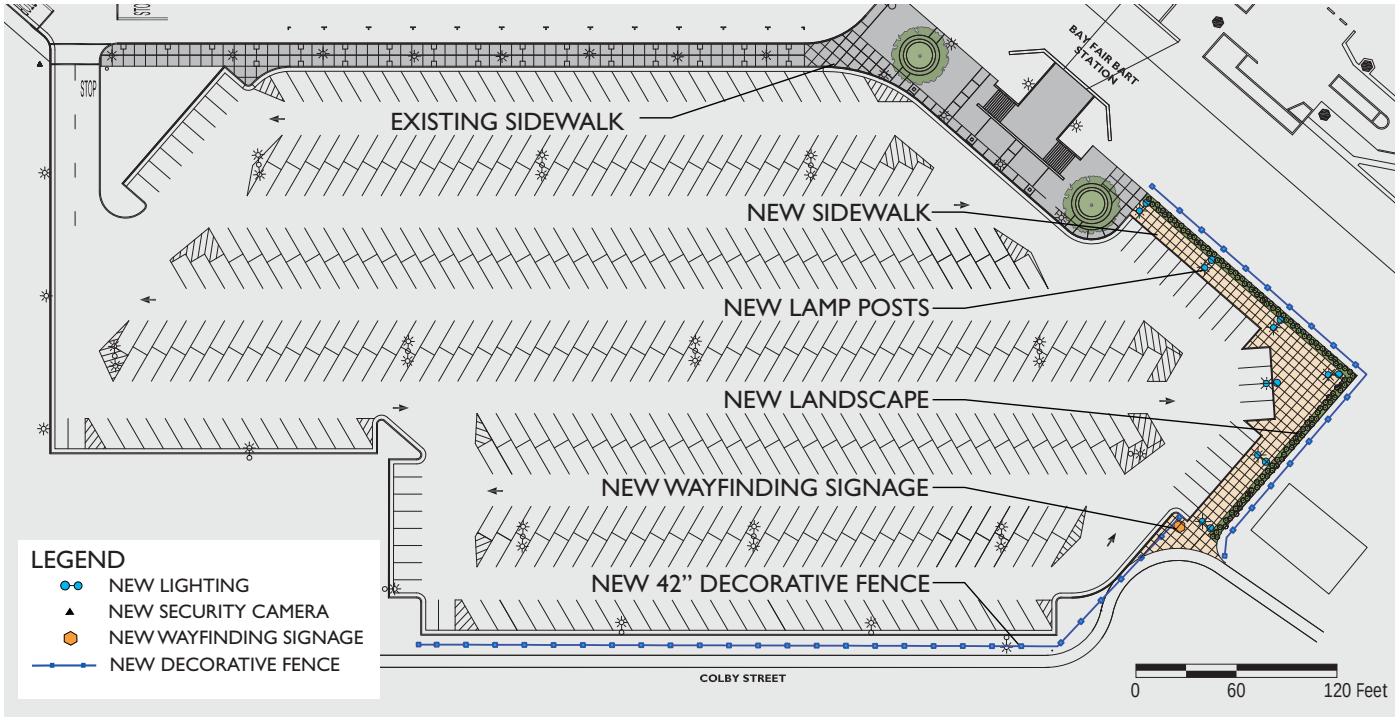


Figure 5-6: Southwest BART Parking Lot Project Recommendations.

Existing Pedestrian Bridge

The goal of this project is to make the existing pedestrian bridge over the Estudillo Canal safer, more visible and pedestrian friendly. This project is illustrated in Figure 5-7.

Physical Improvements

This project entails replacing the existing chain link fence surrounding the pedestrian bridge with a new decorative fence. The new fence would be the same height (7 feet) as the existing fence located adjacent to the flood control channel. The new fence is designed to be angled back as it increases in height, so the area it fences is wider at the top than at the base. This design will help make the pedestrian experience less confining. Where the new fence is not adjacent to the flood control channel it will be replaced with a new pedestrian scaled fence (3½ feet).

Replacing the existing chain link with the proposed fence will make the bridge experience more pleasant and less confined.

This project also includes widening the sidewalk and access ramps to the bridge. New pedestrian-scaled lighting, emergency phones and security cameras are included to increase the security of the existing bridge. New wayfinding signage, located at opposite ends of the bridge, will help orient and direct pedestrians. This project also includes restriping of the existing pedestrian crosswalk to improve visibility for approaching drivers.

Stakeholder Involvement: BART, City of San Leandro, Alameda County, Alameda County Flood Control District, Bayfair Center, Target

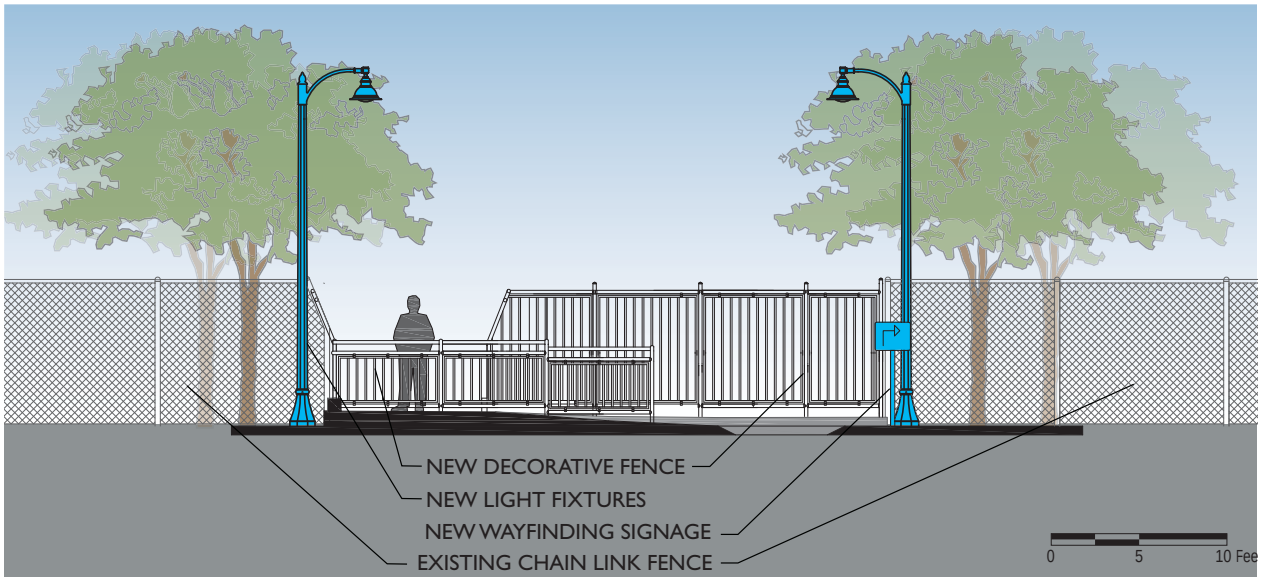


Figure 5-7: Existing Pedestrtian Bridge Project Recommendations.

The implementation of this project is complicated because of the need for multiple stakeholder involvement and the complexity of ownership issues. The pedestrian bridge is owned by Madison Marquette, the owner of Bayfair Center. The bridge crosses over the canal which falls under the jurisdiction of Alameda County Flood Control District, and provides connections for BART, Target and Bayfair Center patrons. All identified stakeholders will need to cooperate to facilitate further planning and funding of the project.

Estimated Cost: $80,000

Northeast BART Parking Lot

The goal of this project is to create a safer and more visible pedestrian connection between the Bay Fair BART station and the Bayfair Drive, Coelho Drive, Thornally Drive, and Mooney Avenue Intersection. This project is illustrated in Figure 5-8.

Physical Improvements

This project involves creating a better connection between the BART station and Bayfair Center and the Coelho Drive and Mooney Avenue intersection by directing pedestrians onto the existing sidewalks that would be improved. An important aspect of this project is the installation of a new fence at the northeast corner of the northeast parking lot, which would prevent pedestrians from crossing Coelho Drive and weaving their way diagonally through the parking lot. Wayfinding signage and new pedestrian lights, replacing the existing lights, will direct the pedestrian to use the existing sidewalks and crosswalks along Coelho Drive and through the parking lot. To improve safety, this route includes new emergency phones adjacent to the pathway and security cameras which are distributed throughout the parking lots to improve the safety. This project also extends the existing sidewalk on the east of Coelho Drive south to the AC Transit Intermodal Terminal area. This new sidewalk and a new sidewalk near the Terminal area would improve the circulation in the NE parking lot.

Improvements to the pedestrian crosswalks adjacent to the station entrance are also a part of this project. The crosswalks across the bus and vehicle access lanes are widened to accommodate the paths that pedestrians currently use. Additionally, the chain link fence that separates the passenger drop-off area from the intermodal terminal is replaced by a new low decorative fence.

Updating the existing sidewalk and improving the pedestrian lighting will encourage its use.

The installation of a new fence at the far northeast corner of the parking lot will prevent pedestrians from cutting through the parking lot.

The extension of new sidewalk along Coelho Drive will improve pedestrian access.

Stakeholder Involvement: BART, AC Transit

These improvements will be implemented solely on BART property, and BART is the primary stakeholder. BART should coordinate with AC Transit to ensure that the changes do not conflict with any AC Transit service.

Estimated Cost: $510,000

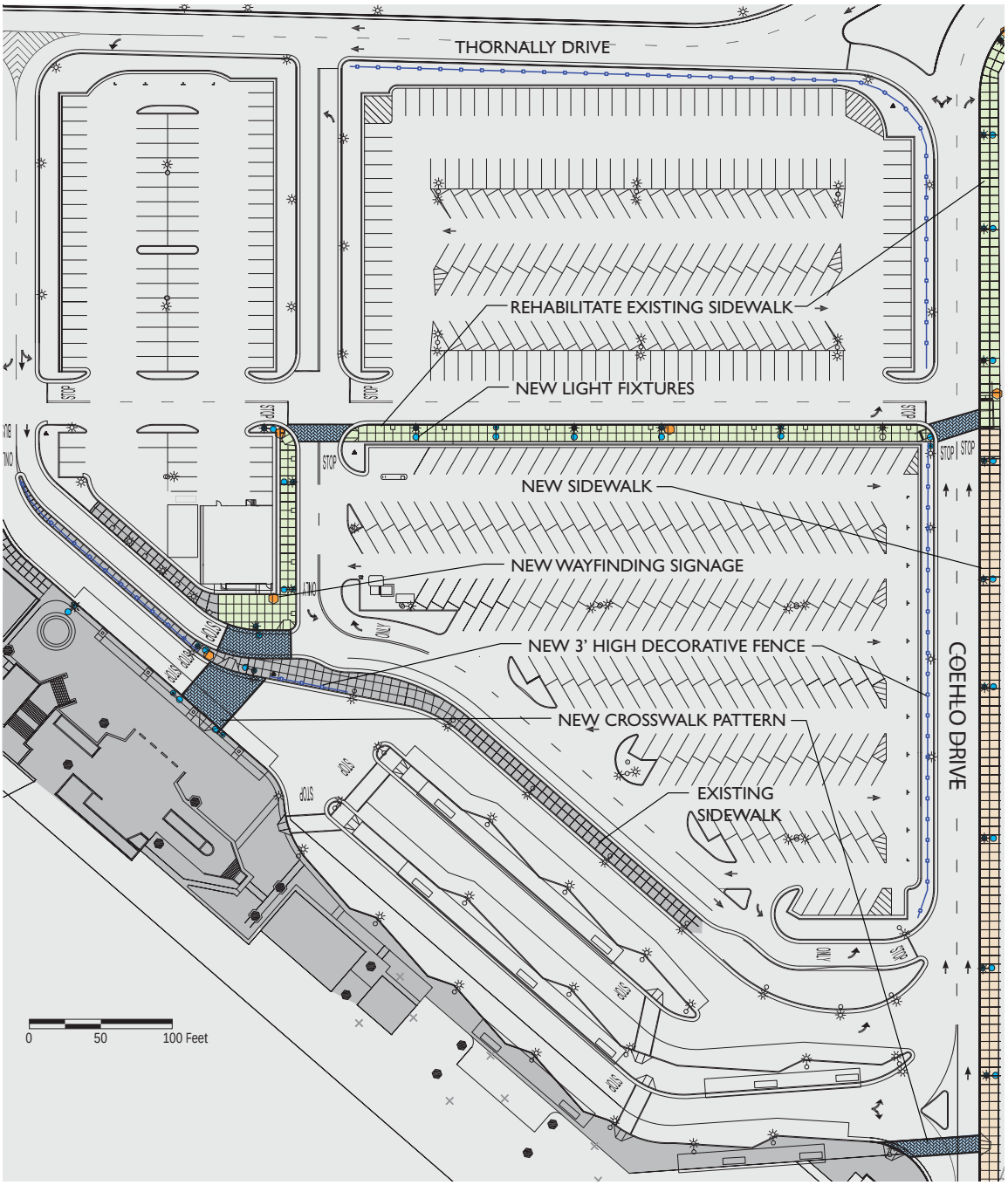


Figure 5-8: Northeast BART Parking Lot Project Recommendations.

ADDITIONAL SHORT-TERM PROJECTS

The following project addresses concerns identified by the community, but was not identified by the community as a priority project. This project is included and cost estimates are included because the improvements could be implemented at a relatively low cost if funding is identified.

Bicycle Access

The Station Area should create new bicycle connections between the existing and proposed Class II bike lanes on Hesperian Boulevard and the proposed Class II bicycle lanes on East 14th Street as illustrated in Figure 5-9. To achieve this goal, Thornally Drive, Coelho Drive and the access roads the northeast and southeast parking lots should be restriped as Class III bicycle lanes (sharrow lanes). Class III bicycle lanes or sharrow lanes are roadway lanes which are shared by both bicycles and vehicles. Restriping of the lanes in conjunction with new signage will alert drivers to the potential presence of bicyclists. Presently, bicycles are not allowed in the Thornally Drive underpass. This should be changed to allow bicycles and extra care should be given to drivers to alter them to the presence of bicycles in locations where they were previously prohibited. The stakeholder involvement for this project would include BART, AC Transit, and the City of San Leandro. Wayfinding signage should also be included to help orient bicyclists to the surrounding area.

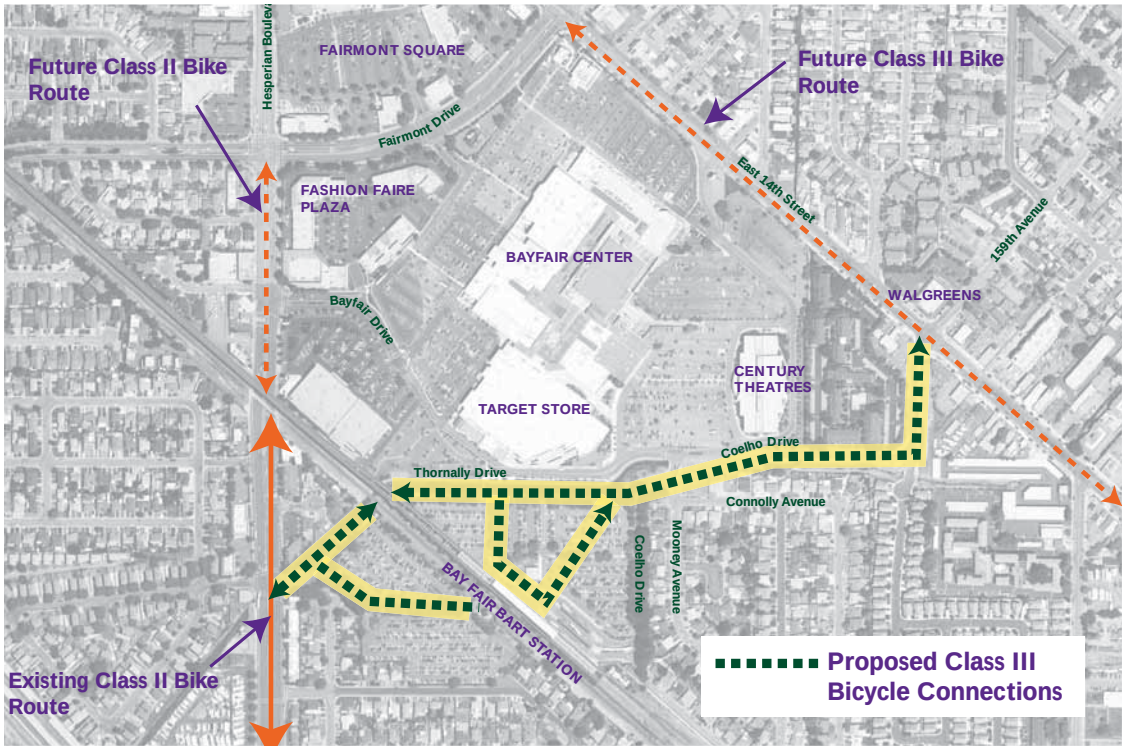


Figure 5-9: Proposed Bicycle Access Improvements.

Stakeholder Involvement: BART, AC Transit, City of San Leandro and Alameda County

These improvements will be implemented solely on BART property, and BART is the primary stakeholder. BART should coordinate with AC Transit to ensure that the striping changes are coordinated with AC Transit Bus requirements. BART should also work with the City of San Leandro and Alameda County to ensure the bicycle access improvements coordinate with their existing bicycle planning.

Estimated Cost: $40,000

ADDITIONAL LONG-TERM PROJECTS

The following are additional projects which could address areas identified by the community as concerns. These projects were not developed as priority projects because implementation would entail significant redesign of the area an entail high costs and a long time frame. If funding opportunities for these additional projects become available, additional work will need to be undertaken to further the design and develop a cost estimates for the implementation of these projects.

Improved Station Visibility

Walls at the station entrance hinder visibility.

The area surrounding the BART fare gates has limited visibility, such that there are nearby areas which the station agent cannot observe from the station agent booth.

Visibility is hindered by a number of barriers, some of which can be easily overcome and others which will require more elaborate station redesign. Eliminating or relocating the phone booths and unused newsstand east of the station agent booth would increase the visibility to the AC transit Intermodal Terminal area. Similarly, removing the BART map on the ticket booth wall will increase the station agent's visibility to the parking lot. Any redesign of the station entry should include these improvements to visibility as a high priority.

Police Annex Building Relocation

The goal of this project is to improve the visibility of the northeast parking lot. The police annex building is located in the northeast parking lot adjacent to the station entrance. This temporary 2,160-square foot building houses BART police training and operations, but does not provide police facilities to BART police officers. The building blocks the visibility between large portions of the northeast parking lot and the station fare gates. The relocation of this building is potentially feasible given its

temporary nature, and there is no police operational need to have the building as close to the entranceway as it is currently located. There are a number of other suitable locations within the parking lots, where the building could be placed and not hinder visibility. One location suggested is the area underneath the BART tracks adjacent to the AC Transit Intermodal Terminal area. The police annex building functions could also be integrated into any future development at the station. Although this relocation is not required as part of the recommendations for that area, the area would benefit from added legitimate activity.

The location of the police annex building reduces visibility to and from the station.

Wayfinding Signage Program

The Strategic Plan adopted by BART in 2008 identified the importance of developing a Station Wayfinding Program to "maximize connectivity and to facilitate multi-modal access including transit, bicycling and walking." BART is currently developing a Station Wayfinding Program to help patrons use the BART systems and make connections to other transit and local destinations. The Priority Projects propose wayfinding signage at key pedestrian junctures, however this plan recommends developing a comprehensive wayfinding signage program for the Bay Fair Station. A comprehensive wayfinding signage program will use standards developed by BART to create consistent signs and an overall plan for locating wayfinding signage, which may include areas in and around the Station Area that have not been identified in this Plan.

Wayfinding signage will help pedestrians to orient themselves to the Station Area.

At the Bay Fair station it will be especially important to include wayfinding signage with the proposed projects which are changing pedestrian access to the station, in order to educate people of the new circulation routes. If a comprehensive wayfinding program cannot be developed in the short-term, temporary signage should be implemented to help educate people of circulation changes. The wayfinding signage could also include jurisdictional signs informing pedestrians that they are leaving one jurisdiction and entering the next. Emergency contact numbers of police, fire and medical agencies could also be posted on the sign.

Elevator and Escalator

As previously discussed, the distance between the existing elevator and the fare gates makes it difficult for BART patrons with limited mobility to pay their fare at the fare gates and use the elevator to access the train platform. In the short-term, the addition of an honor gate at the elevator entrance would facilitate the ease and use of the elevator for patrons with limited mobility. An honor gate would accept BART tickets and deduct the appropriate fare without actually providing access to the elevator.

A new honor gate at the elevator entrance would facilitate easier elevator access for patrons with mobility needs.

Also on the short-term, the addition of a security camera in the elevator would help to prevent fare evasion and increase the safety of elevator users. In the long-term, a new elevator should be created within the station paid area. Additionally another escalator should be added to provide escalator access in the downward direction, to compliment the existing escalator that provides access in the upwards direction.

CONCEPTUAL LONG-TERM PROJECTS

The following projects were identified by the community as important to increasing the safety, access and security of the Station Area. However, they were not identified or developed as priority projects because some combination of time frame, cost or necessity for multiple stakeholder involvement prevents them from easily being implemented in the short-term. These projects would most likely be developed and implemented as part of a long-term large scale future station redesign or future TOD project.

Union Pacific Railroad Right-of-Way Access

The community responded very favorably to the idea of converting the Union Pacific Railroad (UPRR) right-of-way for bicycle and pedestrian access, similar to the plan put forth by Urban Ecology. Access to the

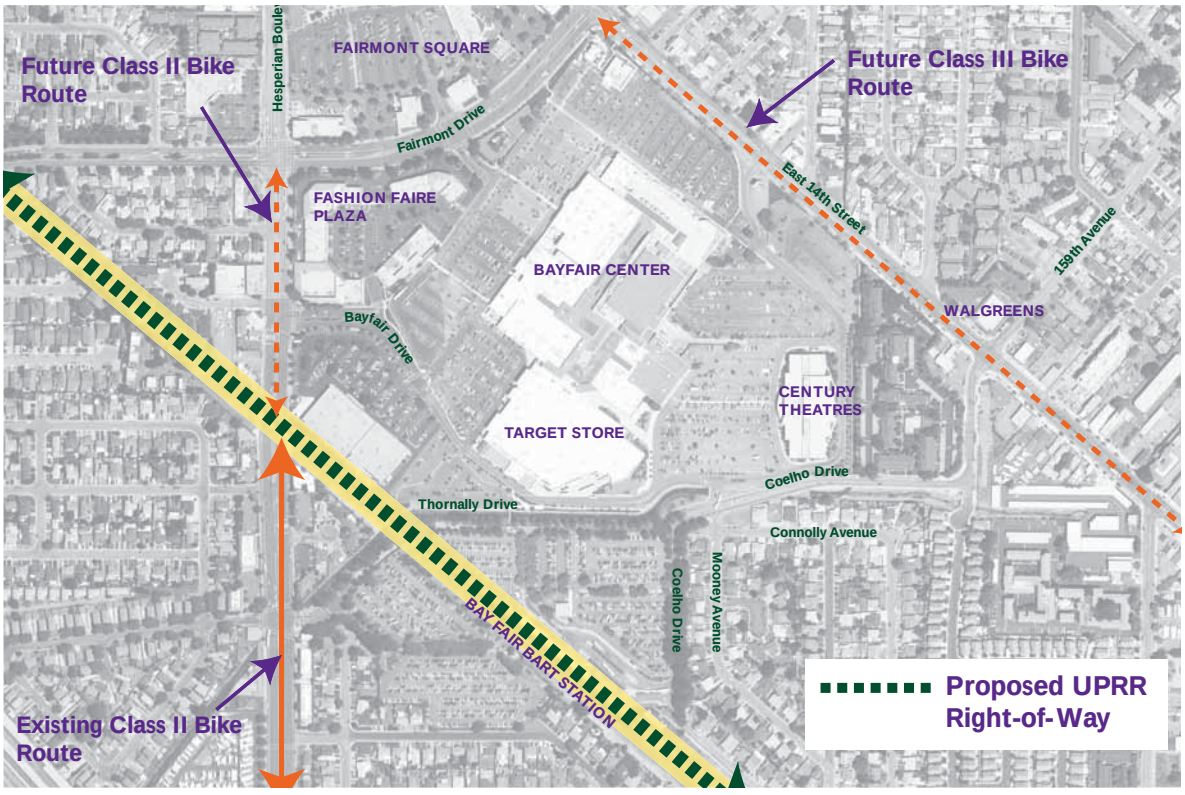


Figure 5-10: Proposed Pedestrian and Bicycle Access along the UPRR Right-of-Way.

right-of-way will allow at-grade access to the station from the southwest parking lot and provide better pedestrian and bicycle linkages to the Bay Fair BART from the surrounding community. This conversion will require the coordination and participation of a number of different jurisdictions and funding partners and will likely result in a reassessment of the overall circulation in and around the Station Area. This project is illustrated in Figure 5-10.

New Pedestrian Bridge

The creation of a new pedestrian bridge will improve the connectivity between the Bay Fair BART and Bayfair Center and create a safer pedestrian connection. This conceptual project is illustrated in Figure 5-11. The recommended location identified for the new pedestrian bridge is near the intersection of Thornally and Coehlo Drives, but this location would be subject to change in order to coordinate with future TOD development. This location takes advantage of the existing sidewalk and crosswalk on Bayfair Drive, on the north side of Estudillo Canal. The new pedestrian bride should be wider than the existing bridge to encourage greater visibility and incorporate a number of safety elements such as pedestrian lighting, emergency phones and security cameras.

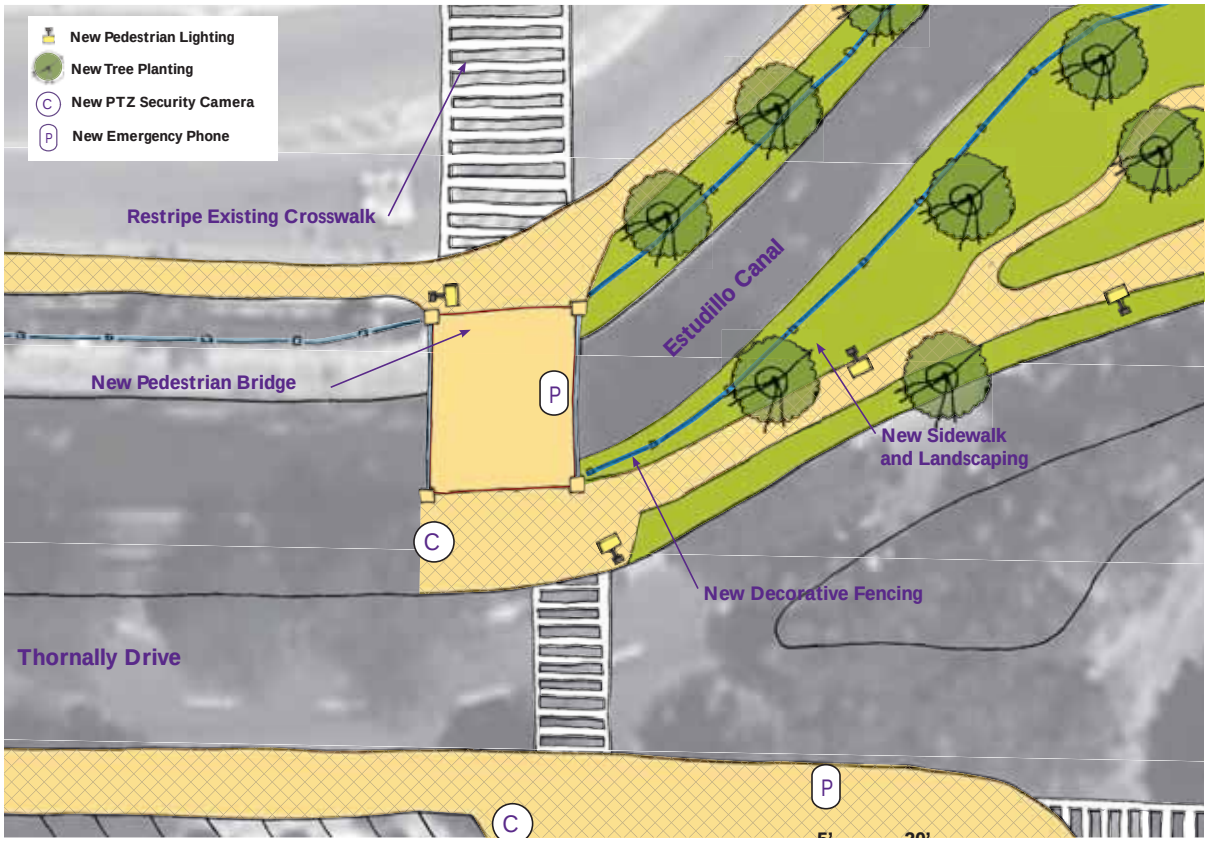


Figure 5-11: New Pedestrian Bridge Conceptual Project.

Accessible Pedestrian Underpass

The lack of accessibility of the pedestrian underpass makes the station non-ADA compliant and prevents patrons with mobility needs from accessing the station from the southwest parking lot. Any significant remodel of the Station Area should require that the pedestrian underpass be made accessible. This project, illustrated in Figures 5-12 and 5-13, includes two conceptual designs which provide access to both entries of the pedestrian underpass. However, these are conceptual designs that should be used as a starting point for future design to understand the community desires and limitations of this project. It is likely that the redesign of the access to the underpass will be incorporated into a larger station redesign, which may create an opportunity for a more elegant design solution.

These conceptual designs work within the existing station configuration.

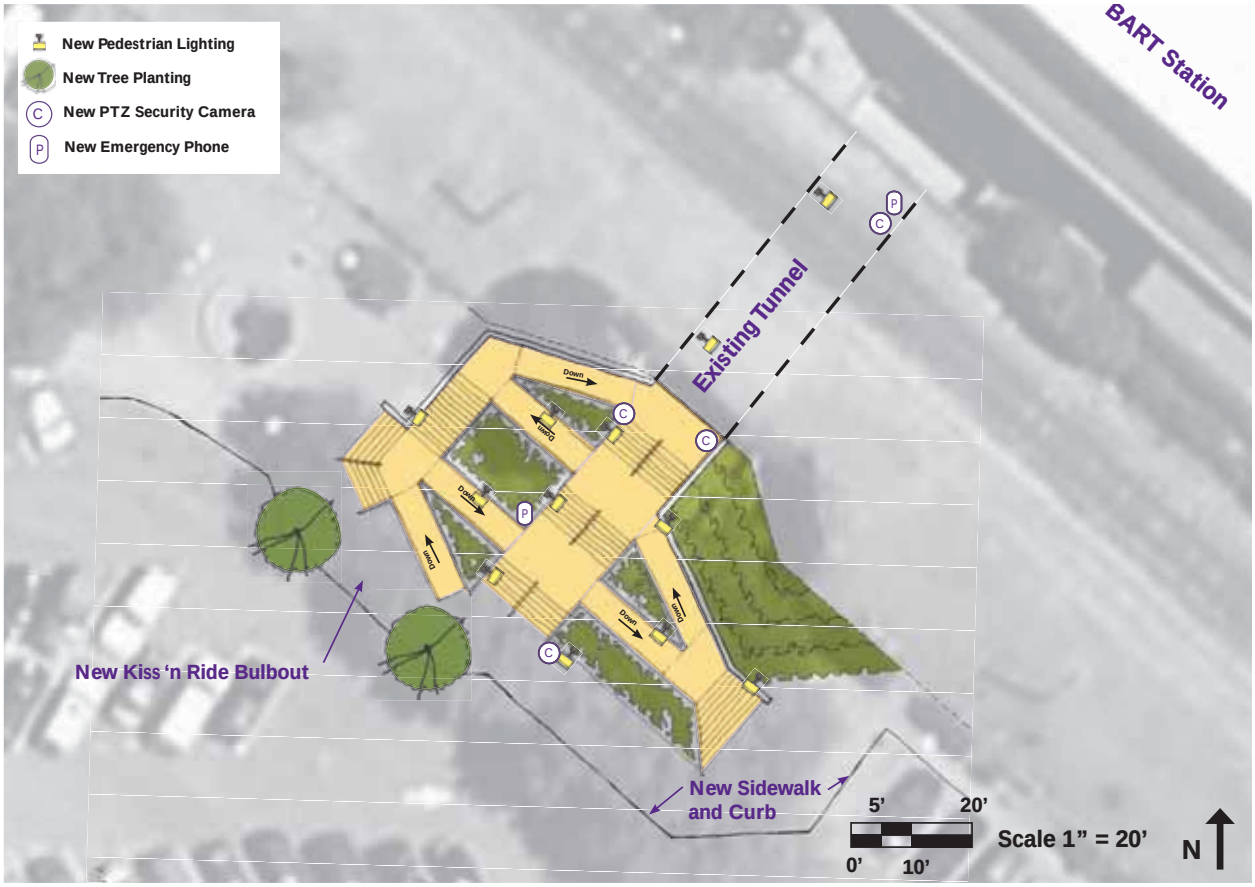


Figure 5-12: Southwest Pedestrian Underpass Entry Conceptual Project.

The existing station configuration and structure limit the potential to provide an accessible ramp to the northeast underpass entry. In order to avoid the surrounding structure, the only way to provide an accessible ramp to the northeast underpass entry is to create a long, switchback ramp that connects the underpass entry to concourse level near the existing elevator. This ramp is not ideal because it would have limited visibility and would require costly excavation. The southwest underpass entry is less hindered by the existing structure and it is possible to redesign the existing stairs to incorporate a new accessible ramp.

OPERATIONS STRATEGIES

The following recommendations are aimed at creating a safer and more secure Station Area by improving some of the operational strategies and systems of the police and security professionals serving the Station Area. The plan also includes recommendations to improve the capacity to meet

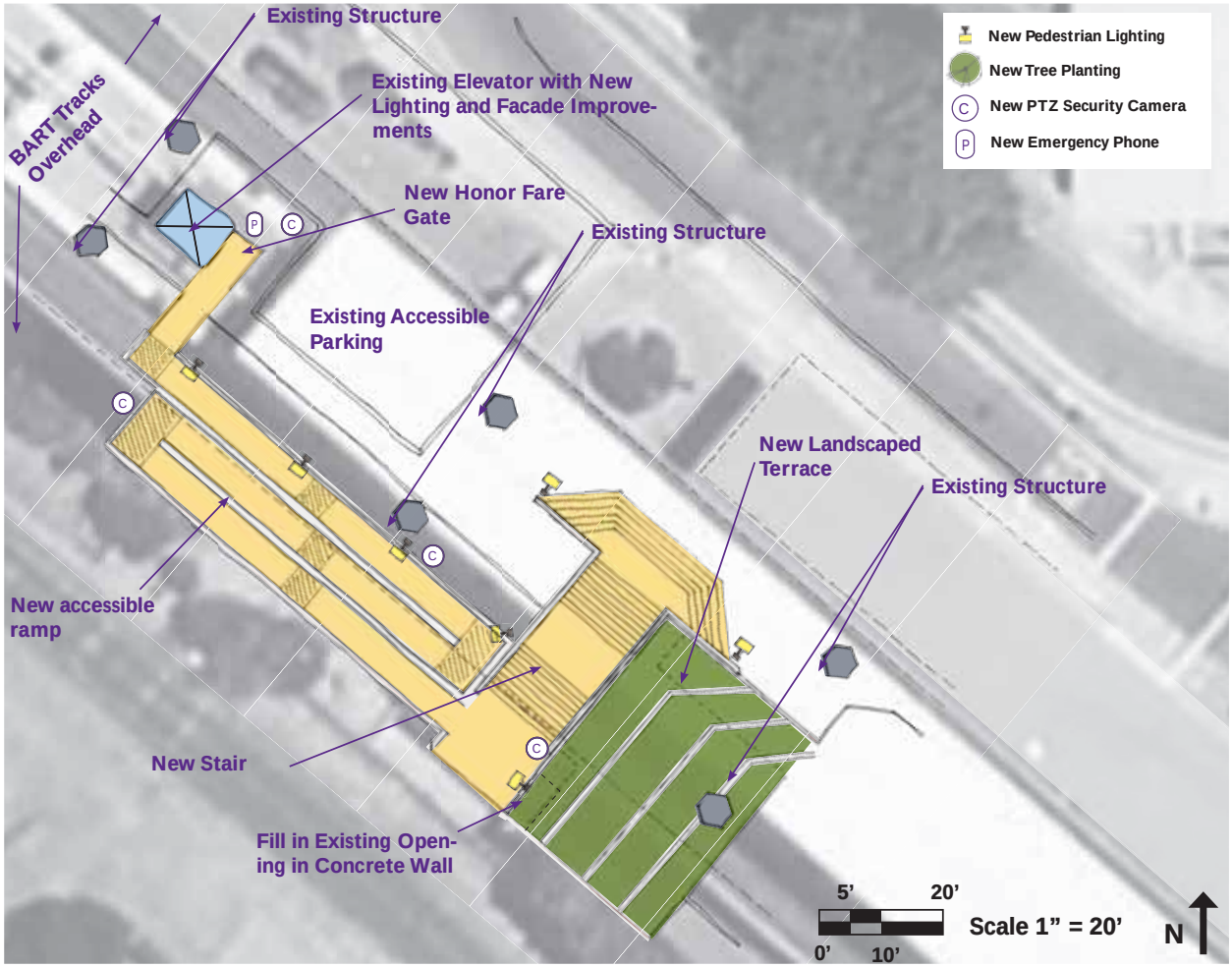


Figure 5-13: Northeast Pedestrian Underpass Entry Conceptual Project.

future safety and security needs of the station. Additionally, the Plan includes recommendations to improve the existing parking situation for the neighborhoods surrounding the station. Some of these recommendations may require additional BART operational funding.

Police Patrols

The presence of BART police patrols help to prevent crime and create a safer environment. This plan recommends that the BART police increase their car and foot patrols of the station when possible. A more directed patrol strategy will be most beneficial in areas of the station that crime analysis shows are "hot spots," such as the pedestrian bridge, the parking lots and the AC Transit Intermodal Terminal.

In addition, any long-term development plans should include a new Direct Report Facility for BART Police and shared with the San Leandro Police Department and the Alameda County Sherriff's office to facilitate more police presence in the Station Area. It is a small facility, which would help facilitate police response to incidents at the station and enable police surveillance of the station. A facility would include a holding cell, lockers, office and a restroom for officer use. An ideal location for the facility would be adjacent to a high crime area such as the AC Transit Intermodal Terminal Area. This adjacency will help make the police presence more visible and deter criminal activity. A facility could also be incorporated into any future TOD development and help facilitate the security and policing of both the BART station and future residences.

Interagency Agreements to Increase Police Presence

This plan recommends researching the feasibility of entering into an interagency agreement between the BART Police Department, San Leandro Police Department, and Alameda County Sheriff's Office to provide a designated limited "foot patrol beat" on and around the Bay Fair BART Station Area and Bayfair Center. Such agreements allow an increase in police presence in a given area when resources are limited and jurisdictional boundaries overlap.

Crime Data Management

This study revealed that current police procedures for crime reporting and crime data collection often do not specifically record the definitive location of crimes. This lack of detailed information makes it difficult to accurately determine the locations within the Station Area where crimes are taking place. This information will help to differentiate between places which feel unsafe and places where crimes are actually taking place.

This plan recommends the following:

- Increase the capability and make appropriate policy changes to allow the Crime Analysis Unit to produce crime analysis information that will give specific crime location (including dates and times) for crimes occurring on BART property.
- BART and Alameda County Sheriff's Department should consider implementing a GPS based community crime mapping tool, similar to the City San Leandro's SLPDinfo.org and to the City of Oakland's "Crime Watch System." These crime-mapping systems allow communities up to date access to crime information in their neighborhoods, so they can partner in preventing crime in their neighborhood.

Information about Contacting BART Police

Information regarding how to contact BART police, and the process for reporting a crime at BART should be made more accessible and visible to Bay Fair BART patrons. This could be achieved by new signage at the station, a brochure available at the station, and information posted on BART's Website. Additionally, information about how to contact BART police and 911 emergency contact information should be incorporated into any temporary or permanent wayfinding signage program.

Technology Capacity

The addition of security cameras proposed in this plan may tax the already limited BART systems information technology system. The estimate used to determine the price of implementing new security cameras in the station area includes not only the cost of the cameras but of the networking required to incorporate the new cameras into the BART security camera monitoring system. There is a limited amount of information the networking system can support and limited amount of personnel resources dedicated to supervising the system. Thus, this plan reiterates the need to expand the BART Information technology system to be able to handle the security camera improvements recommended as part of this and other planning projects.

Residential Parking Permits

Establishing new residential permit parking in the neighborhoods adjacent to the Bay Fair BART Station Area will help to alleviate the problem of overflow BART parking in the neighborhood and help reduce traffic on the neighborhood roads. Residential parking permits reserve on-street parking for residents of the permit zone. Several factors that should be considered before implementing a residential parking permit program include the residents' willingness to implement a parking per-

mit program, how to integrate the program with BART policy, and how the program will be funded. Alameda County has suggested that they might consider subsidizing reduced parking permit fees for neighborhood streets adjacent to the Station Area.

MAINTENANCE STRATEGIES

Maintenance is one of the core principles of Crime Prevention through Environmental Design. If a place is well maintained it demonstrates ownership and that someone cares about what happens there. Thus, a high level of maintenance is important aspect of deterring crime from the Bay Fair BART station.

Existing maintenance problems include overgrown plant materials.

Landscaping

There is a fair amount of landscaping in the Bay Fair BART Station Area, which has varying degrees of upkeep. The lack of landscaping maintenance hinders visibility and communicates a lack of care for the Station Area.

The parking lots have a number of mature trees, which provide important shade and greenery. However, these trees are not regularly trimmed and they can hinder visibility and block pedestrian light. There are three planters within the Station Area, all of which are located adjacent to the pedestrian underpass. The planters are raised concrete and filled with a variety of shrub-like vegetation, which receives little maintenance and has grown tall enough to hinder visibility.

The periphery of the Station Area is bordered with a fence, which is then buffered by vegetation, typically shrubs or ivy. This vegetation receives little attention and has grown unchecked. Ivy is an invasive plant and will continuously spread if not kept in check, and many of the boundary fences are completely covered with ivy, limiting visibility. The ivy also accumulates trash, further communicating a lack of care for the area.

It is recommended that all of the ivy in the station area be removed and replaced with non-invasive, low-growing and drought tolerant plants. The station area should have regular seasonal maintenance to trim, weed, replace dead plants and remove trash.

Maintenance of Existing Lighting

The existing pedestrian lighting is very dim and many lamps are burned out or broken. All the lamps in the pedestrian lights should be upgraded with new lamps and new fixtures, which do not dim the light. Regular maintenance to look for and replace burnt out or missing bulbs/lamps is necessary to create a safe and secure pedestrian environment.

Maintaining lighting is a priority. Replacing burnt out lights should be done in a timely manner. Community members have voiced their dissatisfaction with the lack of attention that BART gives to replacing lights. This issue should be a priority because it exposes the agency to potential liability issues.

Broken lamps on existing light standards.

Trash Collection and Cleanliness

A number of community members vocalized their concern with the overall cleanliness of the Station Area. They mentioned that the Station Area is littered with trash and that the trash cans are overflowing. They also mentioned that the elevator and pedestrian underpass are littered with trash and often smell bad. Additional trash cans should be provided and trash pick-up at the station should be increased in frequency so that no trash cans are ever overflowing. Special care should be taken to ensure that the pedestrian underpass and elevator receive regular trash collection removal and cleaning.

Regular trash clean-up will communicate care for the Station Area and help deter criminal activity.

Drainage Issues

Community members voiced their dissatisfaction with the fact that the pedestrian underpass floods every winter when there are heavy rains. Since the underpass is the only link between the southwest parking lot and the station fare gates, BART patrons are forced to walk through the water to access the BART.

There is a trench drain on either end of the underpass and drains behind the retaining walls on each underpass entry. These drains are likely clogged by debris from the runoff of each of the largely concrete areas surrounding the underpass. These drains should be cleaned on a yearly basis in the fall before the winter rains.

IMPLEMENTATION 06

The Plan's priority recommendations have been developed to a level of detail which helps to outline the feasibility, cost and investments necessary to go forward with implementation by BART and project stakeholders. It should be noted that grants or outside funding received could be used to fund all of the improvements for one location or some of the improvements at multiple locations, depending on the amount of money available or the feasibility of implementation. For instance, it is possible that one grant, such as the Safe Routes to Transit Grant, which has a maximum award of $500,000, may be used to implement lighting and security camera improvements at a number of locations. The other improvements associated with the projects might then be phased in over time.

ADDITIONAL COORDINATION AND STAKEHOLDER PARTNERSHIPS

Depending upon their location, some of the projects in this Plan involve multiple parties. Additionally, some of the projects have the potential to be implemented as part of ongoing improvement campaigns, while others may necessitate the involvement of outside funds.

Future Bay Fair BART Station Expansion

The Silicon Valley Rapid Transit (SVRT) expansion of BART to San Jose will affect the capacity and functionality of the Bay Fair Station. The implementation of the SVRT will increase BART ridership and, as a transfer station between the existing system and the extension, the Bay Fair Station will need to accommodate more patrons. The recent Comprehensive Station Plan (2004) for Bay Fair analyzed the future capacity needs and outlined a number of recommendations for the station, including:

- Expanding the station paid area and concourse apron
- Creating a new pedestrian underpass
- Adding and upgrading fare gate equipment
- Increasing vertical circulation within the paid area, and adding elevators within the paid area

- Adding another platform
- Relocating the AC Transit Intermodal Terminal with a redesign of site circulation
- Preserving right-of-way for potential third track expansion

These recommendations are large scale changes to the station which are estimated to cost over $56 million and will require significant analysis and planning. Many of the recommendations in the Comprehensive Station Plan overlap with the recommendations of this Plan, such as the conceptual redesign of access to the pedestrian underpass, relocating the elevators and adding new escalators. These projects have the potential to be implemented during the Bay Fair Station expansion. Planning for future expansion should consider community feedback and ideas generated as part of this plan.

Future Transit-Oriented Development

The Bay Fair BART Transit-Oriented Development & Access Plan (2007) identified three potential alternatives for Transit-Oriented Development (TOD) at the Station Area. BART's Strategic Plan and TOD Policy identifies TOD development as a strategy that focuses on working with local jurisdictions, communities and developers to create a revenue stream to improve the transit system and grow ridership. The TOD and Access plan identified three conceptual alternatives which would provide new housing; create new parking; redesign station circulation; improve bicycle, pedestrian and transit access; and improve safety and security. The implementation of TOD at the Bay Fair Station is presently on hold because of the current economic climate and lack of demand for housing.

If TOD is further planned and developed at the Bay Fair Station, then there is the potential for development to implement some of the conceptual long-term solutions presented in this plan. Creating a new pedestrian bridge across the Estudillo Canal was identified as an important concept for any future TOD development. This would create a more direct pedestrian route from Bayfair Center to BART.

Corporate Partnership

Many BART riders are also patrons of Bayfair Center, Target and Century Theatres, and their personal safety is important to the livelihood of these businesses and agencies. Improving the safety, security and access in and around the Station Area will mutually benefit these businesses and BART, so it is important that all cooperate to help implement the most effective and feasible improvements. The property owners of Bayfair Center have previously participated with BART in the planning for potential TOD. Additionally, all three businesses have participated in this planning process and have developed a dialogue to discuss future planning for the area. Bayfair Center and Target have previously funded projects similar to those presented in the plan. Thus, there is great potential for Target, Bayfair Center and Century Theatres to form public-private partnerships to work together to share the cost of implementing the projects presented in this Plan.

FEDERAL PROGRAMS

There are a number of federal agencies and programs that fund transit, pedestrian and bicycle improvement.

Surface Transportation Program (STP)/Transportation Enhancements

This funding source is a 10 percent set-aside from the STP that provides funds for a variety of "transportation enhancements" that go above and beyond standard transportation projects, including pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists. Transportation enhancements are selected and programmed through the Regional Transportation Improvement Program and State Transportation Improvement Program. Caltrans and other State and federal agencies can apply for Transportation Enhancement projects. The funds are aimed at improving the quality of life in or around transportation facilities. Projects relative to this plan include provisions for improving bicycle or pedestrian access to transit facilities. Transportation enhancement projects are funded annually and the applications are typically accepted in the summer.

Contact: Caltrans District Local Assistance Engineers

Further Information:

http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a federal program supporting a range of projects that reduce congestion and improve air quality. CMAQ funds are received by the Metropolitan Transportation Commission (MTC). The Caltrans District Local Assistance Engineers assist local agencies in obtaining these federal funds. Eligible projects include bicycle and pedestrian facilities. These funds could be pursued to fund some of the bike and pedestrian improvements recommended as part of this plan.

Further Information: http://www.fhwa.dot.gov/environment/cmaqpgs/

Safe Routes to School (SRTS)

Building on SRTS programs initiated in California and other states, a new federal program was initiated under the new federal transportation funding act, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The program is intended to promote bicycling and walking to school among children in kindergarten through 8th grade and to provide for increased safety for children bicycling and walking. Infrastructure projects must be within two miles of an elementary or a middle school. The Bay Fair BART Station is located within one mile of two schools in the San Lorenzo Unified School District: Hesperian Elementary School and Edendale Middle School. Both infrastructure projects and non-infrastructure projects (such as educational programming) are eligible for funding. Eligible applicants include State, local and regional agencies; schools or school districts; and non-profit organizations. Caltrans administers the SRTS program through its Division of Local Assistance. The annual apportionment to California for the federal SRTS program is $22.58 million in 2009.

Further Information: www.dot.ca.gov/hq/LocalPrograms/saferoute.htm

Energy Efficiency and Conservation Block Grant Program

The American Recovery and Reinvestment Act of 2009 appropriated $3.2 billion for the Energy Efficiency and Conservation Block Grant (EECBG) Program. This program provides grants for projects that reduce total energy use and fossil fuel emissions and improve energy efficiency nationwide. Aspects of the grant program applicable to this plan are the use of grant funds to replace traffic signals and street lighting with energy efficient lighting technologies; the implementation of programs to conserve energy used in transportation, including developing infrastruc-

ture such as bike lanes, pathways and pedestrian walkways; and incentive programs to reduce commutes by single occupancy vehicles. The regulations for these grants were published by the Department of Energy in late March. In order to access these funds, cities and counties must apply no later than August 10, 2009.
Further Information: http://www.eecbg.energy.gov/#lc1

STATE PROGRAMS

There are a number of State agencies and programs that fund transit, pedestrian and bicycle improvement.

Transportation Development Act Article 3

TDA funds originate from a ¼ cent of the 7¼ cent statewide sales tax. The funds are returned to the source counties to fund transportation projects. TDA Article 3 provides for 2 percent of County TDA funds to be set aside for bicycle and pedestrian projects. Eligible projects include construction of bicycle and pedestrian infrastructure (including retrofitting to meet ADA requirements) and related facilities. In Alameda County, the Alameda County Congestion Management Agency (ACCMA) manages the project selection process.
Further Information: http://www.mtc.ca.gov/funding/STA-TDA/

Bicycle Transportation Account Program (BTA)

The Caltrans Bicycle Transportation Account provides State funds on a competitive basis for City and County projects that improve safety and convenience for bicycle commuters, including design, engineering and construction of bicycle lanes and paths. To be eligible for BTA funds, a City or County must adopt a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2 within four years prior to the year of application. Funds are provided annually and the application process takes place every winter. Five million dollars were available in the FY 07-08 funding cycle. These funds could be pursued to fund some of the bike improvements recommended as part of this plan.
Further Information:
http://www.dot.ca.gov/dist4/ola/programs/index.html

REGIONAL AND LOCAL PROGRAMS

Funds are available from Bay Area regional agencies, such as MTC, as well as Alameda County.

Transportation for Livable Communities (TLC)

The MTC funds the Transportation for TLC Program, which supports community-based transportation projects. TLC provides funding for projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses and are developed through an inclusive community planning effort. A call for projects is anticipated in the summer of 2010. Many of the recommendations of this plan could be funded by the TLC program, provided that they are associated with a future TOD.

Further Information:
http://www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Safe Routes to Transit Program

The Safe Routes to Transit Program is a regional program which provides grants to facilitate walking and bicycling to regional transit. In 2004, Bay Area voters approved Regional Measure 2, which enacted a one dollar bridge toll that is used to improve biking and walking facilities to regional transit in an effort to encourage commuters to leave their cars at home and reduce congestion. Safe Routes to Transit promotes bicycling and walking to transit stations by funding projects and plans that make important feeder trips to transit hubs easier, faster and safer. The Safe Routes to Transit Program is administered by TransForm and the East Bay Bicycle Coalition, with sponsorship from MTC.

The Program will award over $20 million for projects. The first and second of five $4 million funding cycles were completed in 2005 and 2007. The next call for projects is expected in early summer 2009. This program has the potential to improve a number of pedestrian or bicycle improvements recommended in the plan.

Further Information: http://transformca.org/campaign/sr2t

Regional Bicycle and Pedestrian Program

MTC created the Regional Bicycle and Pedestrian Program in 2003 to fund construction of the Regional Bicycle Network, regionally-significant pedestrian projects, and bicycle and pedestrian projects serving schools or transit. MTC has committed $200 million in the Transportation 2030 Plan to support the regional program over a 25-year period ($8 million each year). The program is administered through the county Congestion Management Agencies (ACCMA in Alameda County).

Further Information:
http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikepedprog

Transportation Fund for Clean Air (TFCA)

TFCA is a grant program funded by a $4 surcharge on motor vehicles registered in the Bay Area, with approximately $22 million per year in revenue. TFCA's goal is to implement cost-effective projects that will decrease motor vehicle emissions. The fund covers a wide range of project types, including purchase or lease of clean fuel buses, purchase of clean air vehicles, ridesharing programs to encourage carpool and transit use, bicycle facility improvements such as bicycle lanes, bicycle racks, and projects to enhance the availability of transit information.

Funds are available through two main channels: the Regional Fund administered by Bay Area Air Quality Management District (BAAQMD) (60 percent of revenues) and the County Program Manager Fund (40 percent of revenues), which is administered by ACCMA in Alameda County. Any public agency within the Bay Area Air Quality Management District's jurisdiction can apply for TFCA funds, either through the BAAQMD or the relevant Congestion Management Agency. Non-public entities can also apply for TFCA grants, directly or via a public agency, to sponsor and implement clean air vehicle projects only.
Further Information:
http://www.baaqmd.gov/pln/grants_and_incentives/tfca/index.htm

Measure B

Measure B is Alameda County's half-cent transportation sales tax, which is administered by the Alameda County Transportation Improvement Authority (ACTIA). Measure B allocates 40 percent of total revenues to capital projects identified in Alameda County's 20-Year Transportation Expenditure Plan. The remaining 60 percent of total revenues is allocated to the local jurisdictions (cities, County transit agencies and paratransit providers in Alameda County) for five programs, the following three of which might fund some of this plans recommendations:

- Local transportation, including streets and roads (22.34 percent of the net revenues). These funds are quite flexible and can be used to address local transportation priorities, including transit and bicycle and pedestrian improvements.
- Mass transit (21.92 percent of the net revenues). Funds are provided to support AC Transit operations as well as those of other Alameda County transit operators.

- Bicycle and pedestrian safety (5 percent of the net revenues). Seventy-five percent of these funds are local pass-through funds to cities and the County and are allocated based on population, and 25 percent are reserved for countywide planning and projects, including the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

Over 29 projects for a total $5.5 million have been previously funded. The fifth cycle of the Measure B Bicycle & Pedestrian Countywide Discretionary Fund grant program is projected to accept applications in December 2010. This fund could be used to implement the pedestrian and bicycle improvement recommendations developed as part of this plan.
Further Information: http://www.acta2002.com/fourthfunding.html

Express Bus Connectivity Major Hubs Project
AC Transit, MTC and BART, in cooperation with other regional and local stakeholders, are currently in the planning phase of improvements to Major Transit Hubs, including the Bay Fair BART station. The improvements include wayfinding signage, transit information and real-time information technology. AC Transit will continue lobbying for future funds to implement these projects. This project should coordinate with this plan for the potential locations of wayfinding signage and is a good opportunity to partner with other agencies to implement the wayfinding aspects of this plan.
Further Information:
http://www2.actransit.org/planning_focus/details.wu?item_id=47

SAFETY AND SECURITY FUNDING OPPORTUNITIES
There are a number of programs that fund law enforcement and community safety improvements.

Law Enforcement Grant Program, Target & Blue
The retail chain Target has a number of community outreach programs to help to improve the livelihood of the communities which they serve. The Target & Blue program is Target's effort to partner with law enforcement, public safety and criminal justice agencies through cooperation, programs and funding opportunities. Each spring, the Target & Blue program offers the Law Enforcement Grant Program, which provides funding for crime prevention, law enforcement training, youth programs, crisis preparedness and combating organized retail crime.
Contact: Local Target Assets Protection Team

Further Information: http://sites.target.com/site/en/company/page.jsp?contentId=WCMP04-035068

National Night Out Participation

Target is a corporate sponsor of the National Night Out Event. The yearly event is a community event organized to fight back against crime. The goal of the event is to heighten crime awareness, strengthen neighborhoods and community-police partnerships, and send a message to criminals that neighborhoods are fighting back. This year's night out is scheduled for August 4, 2009. Neighborhood groups and local police agencies can register to be a part of this national event.
Further information: http://www.nationaltownwatch.org/nno/

Safe City Program

The Safe City program is a community-based program that helps to increase safety in communities by creating partnerships to fight crime by leveraging local partnerships and implementing technical solutions. The program is typically initiated by local law enforcement and receives support and funds from the Safe City Program sponsors. The Safe City Program works to create partnerships between retailers, law enforcement, businesses, local government and private security. Partners can collaborate with existing technical solutions or combine resources to invest in new or upgrade new technical solutions. Technical solutions include, radio communications, closed circuit televisions, emergency call boxes, alert and advisories, and environmental design considerations. The safe city program was founded and is run by Target, and has successfully implemented the safe city program in a number of California cities including, Chula Vista, Clovis, Richmond, Fresno and Victorville.
Further information:
http://www.mysafecity.com/default.aspx/MenuItemID/389/MenuGroup/Safe+City.htm

APPENDICES

RESULTS OF COMMUNITY WORKSHOP #1

The first community workshop for the Bay Fair BART Station Area Improvement Plan was held on July 15, 2008, and approximately 30 community members attended. The purpose of the workshop was to seek input on community concerns relative to crime, traffic and accessibility and to identify opportunities for addressing these issues. The following is a list of their concerns with numbers that correlate to the locations identified on the attached Areas of Concern Map.

Colby Street south of the BART Station (between Dermody Avenue and Wagner Street)

Community Concerns

Residents of the neighborhood southwest of the BART station have a number of traffic and parking related concerns in regards to the section of Colby Street south of the southwest BART Station Parking lot. A major concern is speeding on neighborhood streets, which increases the potential for accidents. There is also a significant amount of BART parking that overflows onto the neighborhood streets during commute hours. In addition, the small cul-de-sac at the intersection of Colby and Wagner Street is used as an informal BART drop-off, and the lack of formal direction creates confusion for users and conflict.

Community Recommendations

- Install speed bumps or other traffic calming interventions along Colby Street south of the BART parking lot.
- Design a more formal drop-off at the intersection of Wagner and Colby Street.
- Enforce existing parking rules.
- Create a parking garage.

The Southwest BART Parking Lot

Community Concerns

Community members voiced a number of concerns with the visibility, accessibility and maintenance of the southwest BART parking lot. The landscaping that separates the BART parking lot from Colby Street is overgrown and unkempt and inhibits visibility into and out of the lot. In addition, the parking lot lacks clear and direct pedestrian pathways. There is no pathway from the pedestrian entrance at the southwest corner of the parking lot. Furthermore, the pathway from the pedestrian entrance at the intersection of Colby Street and Wagner Street is not used, because it is not along the desired route for pedestrians and the overgrown landscaping hides the pathway.

Community Recommendations

- Create direct and clear accessible pedestrian pathways through the BART parking lot along paths where pedestrians want to travel.
- Improve the lighting in the south parking lot.
- Improve the landscaping in the parking lot. Remove the overgrown ivy and the low landscaping along Colby Street and prune the existing trees so they do not block the streetlights or visibility.
- Install cameras and emergency phones into the parking lot to deter criminal activity.
- Include wayfinding signage to direct people to BART, Bayfair Center and East 14th Street.

The BART Station Pedestrian Tunnel

Community Concerns

The pedestrian tunnel that is located underneath the railroad tracks and connects the southwest BART parking lot to the station faregates and Bayfair Center was identified as a major safety concern by the community. The tunnel is dark, has a distasteful odor and contains a number of spaces that are not clearly visible from afar and are intimidating because they are potential hiding spaces for criminal elements. In addition, the tunnel is not ADA or bicycle accessible and is the only pedestrian connection between the south parking lot to the BART station and the area to the north of the station. Thus, people with mobility needs are prevented from utilizing the south parking lot or gaining access to BART from the south.

Community Recommendations

- Redesign the tunnel to meet ADA requirements.
- Get rid of the tunnel and instead create an entrance, with an elevator, to the BART platform from the southwest parking lot.
- Improve the lighting in the tunnel.
- Remove the visually inaccessible spaces within the tunnel.
- Incorporate landscaping and other aesthetic improvements into the tunnel.

The BART Station Entrance from the Northeast Parking Lot

Community Concerns

The community members identified the entrance to the Bay Fair BART station as a location where they feel unsafe and that is aesthetically unpleasant. Their feelings are influenced by a number of people loitering in front of the station and the lack of visibility to the station faregates. Approaching BART from the northeast (the mall side), the entrance to the station is blocked by a BART police annex building, and the station gates are recessed underneath the platform, creating a dark environment. Closer to the station, the entrance is partially hidden by a blank wall containing ticket machines, which block the view to the station agent and the tunnel. In addition, there is a lot of trash and vandalism around the station entrance, giving the perception that the station is uncared for and thus a location that fosters crime.

The pedestrian crosswalks at the station entrance are also an area of community concern, because they are not located where many pedestrians naturally travel. As a result, a number of pedestrians cross the street in between traffic at unprotected locations, placing themselves in conflict with cars. The bicycle racks are also located far from the station entrance and close to where people loiter, which might discourage people from using them because of safety concerns.

Community Recommendations

- Clean up the BART station entrance. Remove trash, immediately fix or erase vandalism and provide more trashcans.
- Improve the pedestrian pathways to the BART. Ensure that they are accessible and include pedestrian lighting.
- Provide more security agents to patrol the BART station area.

- Update the design of the BART station so it is friendlier and less industrial.
- Improve the wall behind the ticket machines.
- Move the BART police annex building and antennae.
- Move the bicycle racks closer to the station entrance.

The BART Station Elevator and Escalator

Community Concerns

Community members noted that the elevator at the Bay Fair BART station located outside of the station gates is inconvenient and unsafe because of the lack of surveillance. BART patrons who need to use the elevator must first present their ticket at the faregates, then travel to the elevator which is difficult for people with mobility needs. The elevator is also often out of service, providing people with mobility issues with no access to the train platform. The Bay Fair BART station has only one working escalator, which carries pedestrians up to the platform. The lack of an escalator in the downward direction makes the station less accessible for users with mobility needs. In addition, community members feel that there needs to be more handicapped accessible parking available near the station entry.

Community Recommendations

- Install a second escalator in the down direction.
- Move the elevator so that it is within the station gates.
- Provide more handicapped parking near the station entrances.
- Ensure that the elevator is always in service.

The Northeast BART Parking Lot

Community Concerns

Community members also expressed numerous concerns with the northeast Bay Fair BART parking lot that include: a lack of clear pedestrian pathways, need to widen and fix existing sidewalks, need for more lighting, and lack of accessibility and visibility. Although the parking lot does have sidewalks, they are not located where pedestrians want to walk. As a result, rather than using the sidewalks, pedestrians weave their way through the parked cars, where they are in conflict with traffic, and walk in areas that may be especially dark in the evening due to inadequate pedestrian lighting.

There is a significant lack of visibility in the northeast parking lot. The majority of the visibility problems are caused by the existence of a BART police annex building and large fenced antenna located directly across from the station entry. This central location of these large obstacles blocks visibility to the station entry from many locations within the parking lot. There are also a number of large elm trees within the parking lot that need to be regularly pruned because their branches are blocking the light from the existing pedestrian and streetlights.

Community Recommendations

- Install cameras and emergency phones into the parking lot to deter criminal activity.
- Provide well lit and clearly defined and accessible pedestrian walkways in locations that people

want to walk. Enlarge existing sidewalks.
- Regularly prune trees in the parking lot.
- Relocate the police annex building and antenna.
- Provide emergency telephones to report safety concerns and provide information regarding which agencies should be contacted regarding security issues and crime.

AC Transit Terminal and Surrounding Bus Stops

Community Concerns

Some community members expressed their security concerns about the loitering that occurs at the AC Transit bus terminal. A number of community members felt threatened or intimidated by the large number of young adults who congregate at the AC Transit Terminal. In addition, community members felt that the design and layout of the bus shelters place people in conflict with buses and are not easily accessible for people with mobility problems. In addition, there is a bus stop on Coelho Drive, which is separate from the AC Transit Terminal, where a lot of youth loiter and make many community members uncomfortable.

Community Recommendations

- Develop activities and programs that provide loiterers with other more positive activities to fill their time.
- Reorganize the AC Transit Terminal and incorporate pedestrian pathways and lighting.
- Ensure that the AC Transit Terminal is accessible.
- Provide more police patrols.
- Improve the bus stop on Coelho Drive.
- Provide more police patrols.
- Replace the opaque plexiglass of the bus shelters with something more welcoming and transparent.

Thornally Drive and Railroad Tracks Underpass

Community Concerns

Community members also expressed concern about the lack of pedestrian and bicycle access along Thornally Drive, which allows the driver to cross beneath the railroad tracks and results in no clear pathway from Hesperian Boulevard to the BART Station. Bicycle lanes and pedestrian sidewalks are absent along Thornally Drive as a result of the existing constrained width of the Thornally Drive underpass. This lack of accessibility forces pedestrians and bicyclists to use the BART station tunnel and prevents pedestrians with mobility issues from gaining access to the BART station from the southwest. In addition, there are no sidewalks along Thornally Drive between the pedestrian bridge over the flood control channel and Coelho Drive, and as a result, a number of people walk in the roadway. Finally, community members are concerned that buses and cars speed along Thornally Drive.

Community Recommendations

- Create accessible sidewalks along Thornally Drive.
- Widen the railroad underpass to allow for pedestrian and bicycle access.
- Install traffic calming features across Thornally Drive to reduce speeding.

Pedestrian Bridge over the Flood Channel

Community Concerns

The pedestrian bridge across the Alameda Flood Control Channel was also identified by the community as an area of personal safety concern. Users of the bridge feel unsafe because the bridge is isolated and too narrow. It is surrounded only by parking lots and is a bottleneck where pedestrians must travel, which makes it a key location for criminal activity. The bridge is a challenging pedestrian environment, because it is narrow and has limited visibility due to the lack of a direct connection and the use of chain link fencing. The pedestrian crosswalk at the south side of the bridge across Thornally Drive is potentially dangerous, because the crosswalk is located at the top of the underpass incline of a high traffic road. In addition, the flood control channel is the location for a lot of vandalism, and there are a number of abandoned shopping carts at the entrance to the bridge. The channel below also has accumulated a lot of trash.

Community Recommendations

- Widen the pedestrian bridge and make it a direct and accessible connection.
- Replace the chain link fencing on the pedestrian bridge with a more aesthetically pleasing fence.
- Improve the crosswalk across Thornally Avenue. Potentially install a pedestrian light which can be activated by pedestrians waiting to cross Thornally Drive.
- Include lighting on the pedestrian bridge.
- Remove trash from the flood control channel.
- Quickly address any vandalism on the bridge.
- Work with Target and Bayfair Center to return shopping carts.

Coelho Drive, Thornally Drive and Mooney Avenue Intersection

Community Concerns

The intersection at Coelho Drive and Mooney Avenue is confusing for drivers, because the streets are wide and intersect with a number of other streets very close to the intersection. The intersection is also unsafe for pedestrians because of unimproved and incomplete pedestrian sidewalks and crosswalks. This is a major intersection that pedestrians use to travel between the BART station, Bayfair Center and East 14th Street. Because of the lack of sidewalks and crosswalks, pedestrians are crossing the streets at random, placing themselves in conflict with cars and buses. Specifically, there are no pedestrian crosswalks crossing Mooney Avenue on the north of Coelho Drive and no pedestrian crosswalk to the BART parking lot across Coelho Drive at the Thornally intersection. In addition, the sidewalk on the north of Thornally Drive abruptly ends to the east of Mooney Avenue stranding pedestrians with no safe or clear direction. There are also problems with clusters of youth hanging out at the AC Transit bus stop near this intersection, which is about halfway between the BART station and the movie theatre.

Community Recommendations

- Provide clear and highly visible crosswalks across Coelho Drive and Thornally Avenue.
- Complete the sidewalks on the north side of Thornally Avenue and ensure they are accessible.
- Include pedestrian lights and wayfinding signage at the intersection and nearby intersections to improve pedestrian safety and direct pedestrians.
- Perhaps move the bus stop, or make it more visible to cut down on loitering.

Target, Bayfair Center and Cinemark Theatre Parking Lots

Community Concerns

Community members are concerned with the lack of clear pedestrian layout throughout the parking lots surrounding the Bayfair center. Without clear pathways or other amenities, pedestrians tend to weave their way through parked cars in the parking lots, often placing themselves in conflict with traveling cars. Routes that the community identified specifically as needed are from the pedestrian bridge towards the Fashion Faire Plaza and Fairmont Drive and between the pedestrian crossing of Bayfair Drive near the canal and Cinemark Theatres. Community members are also concerned, because if there is no police presence, people will loiter outside of the theatre and create a threatening environment.

Community Recommendations

- Create a highly visible, clear and accessible pedestrian pathway system throughout the Bayfair center parking lot that responds to where people want to walk. The pathways should include landscaping and lighting.
- Make security easily accessible throughout the parking lots. One suggestion was to include highly visible security telephones into a pedestrian pathways system.
- Provide more police patrols in the parking lots, especially in the evening.

Pedestrian Crossing of Bayfair Drive

Community Concerns

In addition to general comments about the lack of pedestrian pathways in the Bayfair center parking lots, a number of community members identified Bayfair Drive as a pedestrian safety concern, especially where it parallels the flood canal, There is a newly installed sidewalk on the south side of Bayfair Drive; however, it abruptly stops at a pedestrian crossing to Bayfair Center. The pedestrian crossing includes pedestrian lighting, bollards and decorative paving; however, the paving is not highly visible for cars, which is evident because it has been modified with painted white lines in an attempt to make it more visible. In addition, the sidewalk does not continue along the canal to the Coelho Drive and Mooney Avenue intersection forcing pedestrians to walk in the street or among overgrown ivy.

Community Recommendations

- Continue the sidewalk along the canal to the Mooney Avenue and Coelho Drive intersection. Ensure the sidewalk is wide and accessible
- Redesign the crosswalk across Bayfair Drive to make it more effective.
- Include wayfinding signage to direct people to BART, Bayfair Center and East 14th Street.

East 14th Street

Community Concerns

Community members are concerned with loitering that is happening in front of the 24-hour donut shop on East 14th Street. There is a bus stop nearby, where community members feel unsafe because of the proximity of people loitering in front of the donut shop.

Community Recommendations

- Improve the bus stop.
- Prevent people from loitering in front of the donut shop.

Hangout near Wing Shop

Community Concerns

There is a chicken wing and sandwich shop located in a corner near the entrance to Target. The shop is a local hangout spot and people tend to loiter in front of the shop and in the nearby parking lot. Community members feel threatened by the loitering.

Community Recommendations

- Increase the police patrol around the mall and Target.
- Design improvements to make the area more visible.

RESULTS OF COMMUNITY WORKSHOP #2

The second Community Workshop for the Bay Fair BART Station Area Improvement Plan was held on Saturday, February 28, 2009. The goal of the Station Area Improvement Plan is to work with the community to improve the safety and accessibility of the Bay Fair BART station Area. Approximately 35 people attended the meeting.

After a welcome from Director Franklin of BART and Alice Lai-Bitker of the Alameda County Board of Supervisors, Bruce Brubaker, Project Manager for DC&E, gave an overview on the goals of the project and presented proposed draft alternatives that were developed to improve the safety and accessibility of the Station Area in response to the community input received during the first Community Workshop. After the presentation, the participants were divided into small groups and asked to individually prioritize the draft alternatives. Each participant received three green dots, which they placed on the group's table maps at the locations of the draft alternatives that they thought should be prioritized in order to create a safer and more accessible station area. The groups then discussed the draft alternatives based upon the overall group prioritization, beginning with the draft alternative with the most green dots. The small groups discussed the draft alternatives and made recommendations about how to improve the alternatives. Each group was asked to report back to the large group their prioritization order and their comments and recommendations about the alternatives.

Overall Alternative Recommendations

Workshop participants were eager to express their concerns and share their first-hand observations regarding the existing conditions at the draft alternative locations and how the alternatives could be improved to increase safety and accessibility. The following is a brief synopsis of the suggested recommendations to the proposed draft alternatives that are not already reflected in the alternatives.

Area 1: Southwest BART Parking Lot and Colby Street, Alternative A: Short Term Improvements

- Ensure that there is no conflict between the location of the proposed pedestrian path and the relocated Kiss N Ride area proposed in Area 2.
- Create a second pedestrian path parallel to the proposed path that connects the existing entrance in the southwest corner of the parking lot to the existing pedestrian path.

Area 2: Pedestrian Tunnel and the Southwest Tunnel Entry

- Consider using security cameras to record the activity in the tunnel and project it onto a TV screen or wall in the station area to discourage misuse of the tunnel area by making the tunnel more visible.
- If planting more trees, do not block visibility.
- Ensure that the location of new bike lockers do not hinder visibility or create places for people to hide.
- Consider including benches to the design of the pedestrian tunnel areas to provide resting areas for the elderly. However, design them to discourage sleeping and loitering.
- Locate emergency phones outside of the tunnel, rather than in the middle of the tunnel.

Area 4: Northeast BART Parking Lot

- Add a new crosswalk at the intersection of Elgin Street and Coelho Drive.

Area 6: AC Transit Intermodal Terminal and Surrounding Bus Bays

- Remove the glass from the AC Transit bus shelters.
- Improve the timing and coordination of buses.
- Widen the sidewalks to make more room for pedestrians and bikes.
- Add toilets to the AC Transit area.

Area 8: Pedestrian Bridge over Estudillo Canal

- Consider the possibility for vandalism and graffiti when deciding on new fencing for the existing pedestrian bridge.
- Install speed bumps on either side of the existing crosswalk to slow traffic.
- Install signs along the Thornally Drive underpass alerting cars to the presence of pedestrians.

Area 9: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection, Alternative A: New Sidewalks

- Consider including a signal-activated pedestrian crossing at the Coelho Drive and Mooney Avenue intersection.
- Replace the stop signs which were recently removed during the sidewalk improvements along Coelho Drive.
- Replace the bus shelter that was removed during the sidewalk improvements along Coelho Drive.

Group Prioritization

The following is a listing of each group's prioritization of the proposed draft alternatives.

Table #1

1. Area 9: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue
2. Area 8: Pedestrian Bridge over Estudillo Canal
3. Area 6: AC Transit Intermodal Terminal and Surrounding Bus Bays
4. Area 1: Southwest BART Parking Lot and Colby Street, Alternative A

Table #2

1. Area 9: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection, Alternative A: New Sidewalks
2. Area 8: Pedestrian Bridge over Estudillo Canal
3. Area 2: Pedestrian Tunnel and the Southwest Tunnel Entry
4. Area 4: Northeast BART Parking Lot

Table #3

1. Area 1: Southwest BART Parking Lot and Colby Street, Alternative A
2. Area 2: Pedestrian Tunnel and the Southwest Tunnel Entry
3. Area 9: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection, Alternative A: New Sidewalks

Table #4

1. Area 9: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection, Alternative A: New Sidewalks
2. Area 2: Pedestrian Tunnel and the Southwest Tunnel Entry
3. Area 7:Thornally Drive Underpass
4. Area 6: AC Transit Intermodal Terminal and Surrounding Bus Bays

Table #5

1. Area 2: Pedestrian Tunnel and the Southwest Tunnel Entry
2. Area 6: AC Transit Intermodal Terminal and Surrounding Bus Bays
3. Area 7: Thornally Drive Underpass, Alternative A: Bicycle Sharrows on Thonrally Drive
4. Area 4: Northeast BART Parking Lot

Overall Workshop Prioritization

The green dots from all of the groups were tallied and the overall prioritization of the proposed draft alternatives are:

1. Area 2: Pedestrian Tunnel and the Southwest Tunnel Entry
2. Area 9: Bayfair Drive, Coelho Drive, Thornally Drive and Mooney Avenue Intersection
3. Area 6: AC Transit Intermodal Terminal and Surrounding Bus Bays
4. Area 1: Southwest BART Parking Lot and Colby Street
5. Area 8: Pedestrian Bridge over Estudillo Canal
6. Area 7: Thornally Drive Underpass
7. Area 4: Northeast BART Parking Lot
8. Area 5: BART Station Entry

COMMUNITY SURVEY

Following is a summary of the results from the Community Survey. This survey was distributed at workshops, mailed, and administered by hand during June of 2008.

1. Describe yourself (choose all that apply)

Live in Area	Work in Area	Business Owner in Area	Shop in Area	Use Bay Fair BART	Use AC Transit
25	6	3	23	18	6

2. How safe do you feel walking alone in the area around Bay Fair BART during the day:

Very Safe	Safe	Middle	Unsafe	Very Unsafe
1	8	15	6	1

3. How safe do you feel walking alone in the area around Bay Fair BART at night:

Very Safe	Safe	Middle	Unsafe	Very Unsafe
		2	17	12

4. Do you feel your neighborhood is getting safer or less safe over time?

Much Safer	Safer	Same	Less Safe	Much Less Safe
1	1	11	12	5

5. In your opinion, what are the three biggest safety concerns in your neighborhood, and where are they located?

Concern	Location
Car burglaries	Near BART
Reckless driving, Speeding Vehicles (3)	Violet St and Vera St, Entire neighborhood of Hillcrest Knolls, Foothill blvd @ 150th, E. 14th, Bancroft, Hesperian between Colby/ Wagner
Being robbed at gunpoint	Violet St
Stop sign violations & Red light violations	Ashland and Mission Blvd up to 580 & Castro Valley from Rolando west to 580
Kids on skateboards in street	Castro Valley west of Rolando
Theft of mail	Somerset Ave & 167 Ave. Castro Valley and San Leandro
Suspicious people loitering (5)	Petco, 24 hr fitness, Target, Movie Theatre, Hesperian Gardens, Colby/Wagner Streets, Near bus stops near BART

Peds walking info cars w/o looking	Next to Target, Theatre, and near houses
Pedestrian Safety	Entire neighborhood of Hillcrest Knolls
Personal Safety (13)	BART: Underpass at station, Station to Bay Fair Center, Bus Stops, Main Station, Trains, Between 170-163rd, Bay Fair Center Lot, Ped bridge from center to BART,
Too many parked cars on street	Neighborhood
Pan Handlers/Homeless People	Lucky's
Prostitution	Neighborhood
Traffic	Neighborhood
Home Burglary	Neighborhood
Abandoned Vehicles	Neighborhood
Overgrown bushes-landscaping	Colby Street
Parking of non-residents on street	Colby & Wagner St
More activities for Kids	Project area
Car thefts	BART and surrounding streets

6. Have you or someone you know been a victim of a crime in your neighborhood in the last two years?

Yes	No	What Happened
16	12	Car jacking
		Theft of mail and property
		Car Stolen (3)
		Robbery (5)
		Home burglary (6)
		Car Vandalism
		Threatened (2)
		Purse Taken
		Car Burglary

7. Would you walk sometimes instead of using your car if you felt safer?
Yes 17 No 7

8. What improvements to your neighborhood, Bayfair Center or the BART station would encourage you to walk more?

Improvement	Location
Better pedestrian walkways through station (3)	BART station
Better walk ways (5)	Shopping Center to BART
More attentive BART station agents	BART
Bike Patrols	Parking Lots
Bridge Crossing (3)	From BART to Mall
Emergency Call Boxes	Center
Remove urine odor	BART bus boarding area
Sidewalks or walking areas (2)	On side of roads in project area
Reduce speeding vehicles (2)	Neighborhood
Improve quality of stores/More stores (2)	Bay Fair Center, Mission Blvd
More police patrols (11)	159th to E. 14, BART parking lots, Target lot, BART train platform, BART, Bay Fair Mall
Less housing – more business	Bay Fair Center and BART
Eliminate tunnel	BART lot
Increase in lighting (10)	BART Station, Bay Fair Center, side streets around center, near ped bridge,
Security Cameras (2)	BART parking areas
Illegal parked cars	Bay Fair Center lot
Clean up litter and trash	BART and Bay Fair Center

9. If you worked together with people in your neighborhood, do you think you can help address some of the problems that you have listed above?
   Yes 16 No 5 Perhaps 4

10. Would you attend a meeting on neighborhood safety and get involved in making things better in the neighborhood?
    Yes 20 No 4 Perhaps 0

SUMMARY OF POLICE DATA

BART Station Comparisons 2005 – 2008 YTD (June)

Type of Crime	Bay Fair	Fruitvale	Hayward	Richmond
Robbery	48	30	22	47
Rape	4	0	2	0
Assault w/ Deadly Weapon	6	6	14	6
Auto Burglary	153	302	155	127
Stolen Vehicle	150	77	77	206

BART Station Comparisons by Year (2005)

Type of Crime	Bay Fair	Fruitvale	Hayward	Richmond
Robbery	10	6	3	15
Rape	1	0	1	0
Assault w/ Deadly Weapon	3	1	2	1
Auto Burglary	45	38	66	29
Stolen Vehicle	53	15	18	30

BART Station Comparisons by Year (2006)

Type of Crime	Bay Fair	Fruitvale	Hayward	Richmond
Robbery	18	12	9	19
Rape	3	0	1	0
Assault w/ Deadly Weapon	2	3	3	1
Auto Burglary	64	115	30	47
Stolen Vehicle	66	14	28	68

BART Station Comparisons by Year (2007)

Type of Crime	Bay Fair	Fruitvale	Hayward	Richmond
Robbery	17	5	5	11
Rape	0	0	0	0
Assault w/ Deadly Weapon	1	1	8	3
Auto Burglary	31	61	35	31
Stolen Vehicle	26	17	22	63

BART Station Comparisons by Year 2008 –YTD (June)

Type of Crime	Bay Fair	Fruitvale	Hayward	Richmond
Robbery	3	7	5	2
Rape	0	0	0	0
Assault w/ Deadly Weapon	0	1	1	1
Auto Burglary	13	88	24	20
Stolen Vehicle	5	31	9	45

Bay Fair Shopping Center, Comparative Year Statistics

Type of Crime	Year 1 May 06 – May 07	Year 2 May 07 – May 08
Stolen Vehicle	66	60
Robbery	24	31
Rape	1	1
Assault w/ Deadly Weapon	1	1
Vehicle Burglary	34	50
Simple Assault	44	42

Bay Fair BART Station Crime Locations, 2007 versus 2008

2007	Trains	Concourse	Platform	Bridge	West Lot	Bus Zone	Other	Total
Robbery	2	0	0	3	3	5	6	19
Assault with Deadly Weapon	0	0	0	0	0	1	0	1
Auto Burglary							31	31
Stolen Auto							26	26
Total	2	0	0	3	3	6	63	77

2008	Trains	Concourse	Platform	Bridge	West Lot	Bus Zone	Other	Total
Robbery	0	0	0	0	2	9	4	15
Assault with Deadly Weapon	0	0	0	0	0	0	0	0
Auto Burglary							41	41
Stolen Auto							18	18
Total	0	0	0	0	2	9	63	74

* Other – Parking lots not identified in crime reports

Bike Lane Signage and Striping
ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Last Updated on 4/27/09
Prepared by WSA

Item Description			
	Units	Quantity	Cost
Capital Improvements			
Bike Signage	EA	6	$ 12,000
Pavement Striping	LF	4,793	$ 14,379
SUBTOTAL Capital Costs			**$ 26,379**
Contingencies (20%)			$ 5,276
TOTAL CAPITAL COSTS			**$ 31,655**

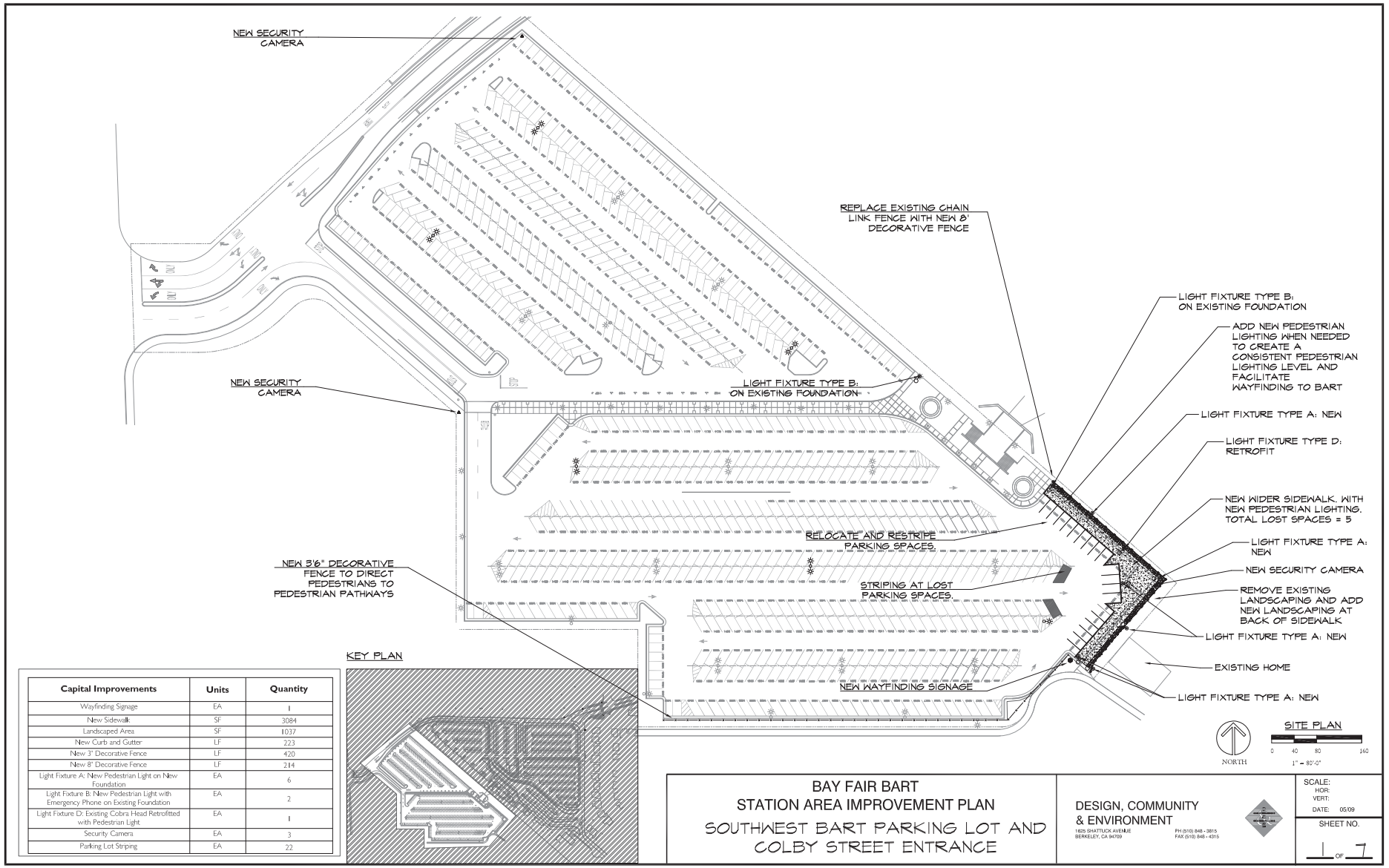
Support Costs			
Planning/Pre-Design (5%)			$ 1,583
Final Design (8%)			$ 2,532
Environmental Clearances & Mitigation (3%)			$ 950
Construction Admin. (10%)			$ 3,165
SUBTOTAL Suport Costs			**$ 8,230**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 40,000**

Sheet 1: Southwest BART Parking Lot and Colby Street Entrance
ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Last Updated on 4/27/09
Prepared by WSA

Item Description	Units	Quantity	Cost
Capital Improvements			
BART Wayfinding Signage	EA	1	$ 2,000
Sidewalk (4" thick)	SF	3,084	$ 21,588
Landscaped Area	SF	1,037	$ 9,333
Curb & Gutter	LF	223	$ 10,035
Fence - decorative (3' high)	LF	420	$ 13,440
Fence - decorative (8' high)	LF	214	$ 13,910
Light Fixture A: New Pedestrian Light on New Foundation	EA	6	$ 51,000
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	2	$ 17,000
Light Fixture D: Existing Cobra Head Retrofitted with Pedestrian Light	EA	1	$ 2,000
Security camera	EA	3	$ 10,800
Restripe Parking Stalls	EA	22	$ 880
SUBTOTAL Capital Costs			**$ 151,986**
Contingencies (20%)			$ 30,397
TOTAL CAPITAL COSTS			**$ 182,383**

Support Costs			
Planning/Pre-Design (5%)			$ 9,119
Final Design (8%)			$ 14,591
Environmental Clearances & Mitigation (3%)			$ 5,471
Construction Admin. (10%)			$ 18,238
SUBTOTAL Suport Costs			**$ 47,420**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 230,000**



Capital Improvements	Units	Quantity
Wayfinding Signage	EA	1
New Sidewalk	SF	3084
Landscaped Area	SF	1037
New Curb and Gutter	LF	223
New 3' Decorative Fence	LF	420
New 8' Decorative Fence	LF	214
Light Fixture A: New Pedestrian Light on New Foundation	EA	6
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	2
Light Fixture D: Existing Cobra Head Retrofitted with Pedestrian Light	EA	1
Security Camera	EA	3
Parking Lot Striping	EA	22

BAY FAIR BART
STATION AREA IMPROVEMENT PLAN

SOUTHWEST BART PARKING LOT AND COLBY STREET ENTRANCE

DESIGN, COMMUNITY & ENVIRONMENT
1625 SHATTUCK AVENUE
BERKELEY, CA 94709
PH (510) 848 - 3815
FAX (510) 848 - 4315

SCALE:
HOR:
VERT:
DATE: 05/09

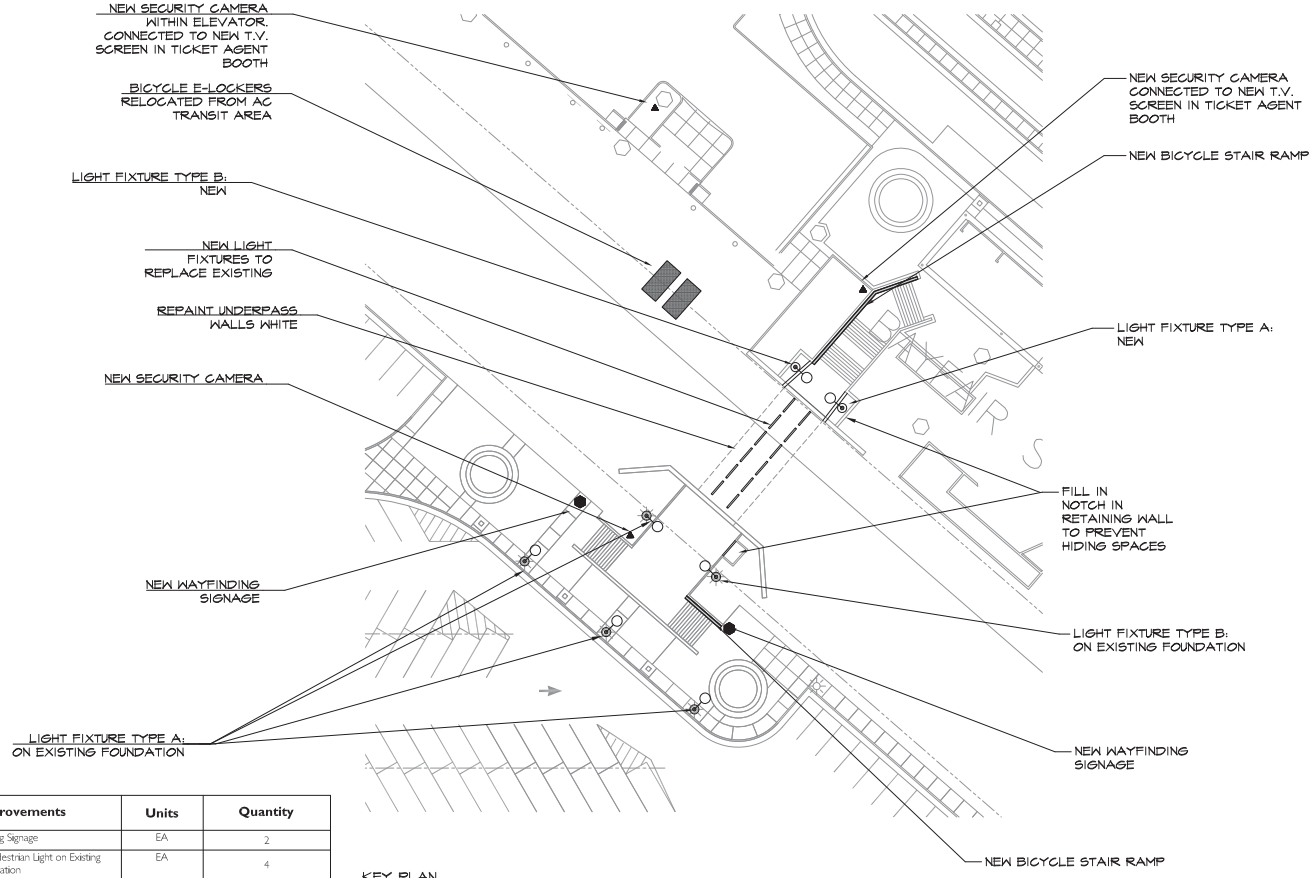
SHEET NO.
1 OF 7

Sheet 2: BART Station Pedestrian Underpass
ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Last Updated on 6/16/09
Prepared by WSA

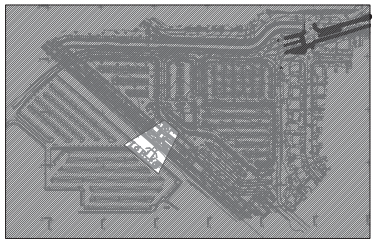
Item Description	Units	Quantity	Cost
Capital Improvements			
BART Wayfinding Signage	EA	2	$ 4,000
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	4	$ 20,000
Light Fixture A: New Pedestrian Light on New Foundation	EA	1	$ 8,500
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	1	$ 8,500
Light Fixture B: New Pedestrian Light with Emergency Phone on New Foundation	EA	1	$ 12,000
Security camera	EA	3	$ 10,800
Replace Existing Ceiling Mounted Lights	EA	12	$ 4,800
Retrofit Existing Wall Mounted Lights	EA	13	$ 6,500
New Wall Mounted Lights	EA	12	$ 9,600
Wall Mounted Security Television & System	EA	1	$ 4,900
Concrete Formwork	CY	3	$ 1,200
BART Bicycle Stair Ramp	LF	64	$ 25,600
BART E-Lockers	EA	1	$ 4,600
SUBTOTAL Capital Costs			**$ 121,000**
Contingencies (20%)			$ 24,200
TOTAL CAPITAL COSTS			**$ 145,200**

Support Costs			
Planning/Pre-Design (5%)			$ 7,260
Final Design (8%)			$ 11,616
Environmental Clearances & Mitigation (3%)			$ 4,356
Construction Admin. (10%)			$ 14,520
SUBTOTAL Suport Costs			**$ 37,752**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 183,000**



Capital Improvements	Units	Quantity
Wayfinding Signage	EA	2
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	4
Light Fixture A: New Pedestrian Light on New Foundation	EA	1
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	1
Light Fixture B: New Pedestrian Light with Emergency Phone on New Foundation	EA	3
Security Camera	EA	2
Replace Existing Ceiling Mounted Lights in Tunnel	EA	12
Retrofit Existing Wall Mounted Lights	EA	13
New Wall Mounted Lights	EA	12
Wall Mounted Security Television & System	EA	1
Concrete Form Work to Fill Gaps in Existing Retaining Walls	CU	3
New BART Bicycle Stair Ramp	LF	64
New BART E-Lockers	EA	1

KEY PLAN



NORTH

SITE PLAN

0 20 40 80

1" = 40'-0"

BAY FAIR BART
STATION AREA IMPROVEMENT PLAN
BAY FAIR BART STATION
PEDESTRIAN UNDERPASS

DESIGN, COMMUNITY
& ENVIRONMENT
1625 SHATTUCK AVENUE
BERKELEY, CA 94709
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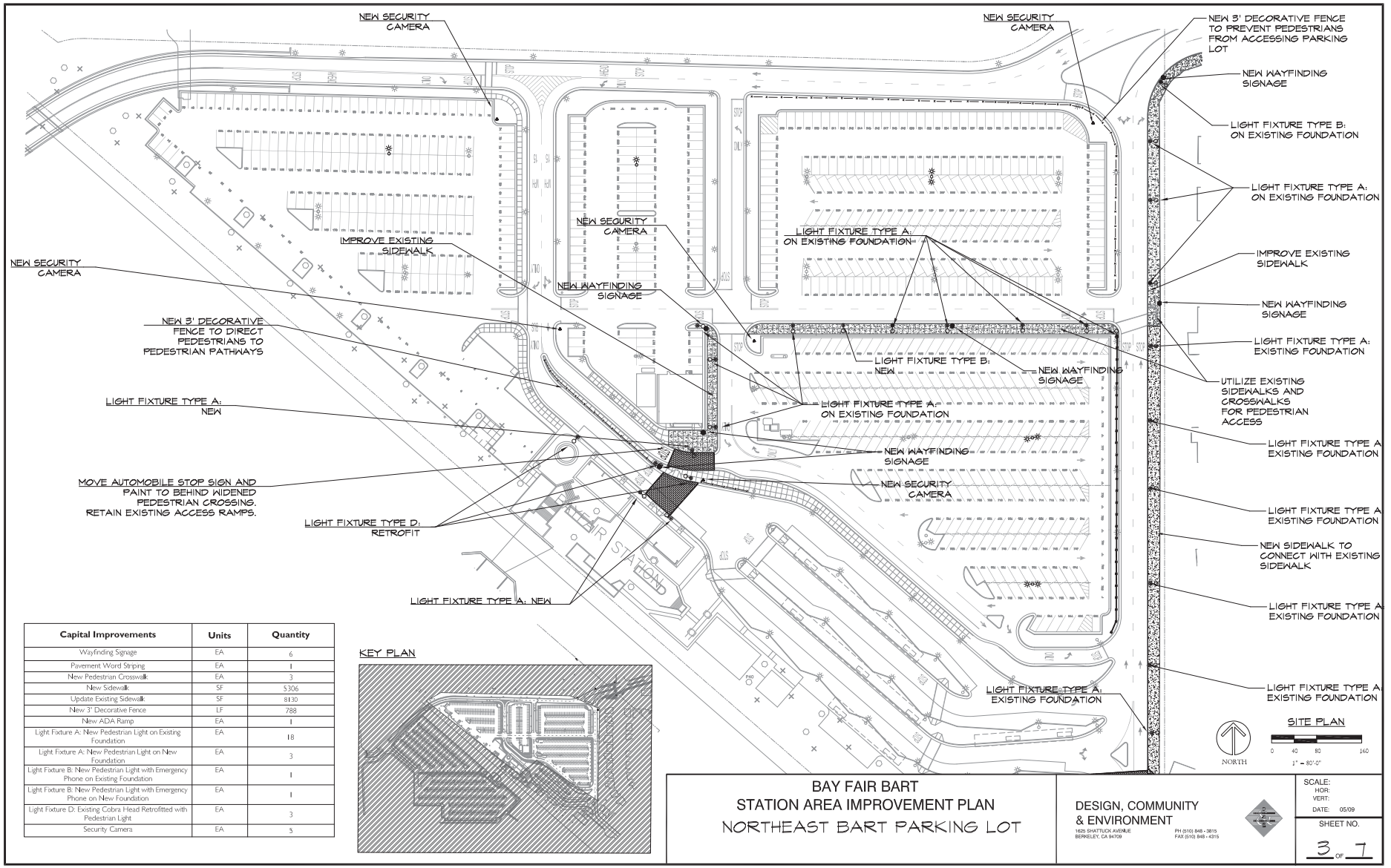
Sheet 3: Northeast BART Parking Lot
ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Last Updated on 4/27/09
Prepared by WSA

Item Description	Units	Quantity	Cost
Capital Improvements			
BART Wayfinding Signage	EA	6	$ 12,000
Pavement Message	EA	1	$ 180
Pedestrian Crosswalk	EA	3	$ 12,000
Sidewalk (4" thick)	SF	5,306	$ 37,142
Fence - decorative (3' high)	LF	520	$ 16,640
ADA Ramp	EA	1	$ 1,800
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	18	$ 90,000
Light Fixture A: New Pedestrian Light on New Foundation	EA	3	$ 25,500
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	1	$ 8,500
Light Fixture B: New Pedestrian Light with Emergency Phone on New Foundation	EA	1	$ 12,000
Light Fixture D: Existing Cobra Head Retrofitted with Pedestrian Light	EA	3	$ 6,000
Replace Existing Sidewalk	SF	8,130	$ 97,560
Security camera	EA	5	$ 18,000
SUBTOTAL Capital Costs			**$ 337,322**
Contingencies (20%)			$ 67,464
TOTAL CAPITAL COSTS			**$ 404,786**

Support Costs			
Planning/Pre-Design (5%)			$ 20,239
Final Design (8%)			$ 32,383
Environmental Clearances & Mitigation (3%)			$ 12,144
Construction Admin. (10%)			$ 40,479
SUBTOTAL Suport Costs			**$ 105,244**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 510,000**



Capital Improvements	Units	Quantity
Wayfinding Signage	EA	6
Pavement Word Striping	EA	1
New Pedestrian Crosswalk	EA	3
New Sidewalk	SF	5306
Update Existing Sidewalk	SF	8130
New 3' Decorative Fence	LF	788
New ADA Ramp	EA	1
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	18
Light Fixture A: New Pedestrian Light on New Foundation	EA	3
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	1
Light Fixture B: New Pedestrian Light with Emergency Phone on New Foundation	EA	1
Light Fixture D: Existing Cobra Head Retrofitted with Pedestrian Light	EA	3
Security Camera	EA	5

KEY PLAN

BAY FAIR BART
STATION AREA IMPROVEMENT PLAN
NORTHEAST BART PARKING LOT

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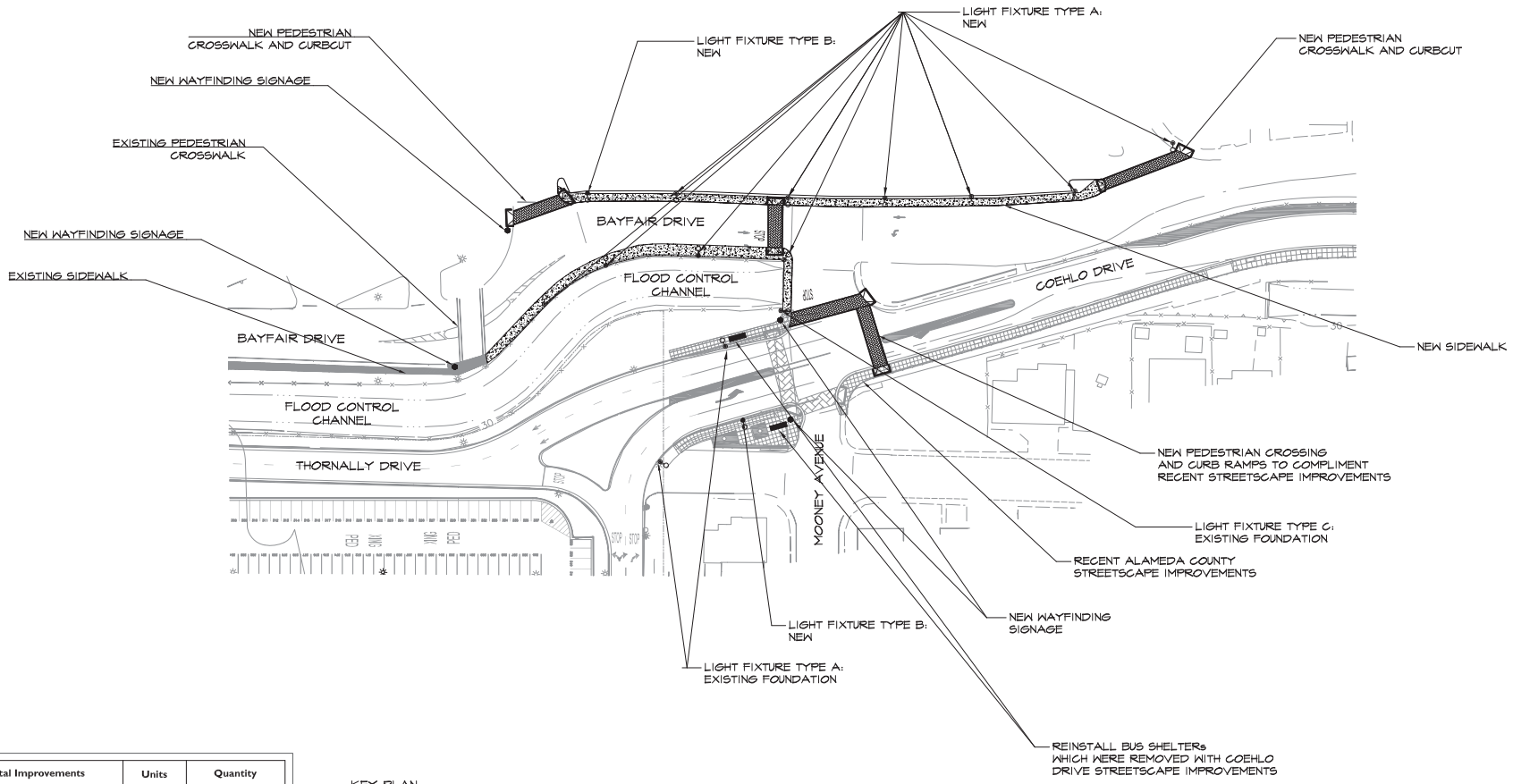
Sheet 4: Bayfair Dr, Coehlo Dr, Thornally Dr, and Mooney Ave Intersection

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Last Updated on 4/27/09
Prepared by WSA

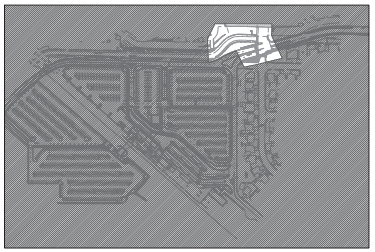
Item Description	Units	Quantity	Cost
Capital Improvements			
BART Wayfinding Signage	EA	4	$ 8,000
Sidewalk (4" thick)	SF	4,000	$ 27,400
Curb & Gutter	LF	1,180	$ 41,300
Curbcut	EA	6	$ 3,000
Pedestrian Crosswalk	EA	5	$ 20,000
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	2	$ 10,000
Light Fixture A: New Pedestrian Light on New Foundation	EA	10	$ 85,000
Light Fixture B: New Pedestrian Light with Emergency Phone on New Foundation	EA	2	$ 24,000
Light Fixture C: Existing Cobra Head Retrofitted with Pedestrian Light and Emergency Phone	EA	1	$ 5,500
Reinstall Bus Shelter	EA	2	$ 3,000
SUBTOTAL Capital Costs			**$ 227,200**
Contingencies (20%)			$ 45,440
TOTAL CAPITAL COSTS			**$ 272,640**

Support Costs			
Planning/Pre-Design (5%)			$ 13,632
Final Design (8%)			$ 21,811
Environmental Clearances & Mitigation (3%)			$ 8,179
Construction Admin. (10%)			$ 27,264
SUBTOTAL Suport Costs			**$ 70,886**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 344,000**



Capital Improvements	Units	Quantity
Wayfinding Signage	EA	4
New Sidewalk	SF	4000
New Curb & Gutter	LF	1180
New Curbcut	EA	6
New Pedestrian Crosswalk	EA	5
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	2
Light Fixture A: New Pedestrian Light on New Foundation	EA	10
Light Fixture B: New Pedestrian Light with Emergency Phone on New Foundation	EA	2
Light Fixture C: Existing Cobra Head Retrofitted with Pedestrian Light and Emergency Phone	EA	1
Replace Bus Shelter	EA	2

KEY PLAN



NORTH

SITE PLAN

0 40 80 160

1" = 80'-0"

BAY FAIR BART STATION AREA IMPROVEMENT PLAN

BAYFAIR DR, COEHLO DR, THORNALLY DR AND MOONEY AVE INTERSECTION

DESIGN, COMMUNITY & ENVIRONMENT
1625 SHATTUCK AVENUE
BERKELEY, CA 94709
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SHEET NO.
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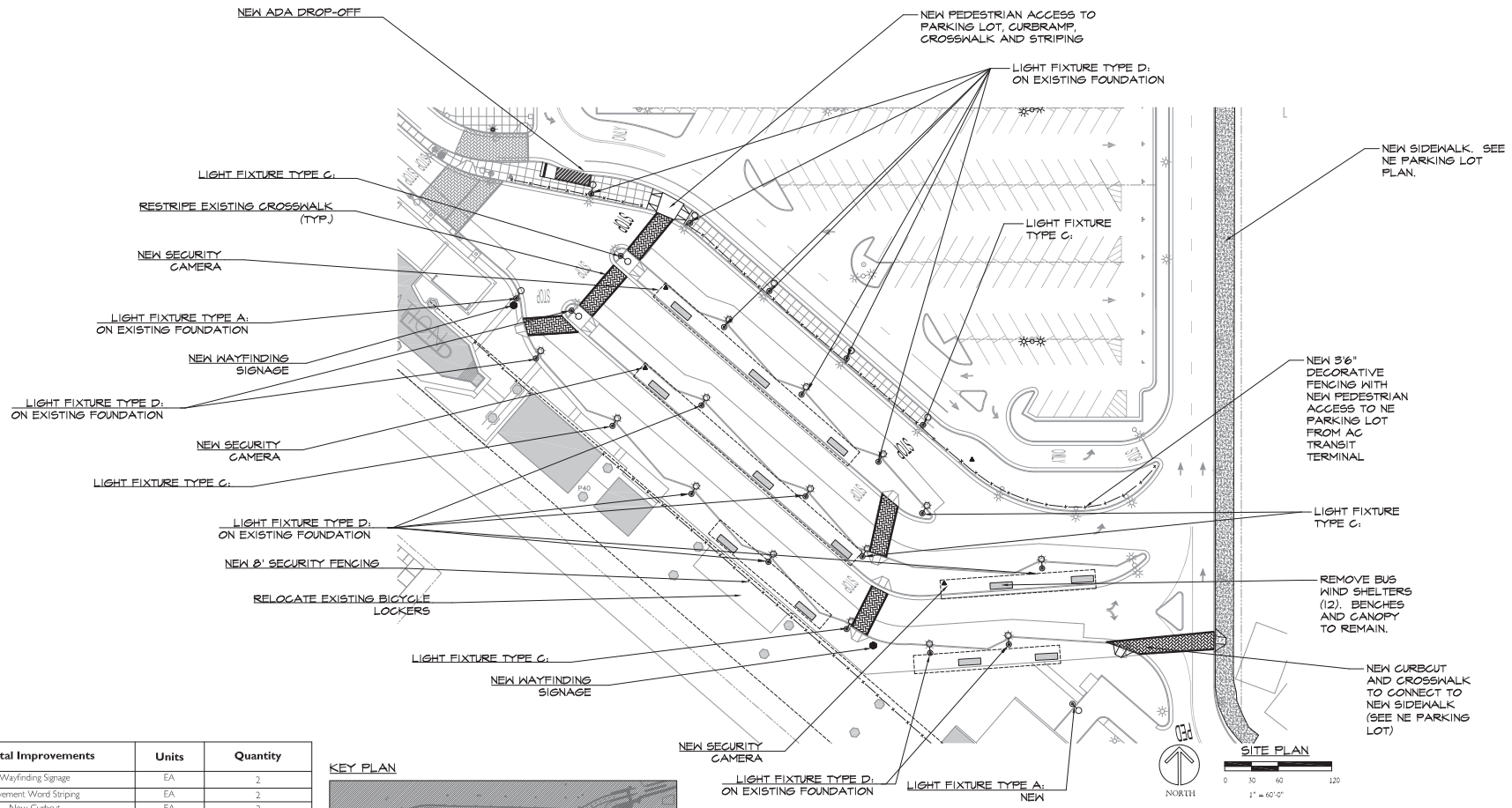
Sheet 5: AC Transit Intermodal Terminal and Surrounding Bus Bays

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Last Updated on 4/27/09
Prepared by WSA

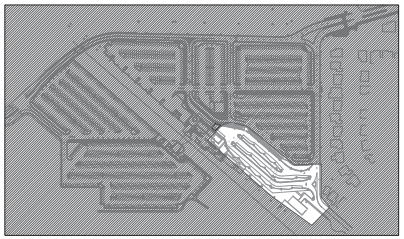
Item Description	Units	Quantity	Cost
Capital Improvements			
BART Wayfinding Signage	EA	2	$ 4,000
Pavement Message	EA	2	$ 360
Curbcut	EA	2	$ 1,000
ADA Ramp	EA	2	$ 3,600
Pedestrian Crosswalk	EA	6	$ 24,000
Fence - security (8' high)	LF	300	$ 24,000
Fence - decorative (3' high)	LF	520	$ 16,640
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	1	$ 5,000
Light Fixture A: New Pedestrian Light on New Foundation	EA	1	$ 8,500
Light Fixture C: Existing Cobra Head Retrofitted with Pedestrian Light and Emergency Phone	EA	6	$ 33,000
Light Fixture D: Existing Cobra Head Retrofitted with Pedestrian Light	EA	16	$ 32,000
Security camera	EA	4	$ 14,400
Remove Bus Shelter	EA	12	$ 12,000
SUBTOTAL Capital Costs			**$ 178,500**
Contingencies (20%)			$ 35,700
TOTAL CAPITAL COSTS			**$ 214,200**

Support Costs			
Planning/Pre-Design (5%)			$ 10,710
Final Design (8%)			$ 17,136
Environmental Clearances & Mitigation (3%)			$ 6,426
Construction Admin. (10%)			$ 21,420
SUBTOTAL Suport Costs			**$ 55,692**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 270,000**



Capital Improvements	Units	Quantity
Wayfinding Signage	EA	2
Pavement Word Striping	EA	2
New Curbcut	EA	3
New ADA drop Off	EA	1
New Pedestrian Crosswalk	EA	6
New 8' Security Fence	LF	300
New 3' Decorative Fence	LF	520
Light Fixture A: New Pedestrian Light on Existing Foundation	EA	1
Light Fixture A: New Pedestrian Light on New Foundation	EA	1
Light Fixture C: Existing Cobra Head Retrofitted with Pedestrian Light and Emergency Phone	EA	6
Light Fixture D: Existing Cobra Head Retrofitted with Pedestrian Light	EA	16
Security Camera	EA	4
Remove Bus Shelters	EA	12

KEY PLAN



BAY FAIR BART
STATION AREA IMPROVEMENT PLAN

AC TRANSIT INTERMODAL TERMINAL AND SURROUNDING BUS BAYS

DESIGN, COMMUNITY & ENVIRONMENT
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BERKELEY, CA 94709
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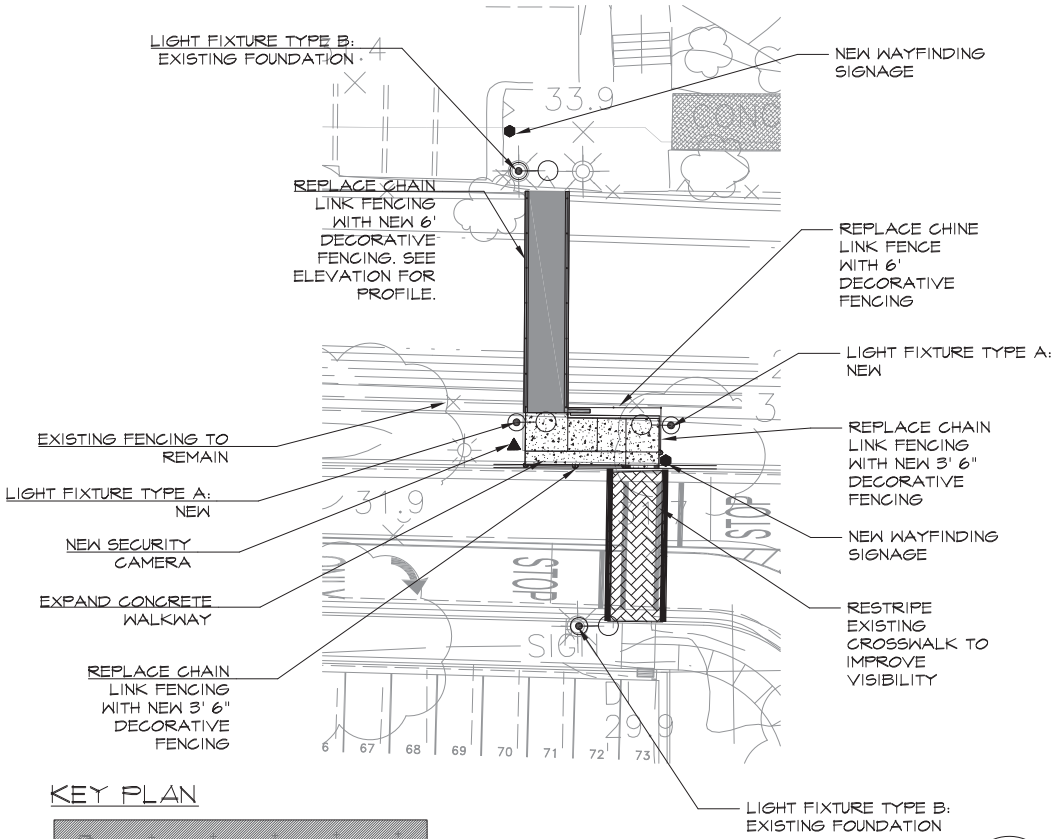
Sheet 6: Pedestrian Bridge over Estudillo Canal
ESTIMATE OF PROBABLE CONSTRUCTION COSTS

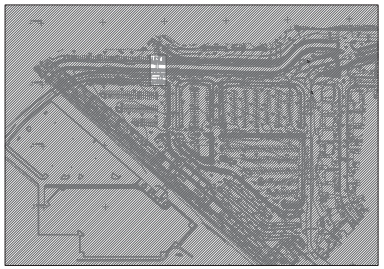
Last Updated on 4/27/09
Prepared by WSA

Item Description	Units	Quantity	Cost
Capital Improvements			
BART Wayfinding Signage	EA	2	$ 4,000
Crosswalk Restriping (thermoplastic)	LF	60	$ 600
Fence - decorative (8' high)	LF	80	$ 5,200
Fence - decorative (3' high)	LF	50	$ 1,600
Light Fixture A: New Pedestrian Light on New	EA	2	$ 17,000
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	2	$ 17,000
Security camera	EA	2	$ 7,200
SUBTOTAL Capital Costs			**$ 52,600**
Contingencies (20%)			$ 10,520
TOTAL CAPITAL COSTS			**$ 63,120**

Support Costs			
Planning/Pre-Design (5%)			$ 3,156
Final Design (8%)			$ 5,050
Environmental Clearances & Mitigation (3%)			$ 1,894
Construction Admin. (10%)			$ 6,312
SUBTOTAL Suport Costs			**$ 16,411**
GRAND TOTAL (Rounded to the nearest $1,000)			**$ 80,000**



KEY PLAN



Capital Improvements	Units	Quantity
Wayfinding Signage	EA	2
Pavement Striping	LF	60
New 6' Decorative Fence	LF	80
New 3' Decorative Fence	LF	50
Light Fixture A: New Pedestrian Light on New Foundation	EA	2
Light Fixture B: New Pedestrian Light with Emergency Phone on Existing Foundation	EA	2
Security Camera	EA	2

NORTH

0 20 40 80

1" = 40'-0"

BAY FAIR BART
STATION AREA IMPROVEMENT PLAN

PEDESTRIAN BRIDGE OVER
ESTUDILLO CANAL

DESIGN, COMMUNITY
& ENVIRONMENT
1625 SHATTUCK AVENUE
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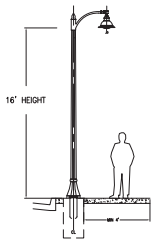
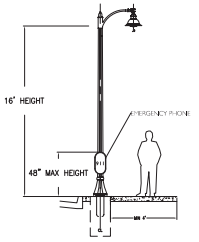
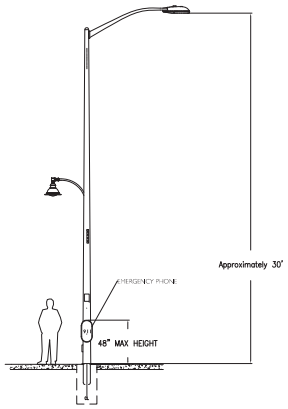


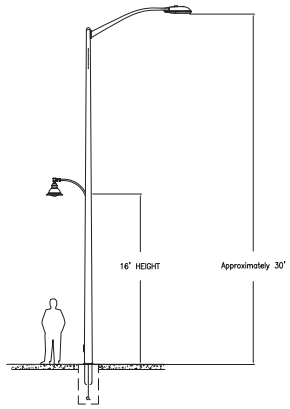
LIGHT FIXTURE TYPE A:
NEW PEDESTRIAN LIGHT



LIGHT FIXTURE TYPE B:
NEW PEDESTRIAN LIGHT
WITH EMERGENCY PHONE



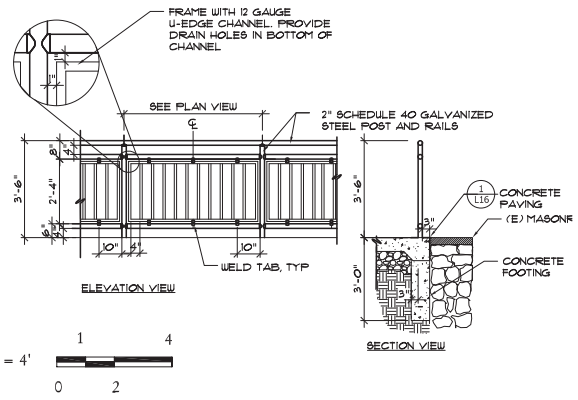
LIGHT FIXTURE TYPE C:
NEW EMERGENCY PHONE
ON EXISTING COBRA
HEAD LIGHT
RETROFITTED TO ADD
NEW PEDESTRIAN LIGHT



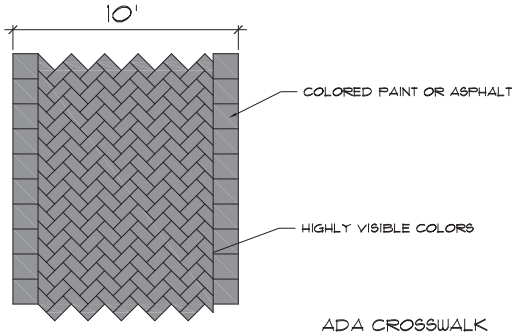
LIGHT FIXTURE TYPE D:
EXISTING COBRA HEAD
LIGHT RETROFITTED TO
ADD NEW PEDESTRIAN
LIGHT

1" = 20'-0"

NEW DECORATIVE FENCING



1" = 4'



ADA CROSSWALK

BAY FAIR BART
STATION AREA IMPROVEMENT PLAN

PROJECT DETAILS

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