



BART Walk and Bicycle Network Gap Study

June 2020

Appendices



EISEN | LETUNIC

Transportation, Environmental & Urban Planning and

ARUP

in association with Parisi Transportation Consulting

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Appendices

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- B. BART Passenger Home Origins Maps by Mode... B-1

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Appendix A | Collision Maps

This appendix provides maps that indicate locations of reported motor vehicle collisions with pedestrians or bicyclists around each of the 17 Focus Stations over a three-year period.¹ The most current datasets available at the time of each Focus Station site visit were used: ten used data from 2013, 2014 and 2015, while seven used 2015, 2016 and 2017 data (see Table A.1).

Table A.1 | Collision Data Timeframes

<i>Focus Station</i>	<i>3-year collision analysis dates</i>
12th Street/ Oakland City Center	2013 – 2015
Ashby	2013 – 2015
Castro Valley	2013 – 2015
Coliseum	2013 – 2015
Concord	2013 – 2015
Dublin/Pleasanton	2015 – 2017
El Cerrito Plaza	2013 – 2015
Fruitvale	2013 – 2015
Hayward	2013 – 2015
Orinda	2015 – 2017
Richmond	2013 – 2015
San Bruno	2013 – 2015
San Leandro	2015 – 2017
South Hayward	2015 – 2017
South San Francisco	2015 – 2017
Union City	2015 – 2017
West Dublin/Pleasanton	2015 – 2017

¹ Statewide Integrated Traffic Records System (SWITRS), compiled by the California Highway Patrol.

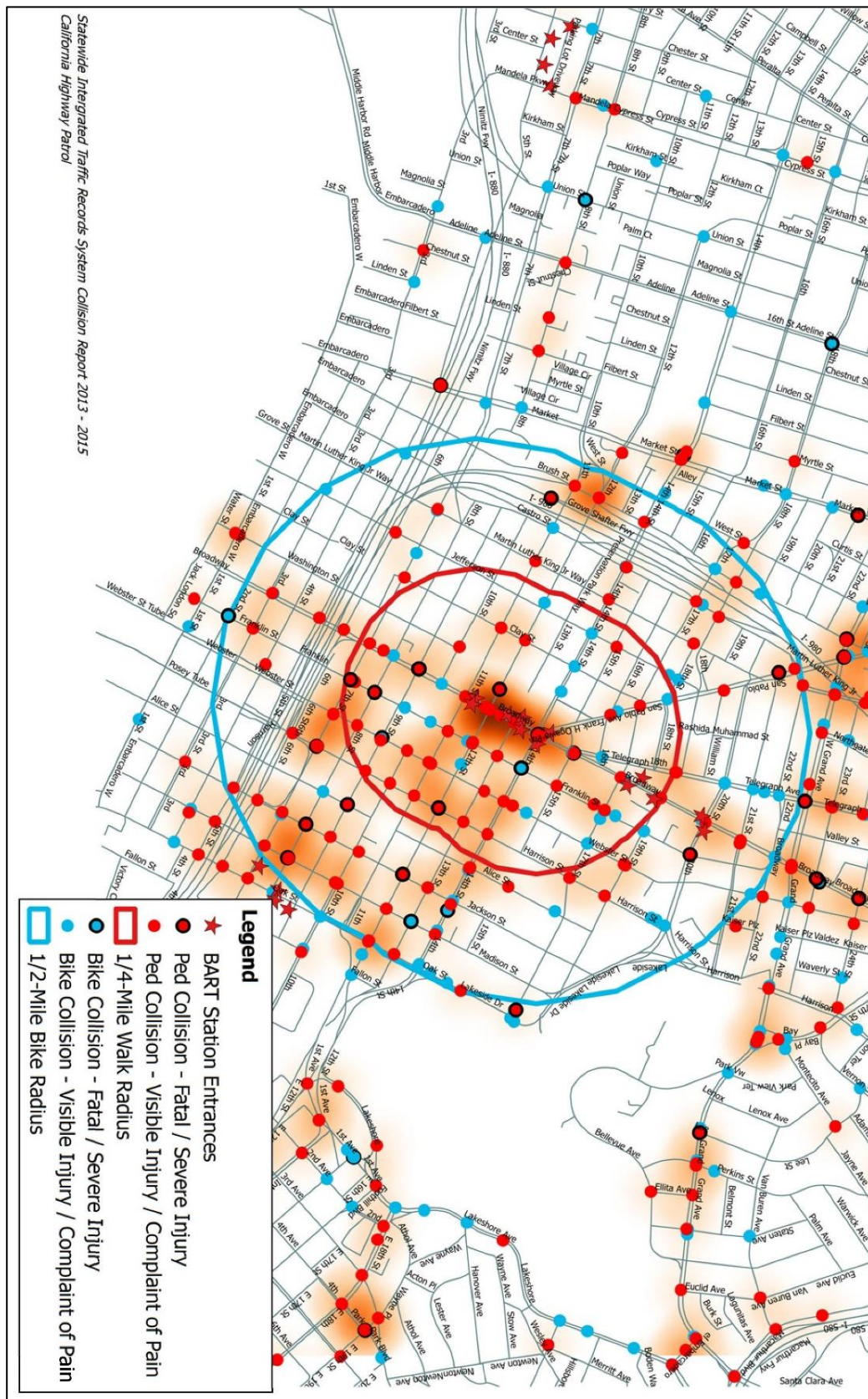
Figure A.2 | 12th Street Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

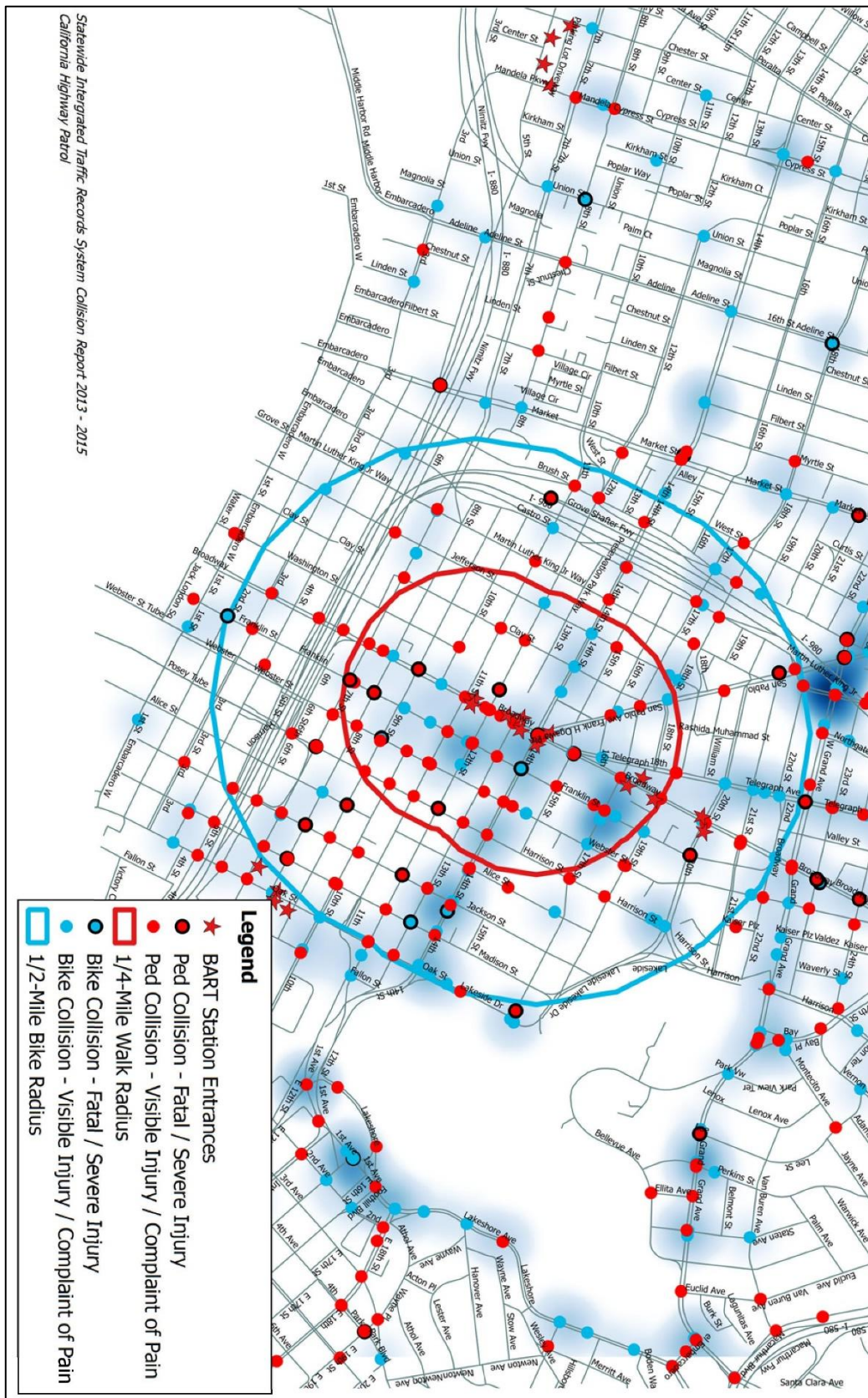
Figure A.3 | 12th Street Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

Figure A.4 | Ashby Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

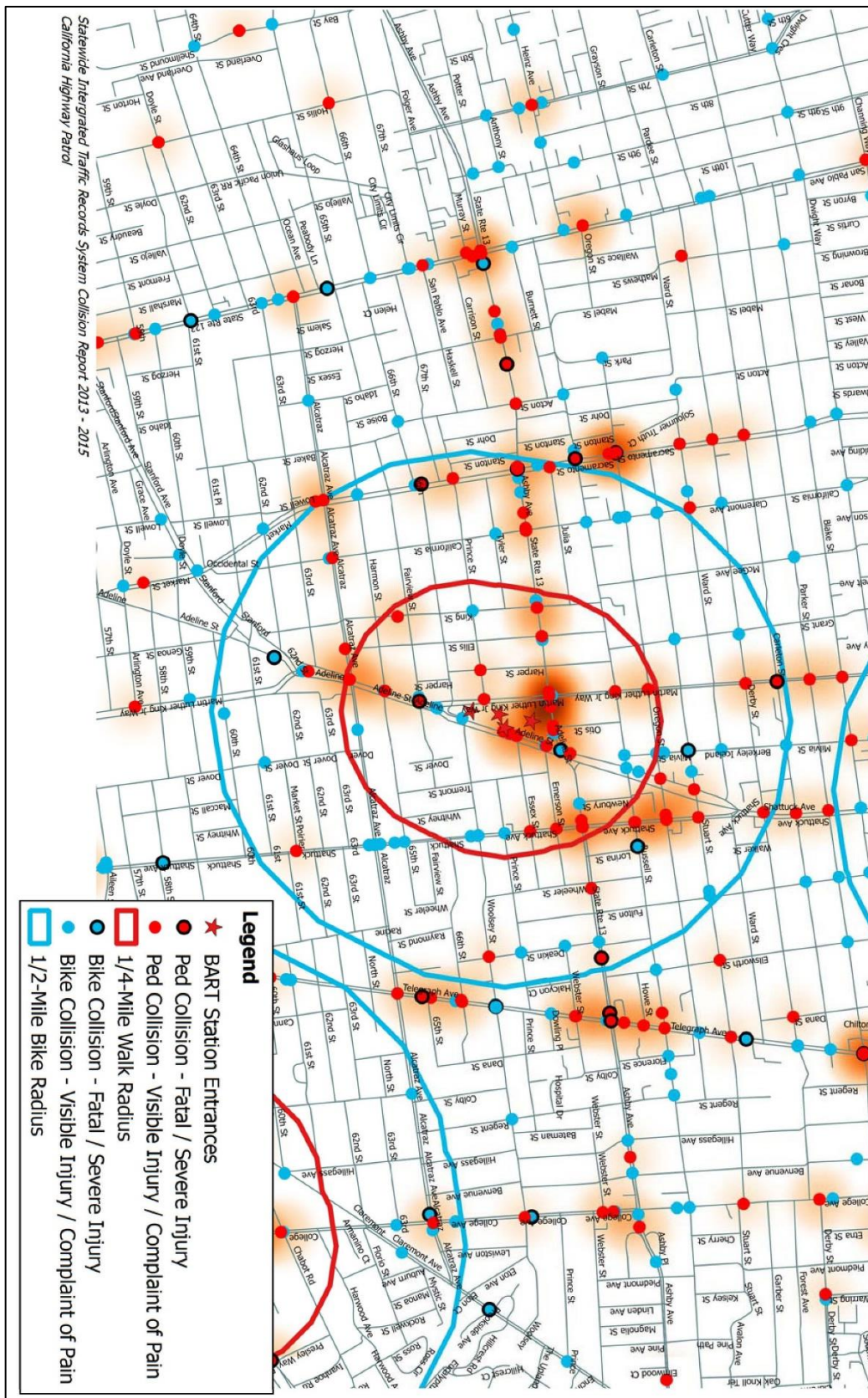


Figure A.5 | Ashby – Bicycle Collisions (January 1, 2013 – December 31, 2015)

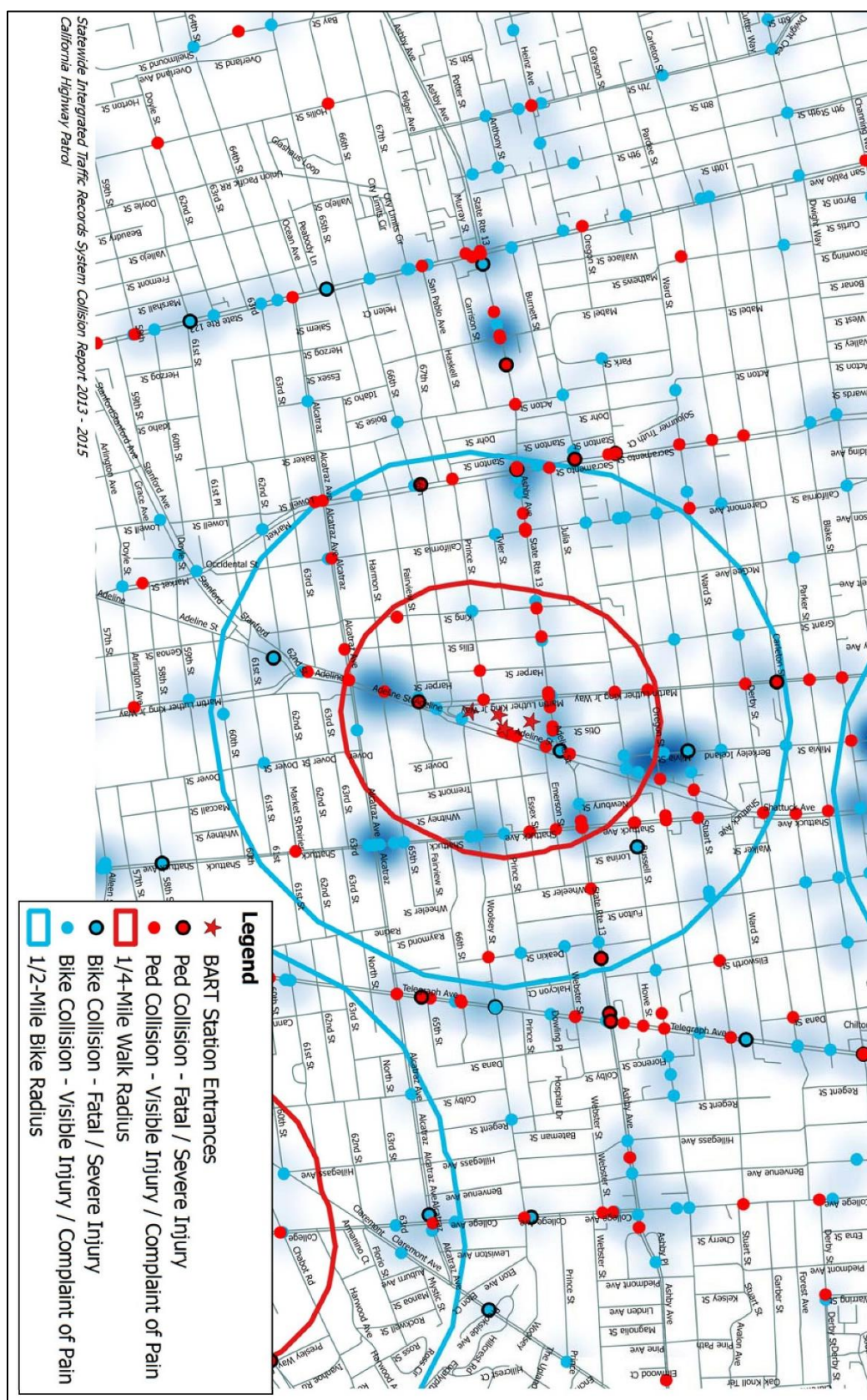


Figure A.6 | Castro Valley Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

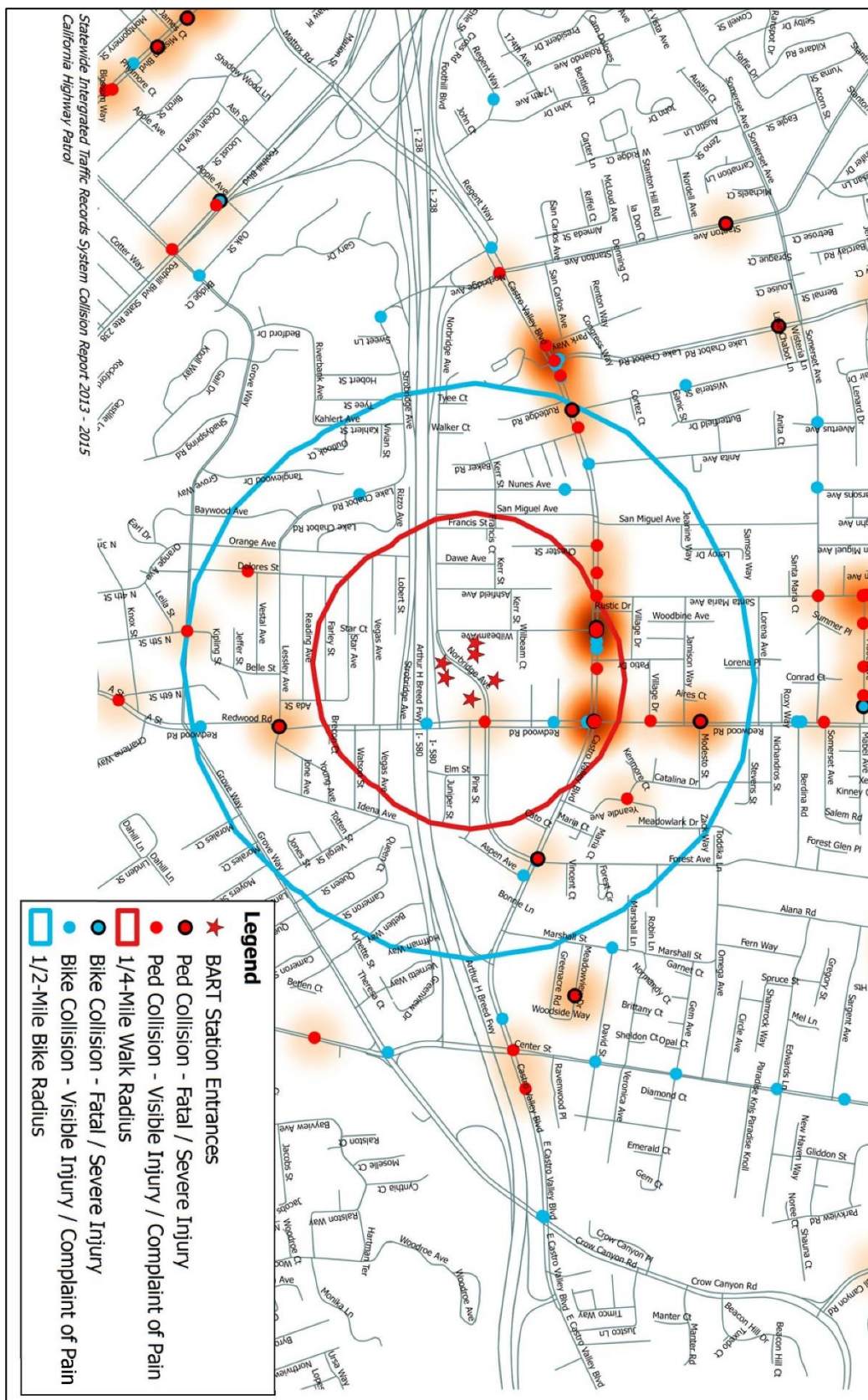


Figure A.7 | Castro Valley Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

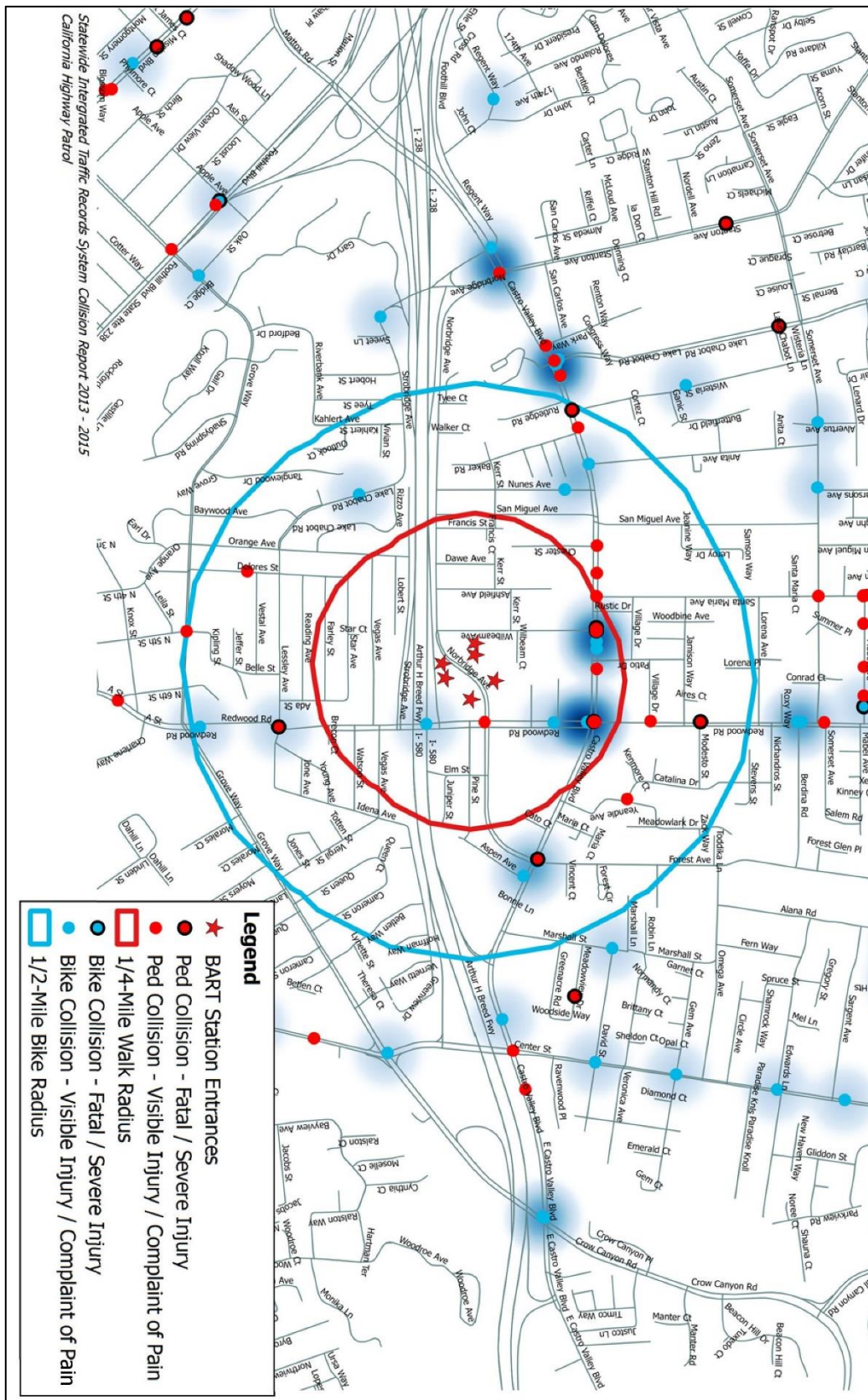


Figure A.8 | Coliseum Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

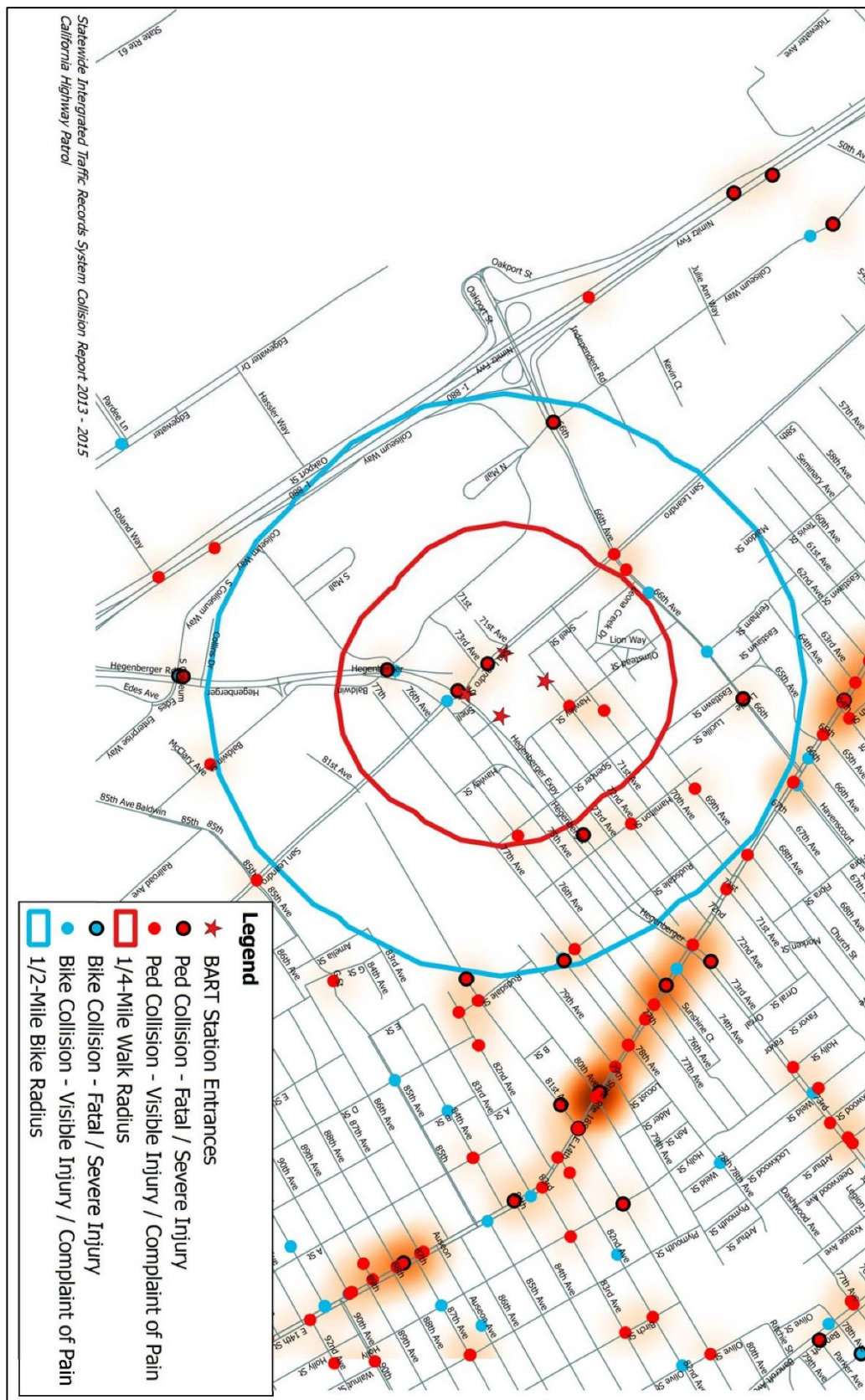


Figure A.9 | Coliseum Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

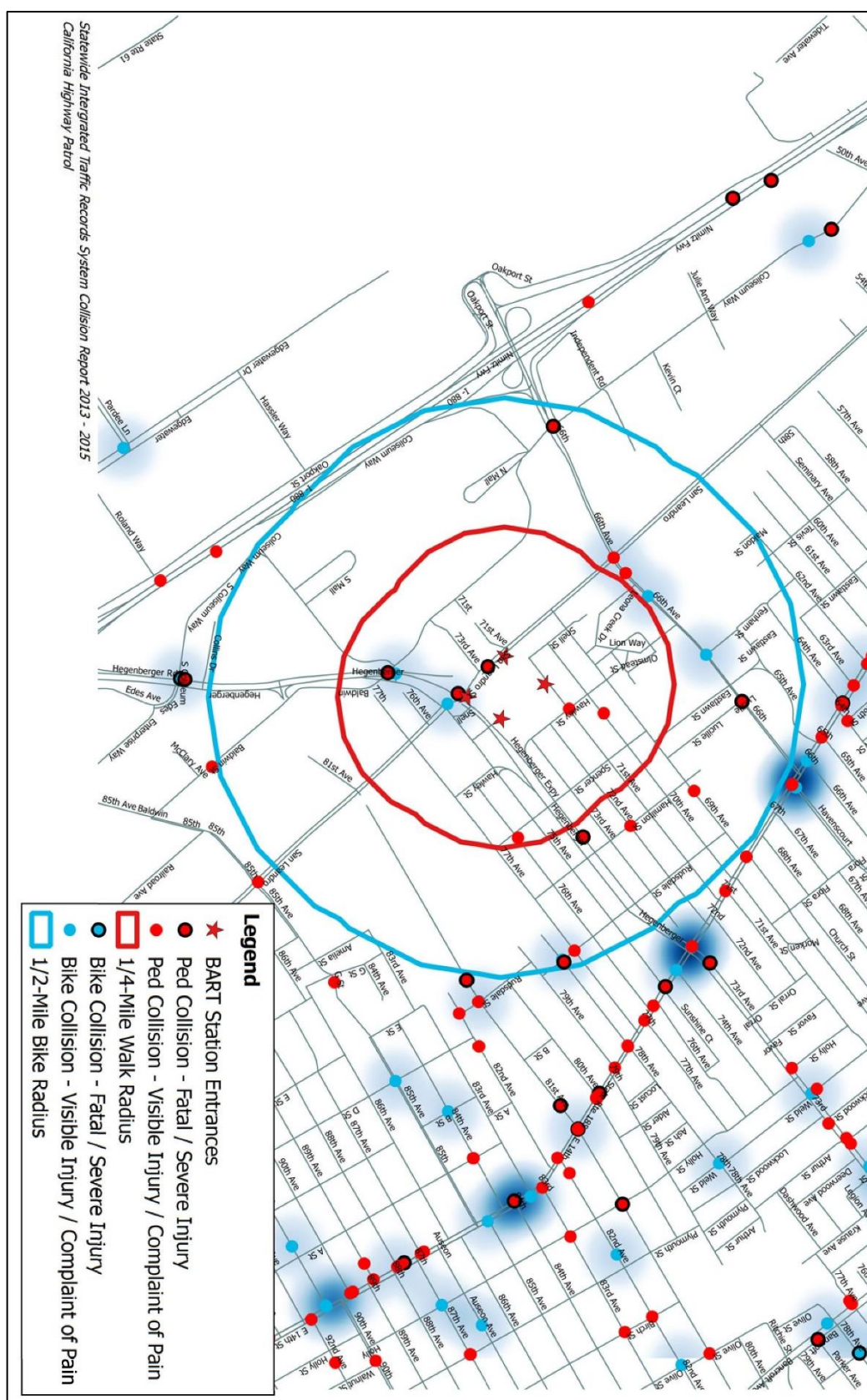


Figure A.10 | Concord Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)



Figure A.11 | Concord Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

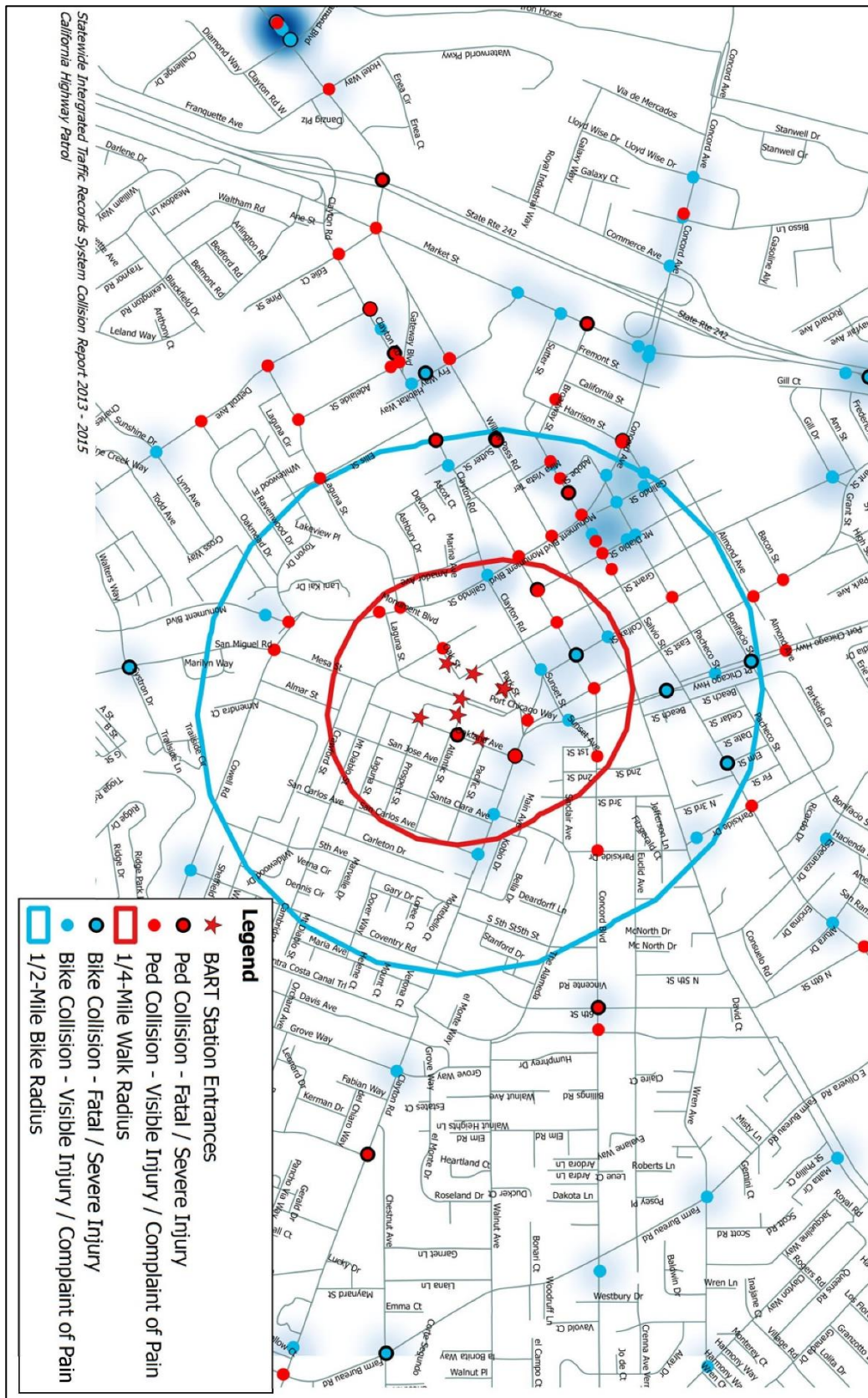


Figure A.12 | Dublin-Pleasanton: Pedestrian Collisions (January 1, 2015 – December 31, 2017)



Figure A.13 | Dublin-Pleasanton: Bicycle Collisions (January 1, 2015 – December 31, 2017)

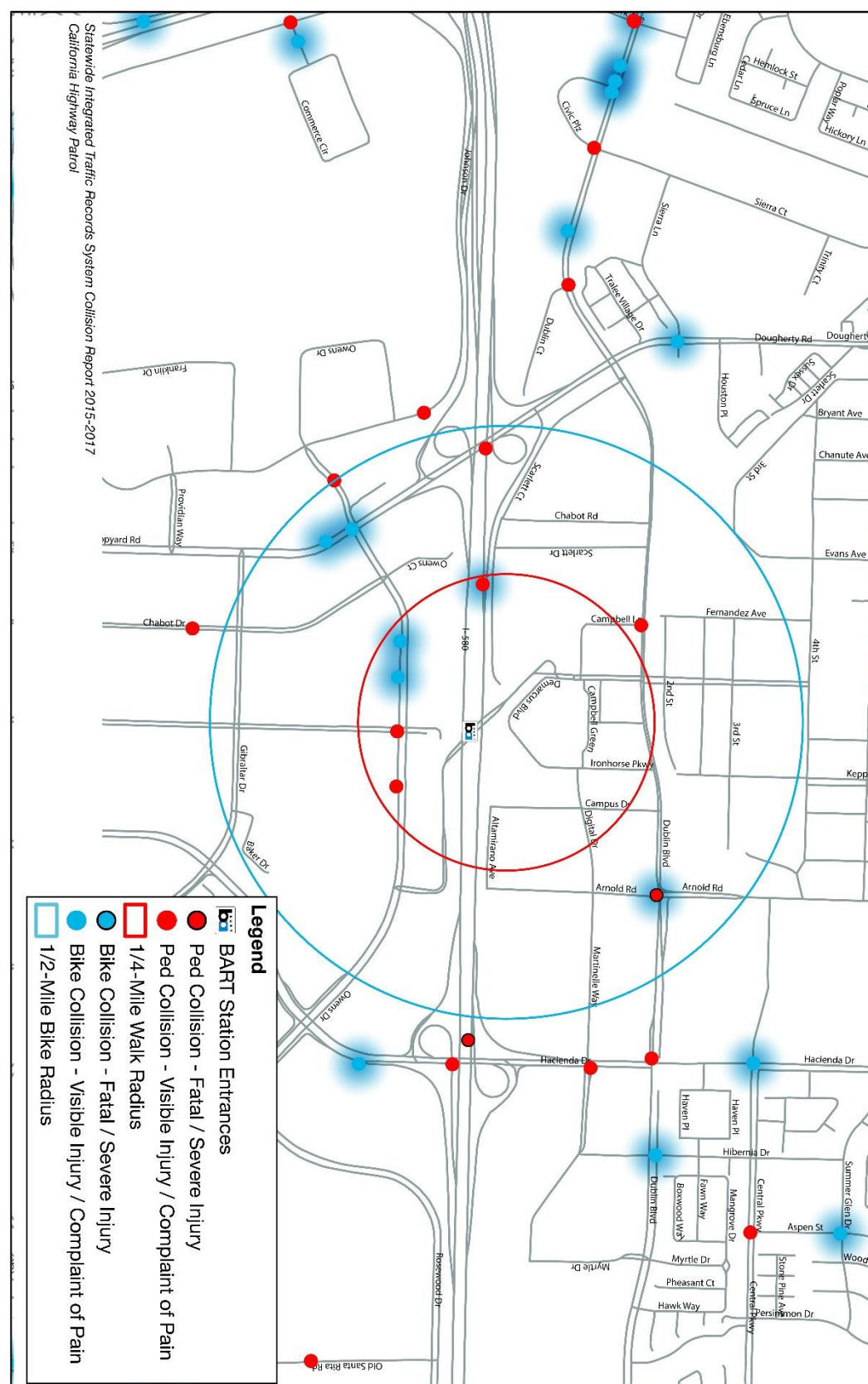


Figure A.14 | El Cerrito Plaza Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

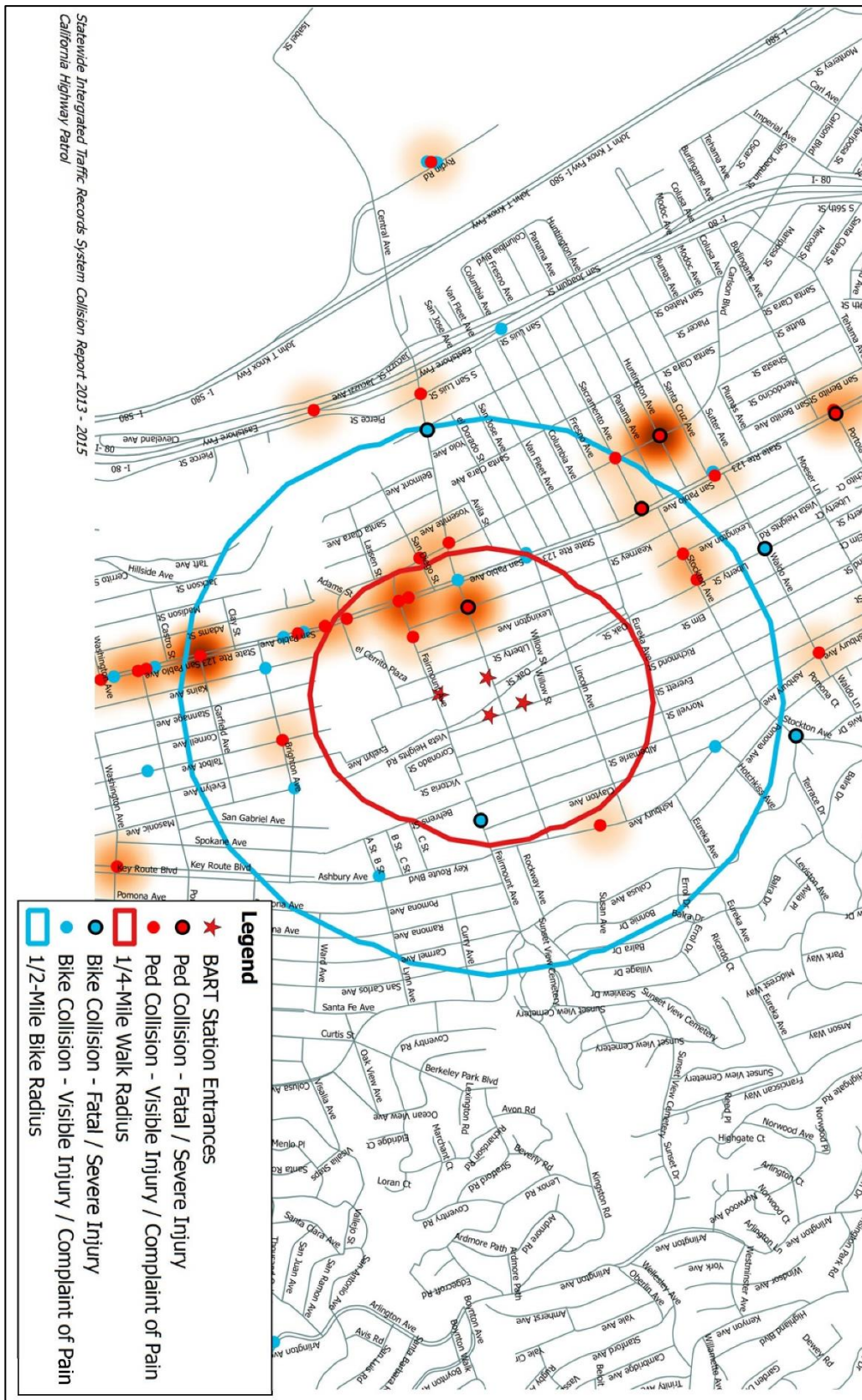


Figure A.15 | El Cerrito Plaza Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

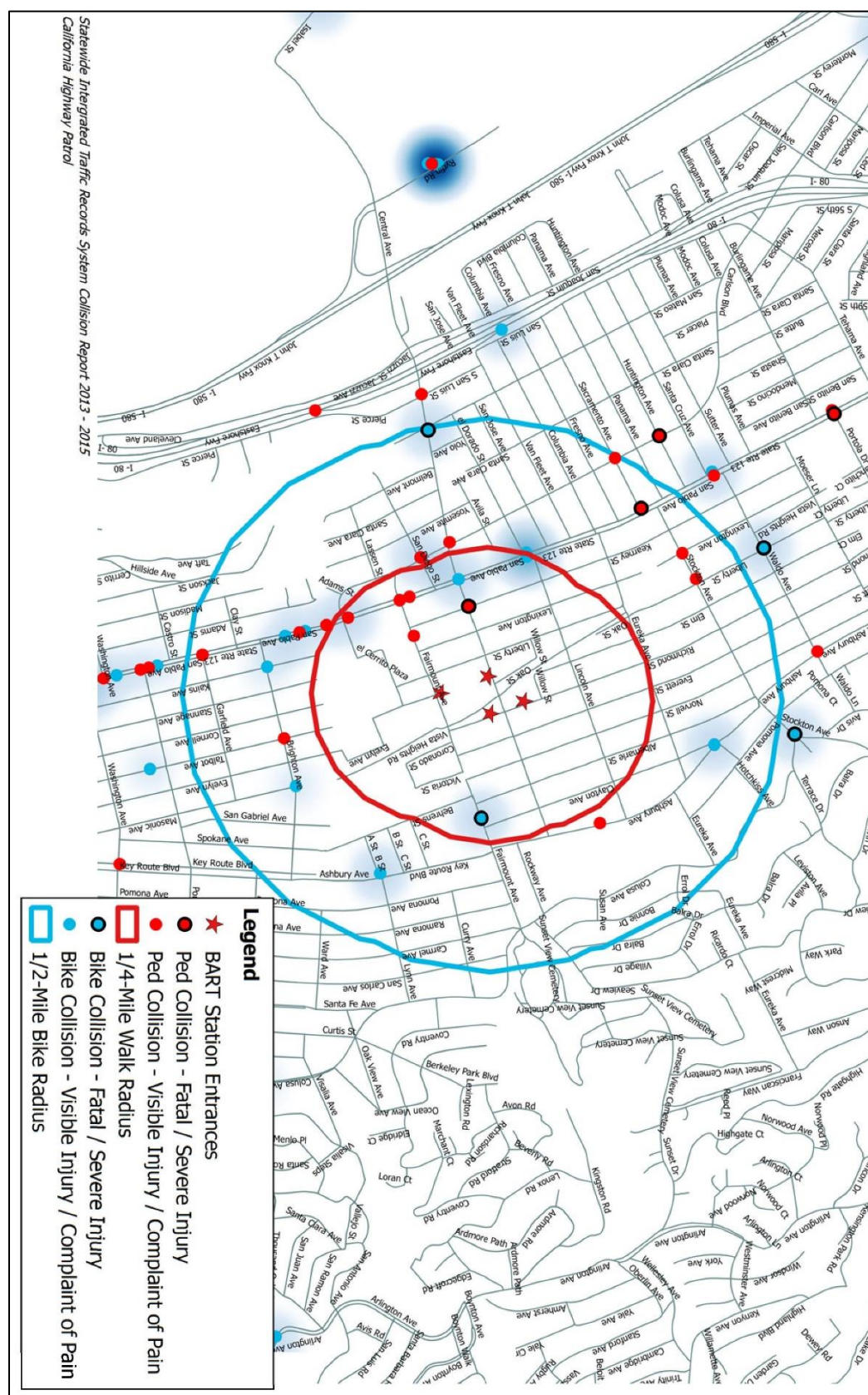


Figure A.16 | Fruitvale Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

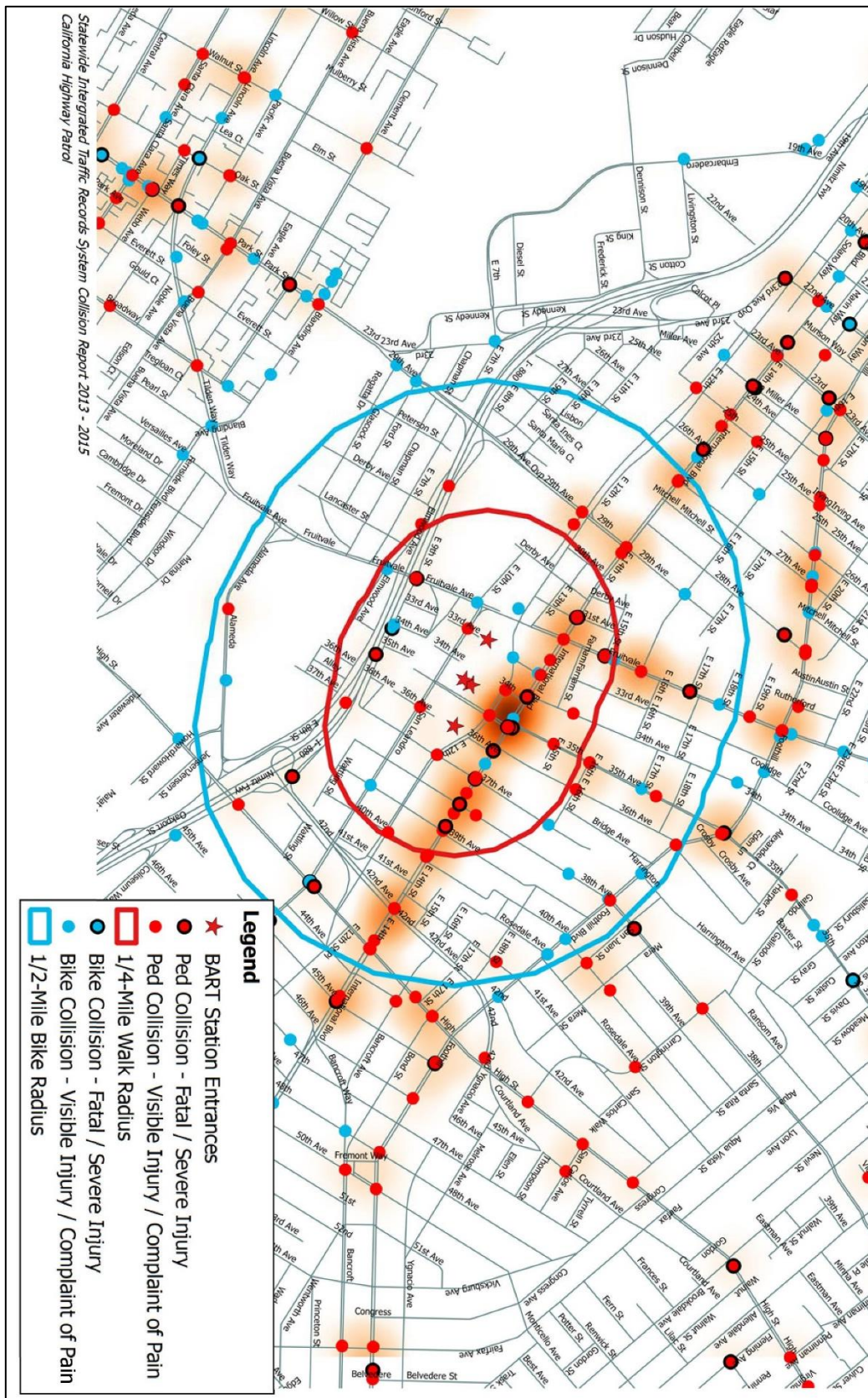


Figure A.17 | Fruitvale Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

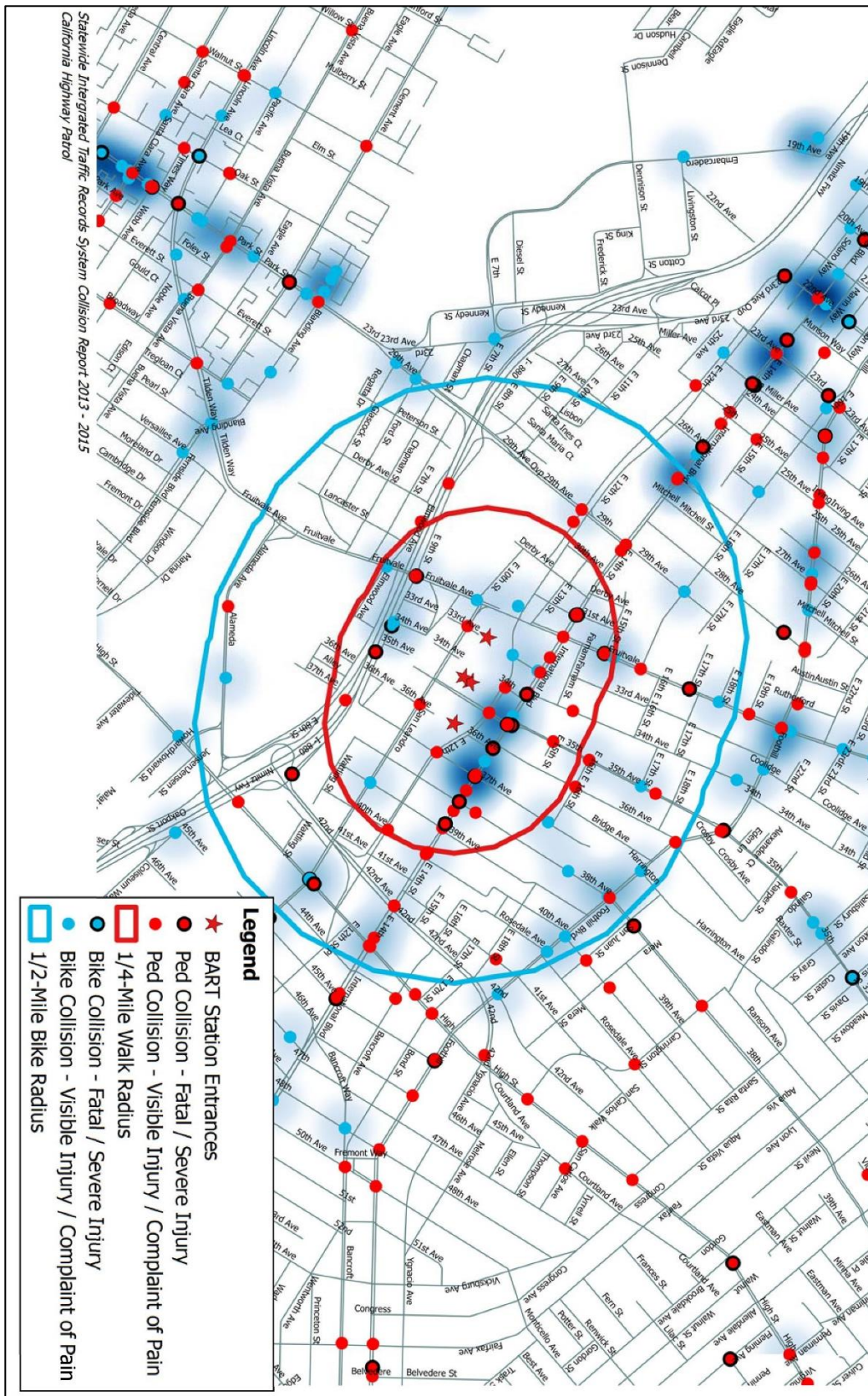


Figure A.18 | Hayward Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

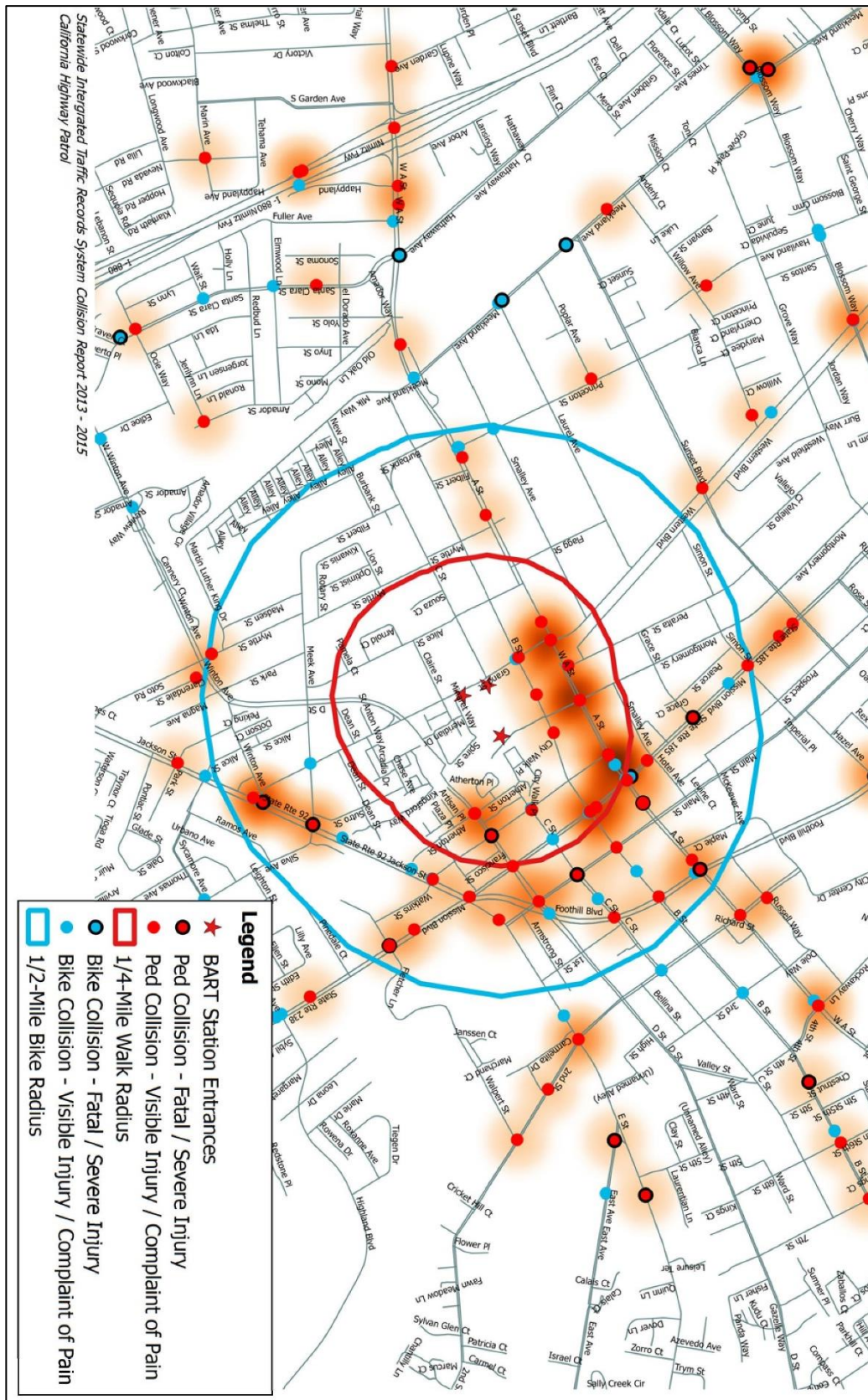


Figure A.19 | Hayward Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

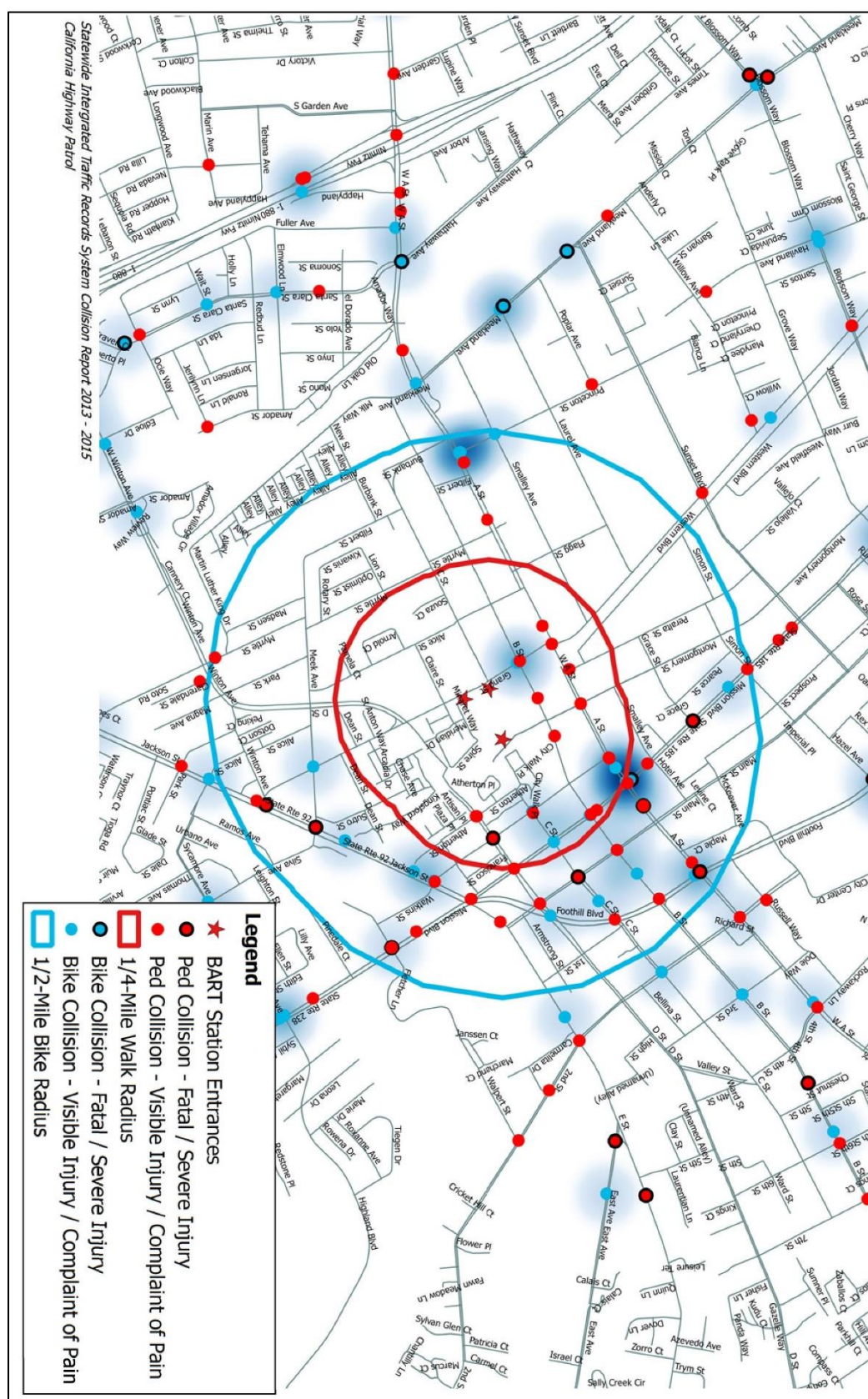


Figure A.20 | Orinda: Pedestrian Collisions (January 1, 2015 – December 31, 2017)

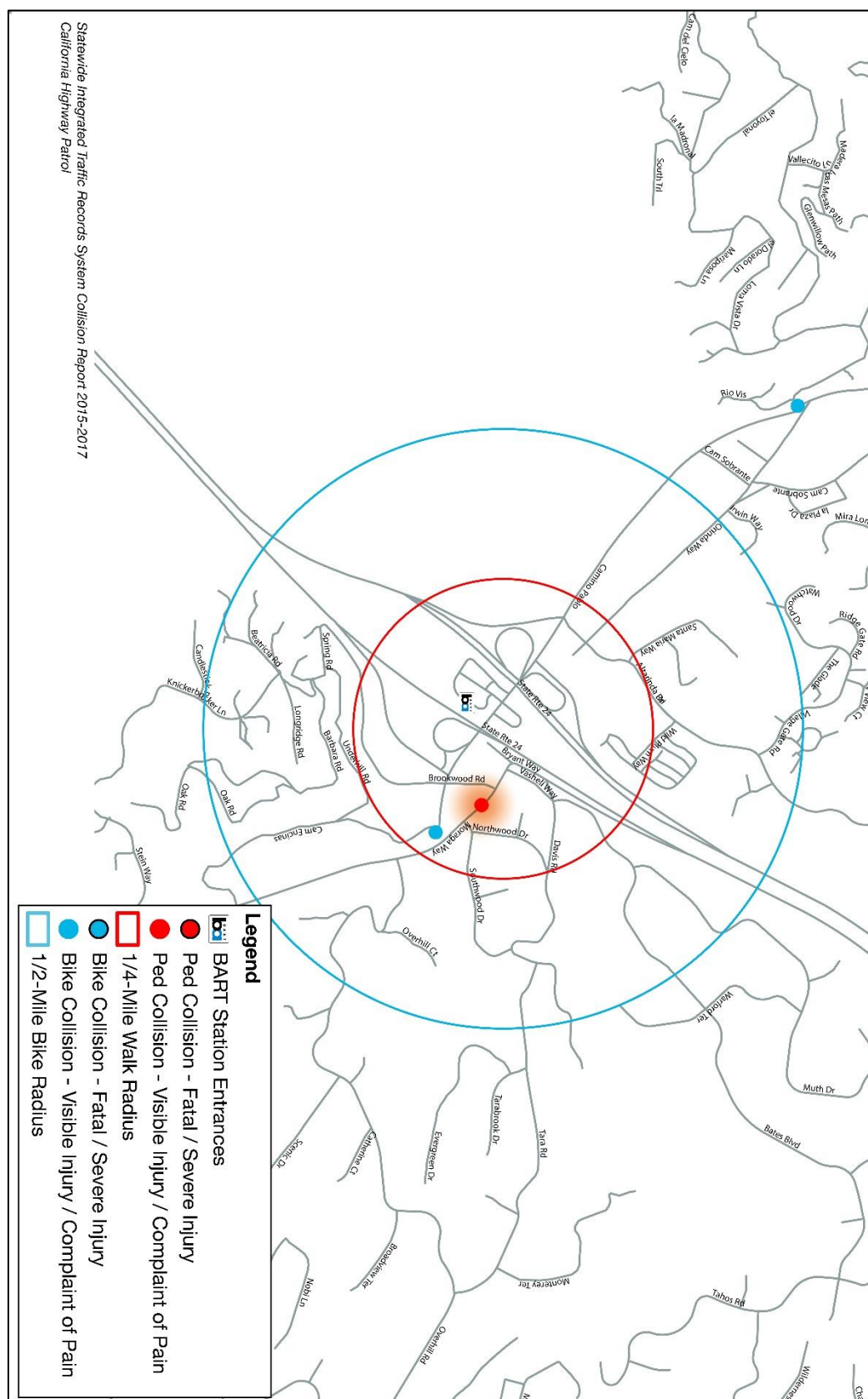


Figure A.21 | Orinda: Bicycle Collisions (January 1, 2015 – December 31, 2017)

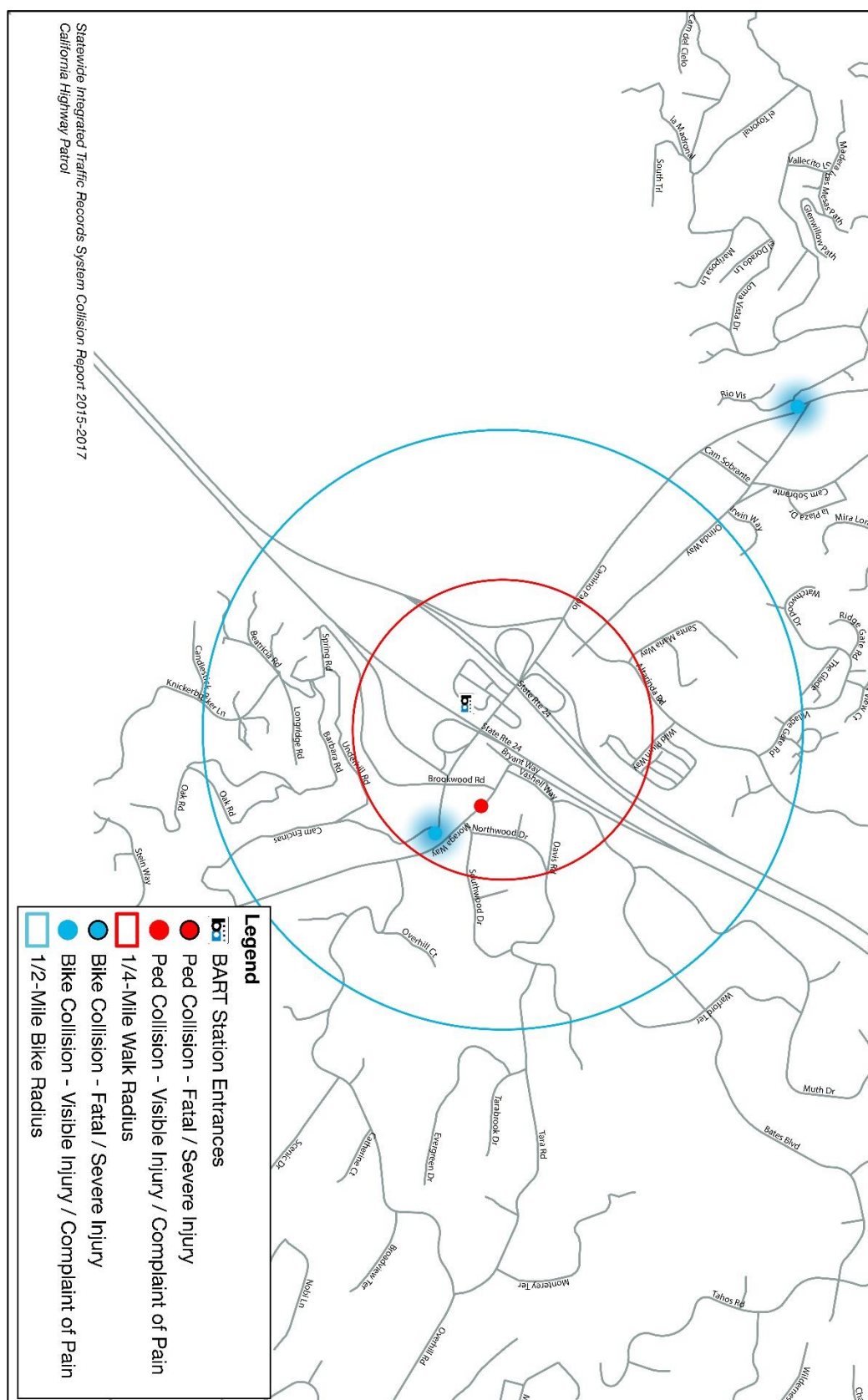


Figure A.22 | Richmond Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

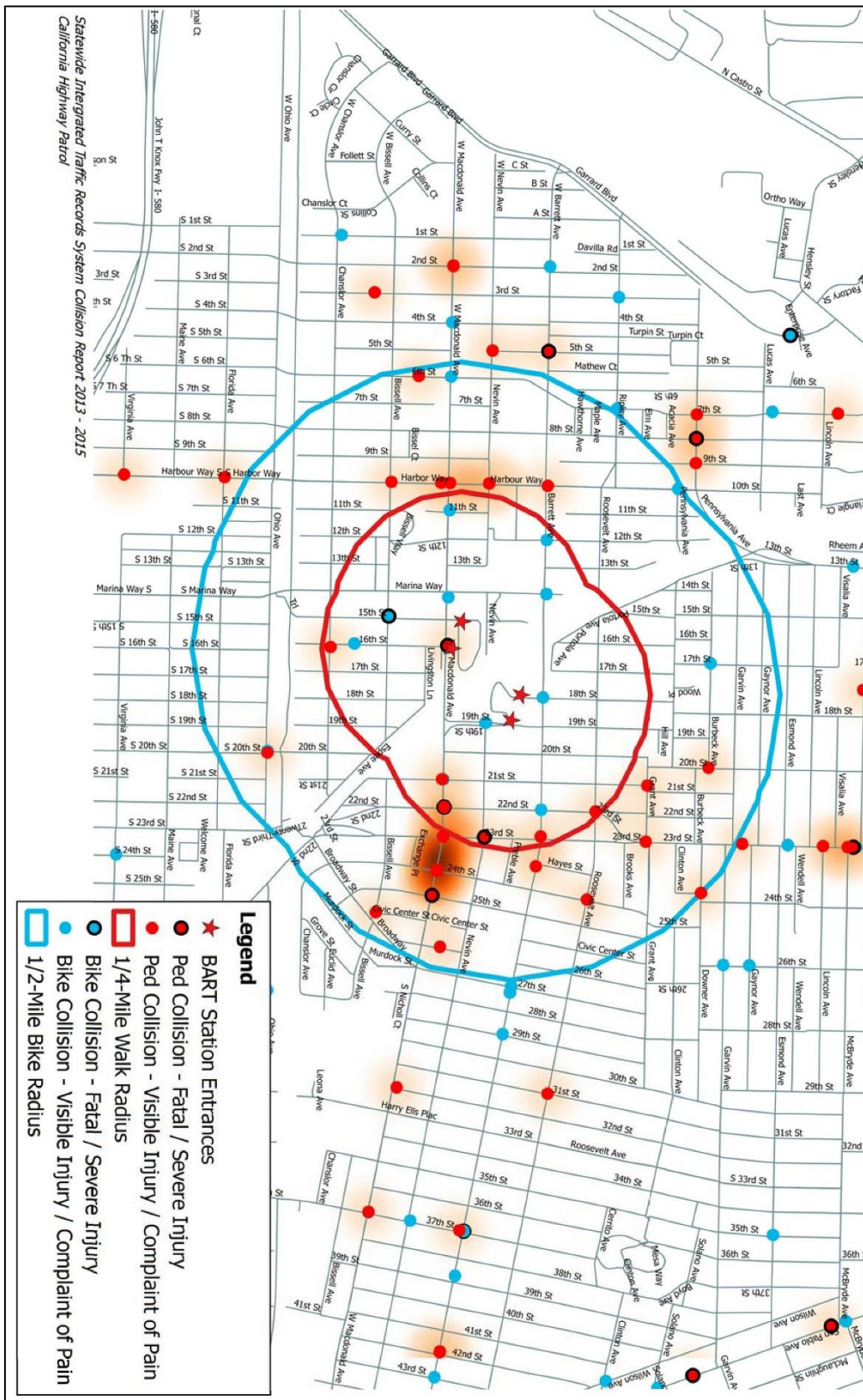


Figure A.23 | Richmond Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

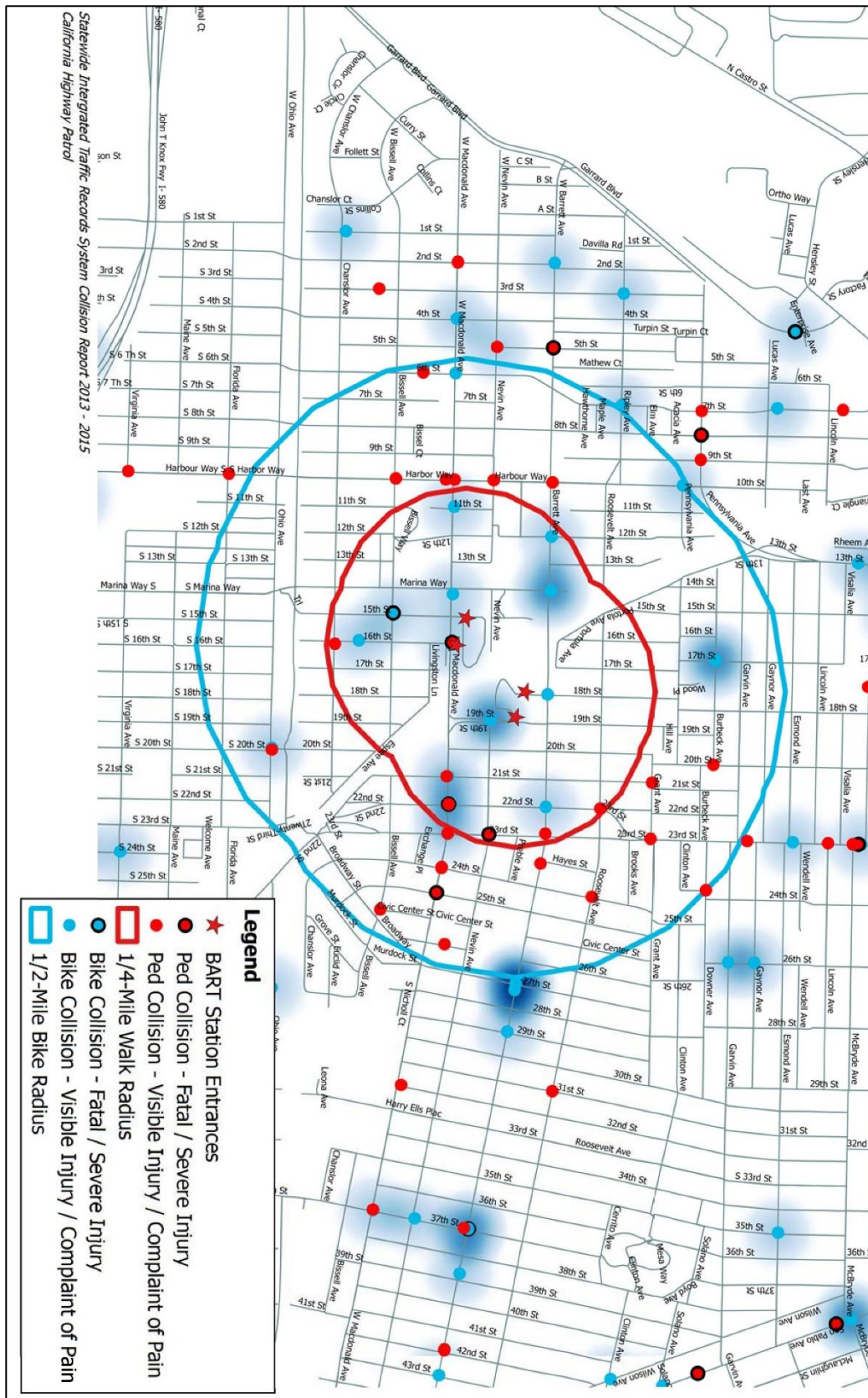


Figure A.24 | San Bruno Station – Pedestrian Collisions (January 1, 2013 – December 31, 2015)

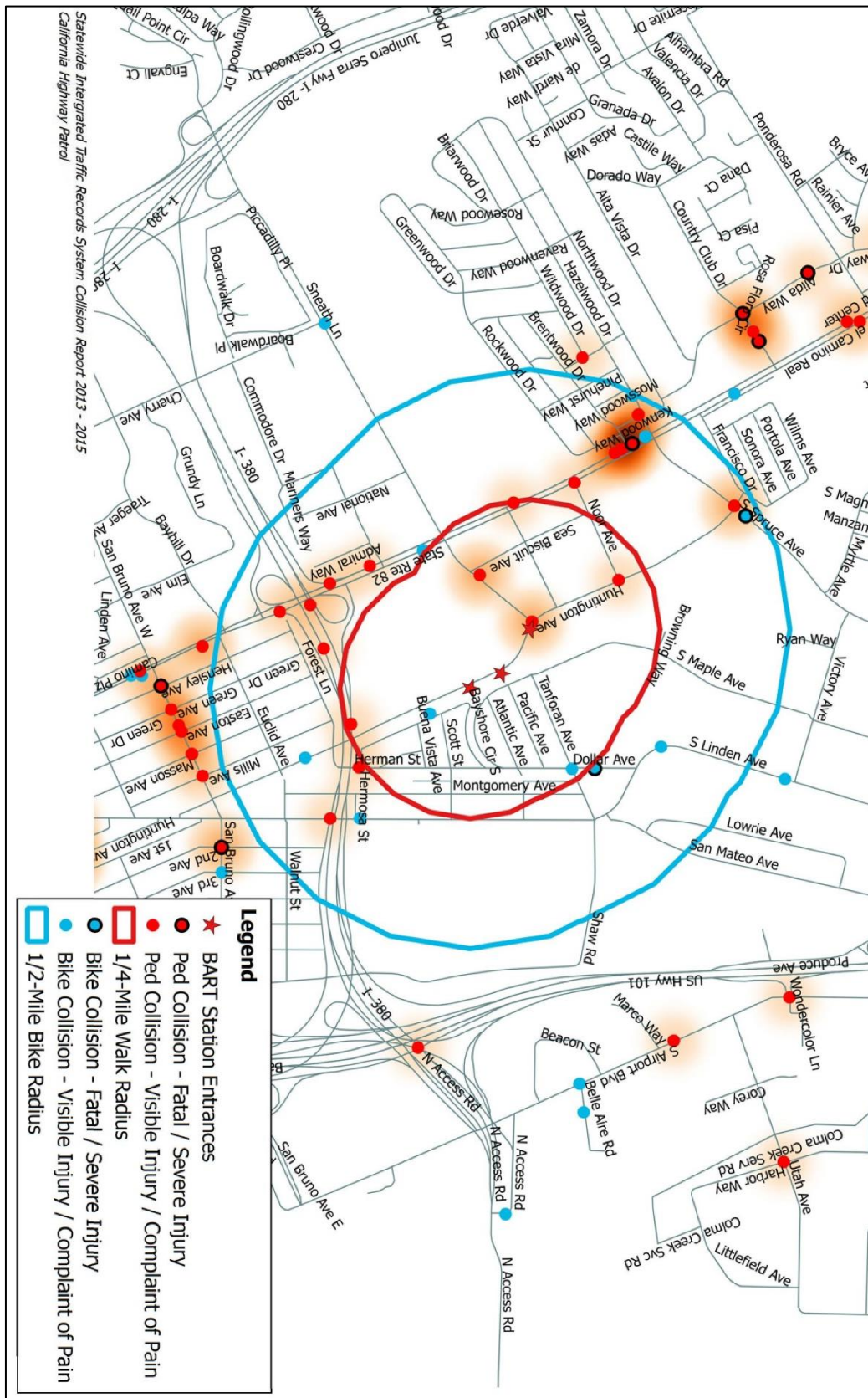


Figure A.25 | San Bruno Station – Bicycle Collisions (January 1, 2013 – December 31, 2015)

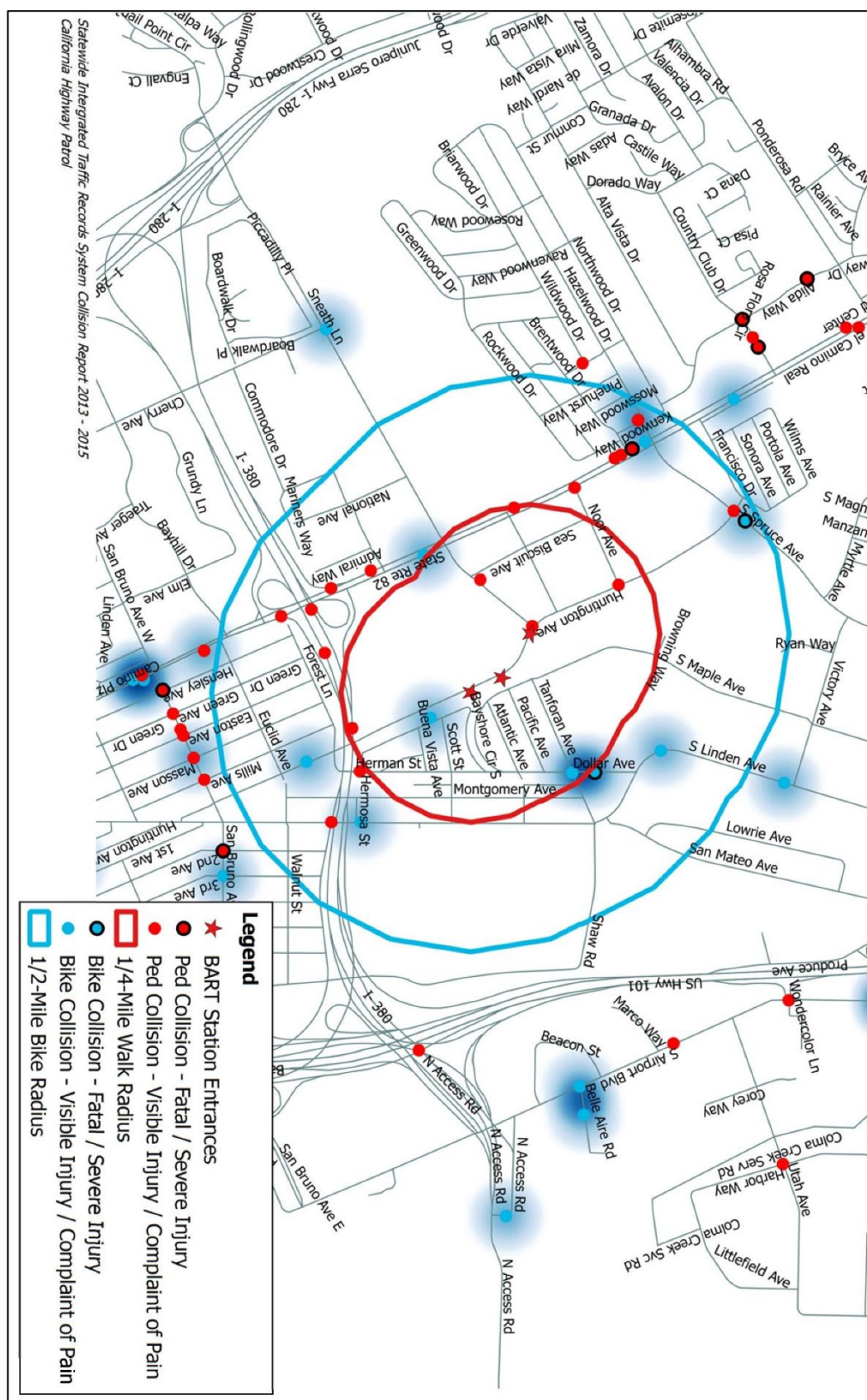


Figure A.26 | San Leandro: Pedestrian Collisions (January 1, 2015 – December 31, 2017)



Figure A.27 | San Leandro: Bicycle Collisions (January 1, 2015 – December 31, 2017)

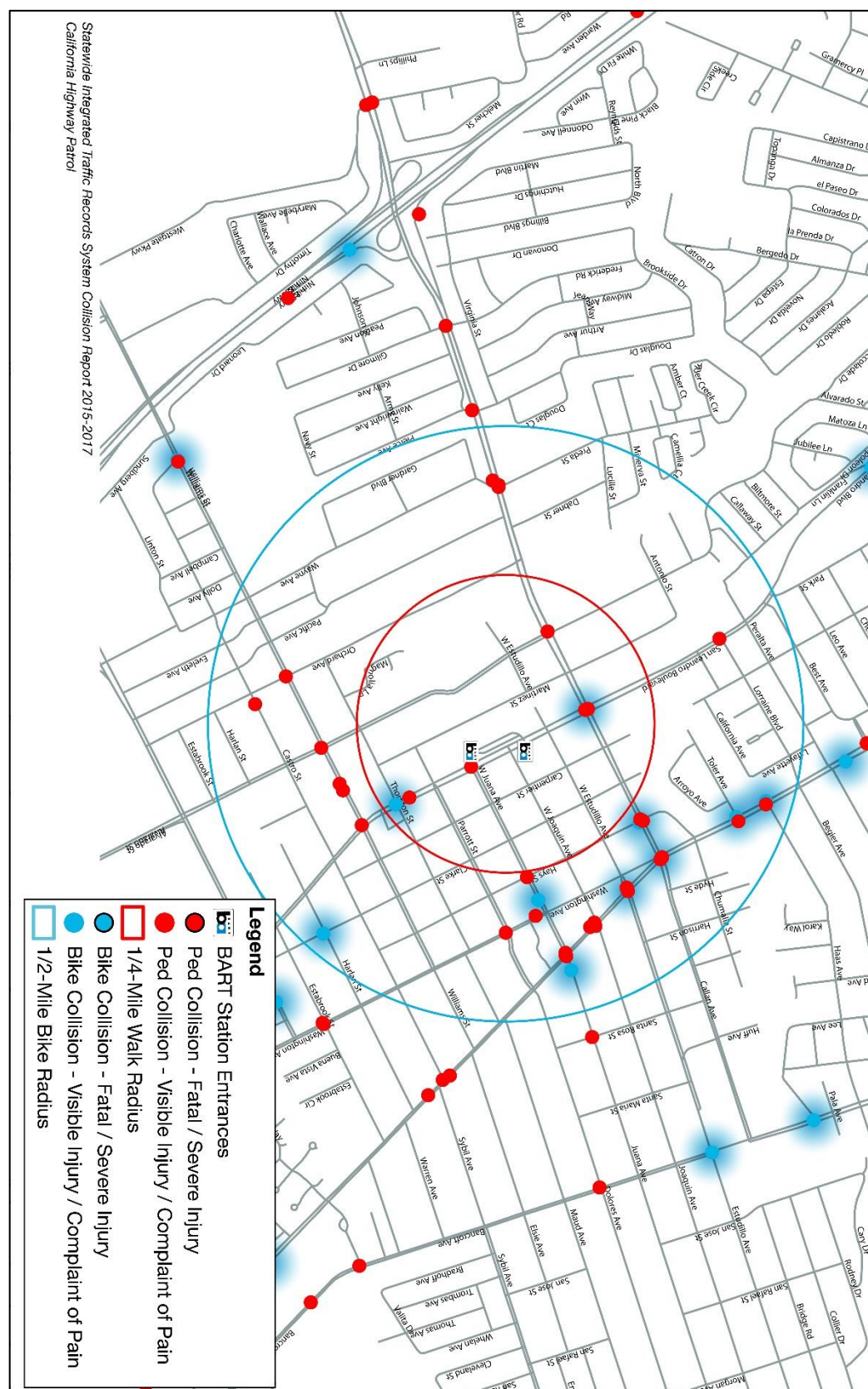


Figure A.28 | South Hayward: Pedestrian Collisions (January 1, 2015 – December 31, 2017)



Figure A.29 | South Hayward: Bicycle Collisions (January 1, 2015 – December 31, 2017)

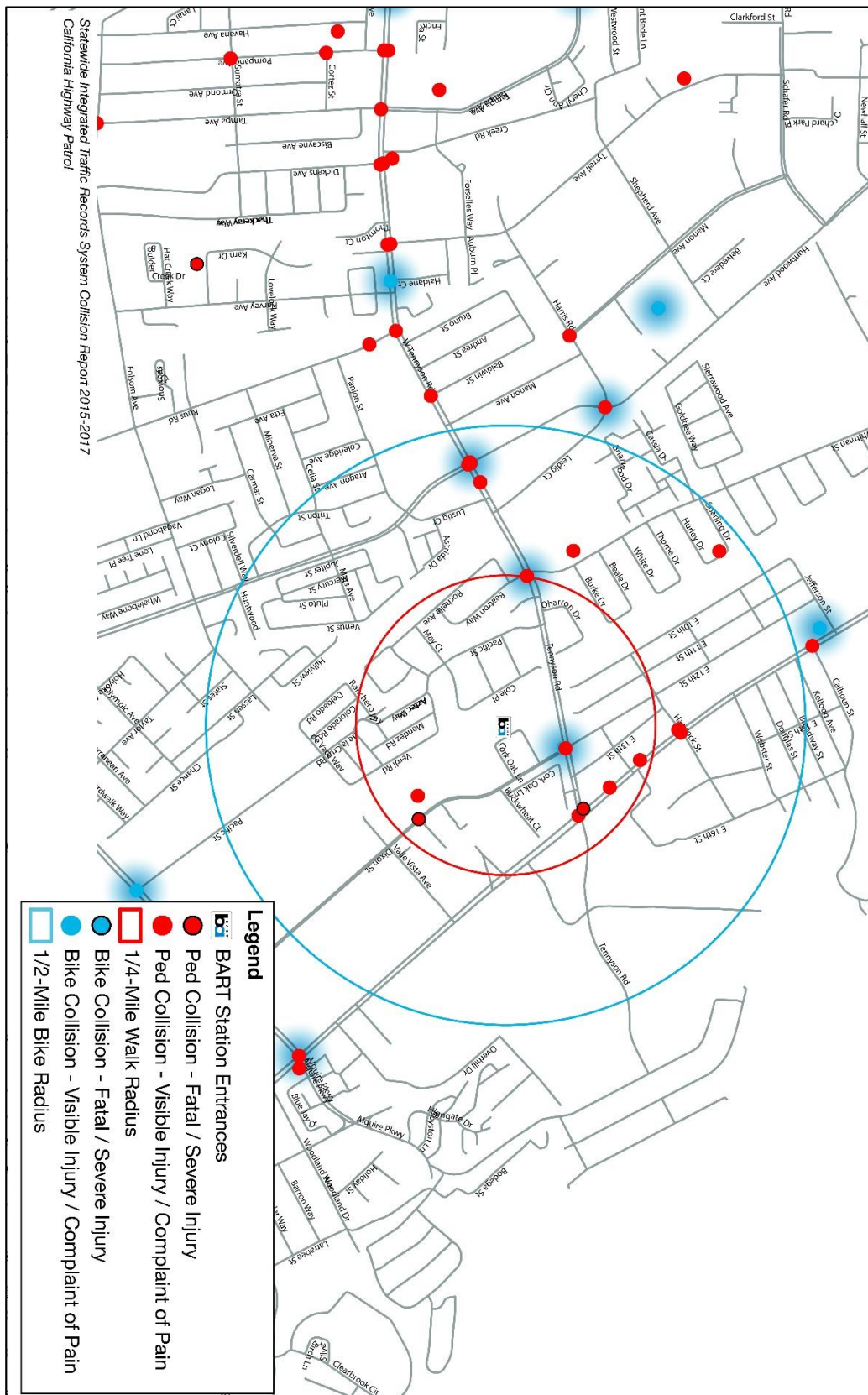


Figure A.30 | South San Francisco: Pedestrian Collisions (January 1, 2015 – December 31, 2017)



Figure A.31 | South San Francisco: Bicycle Collisions (January 1, 2015 – December 31, 2017)



Figure A.32 | Union City: Pedestrian Collisions (January 1, 2015 – December 31, 2017)

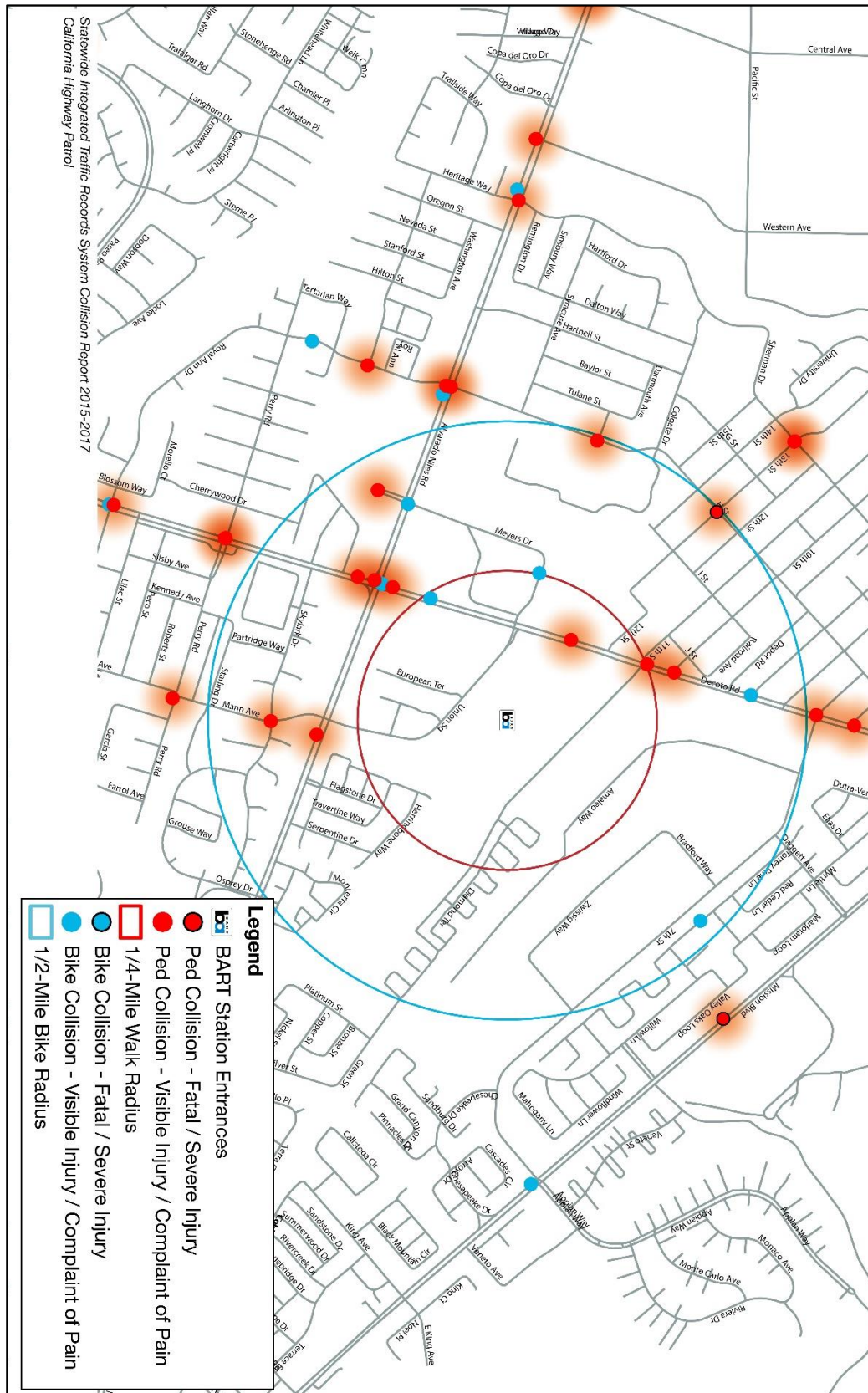


Figure A.33 | Union City: Bicycle Collisions (January 1, 2015 – December 31, 2017)

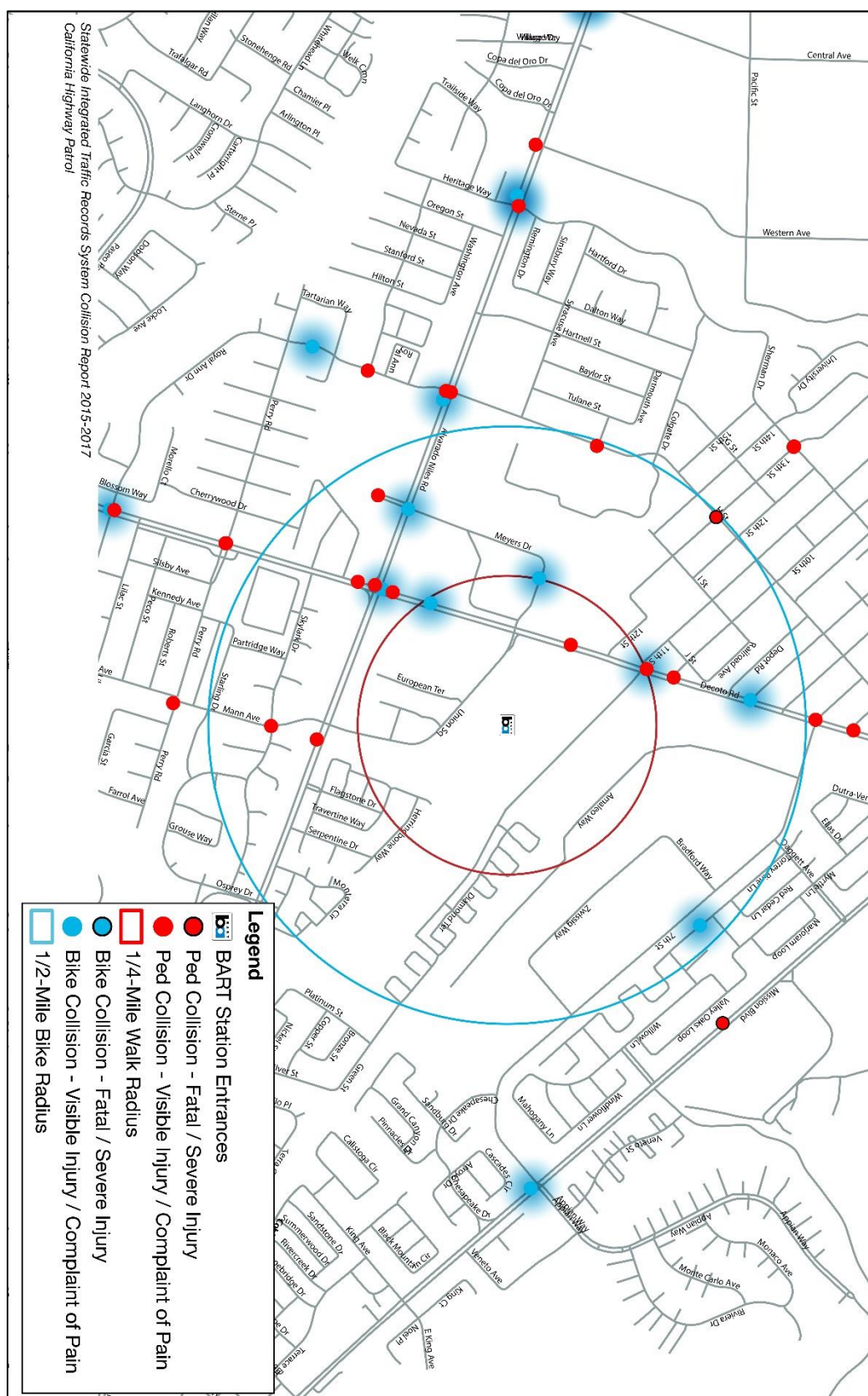


Figure A.34 | West Dublin-Pleasanton: Pedestrian Collisions (January 1, 2015 – December 31, 2017)

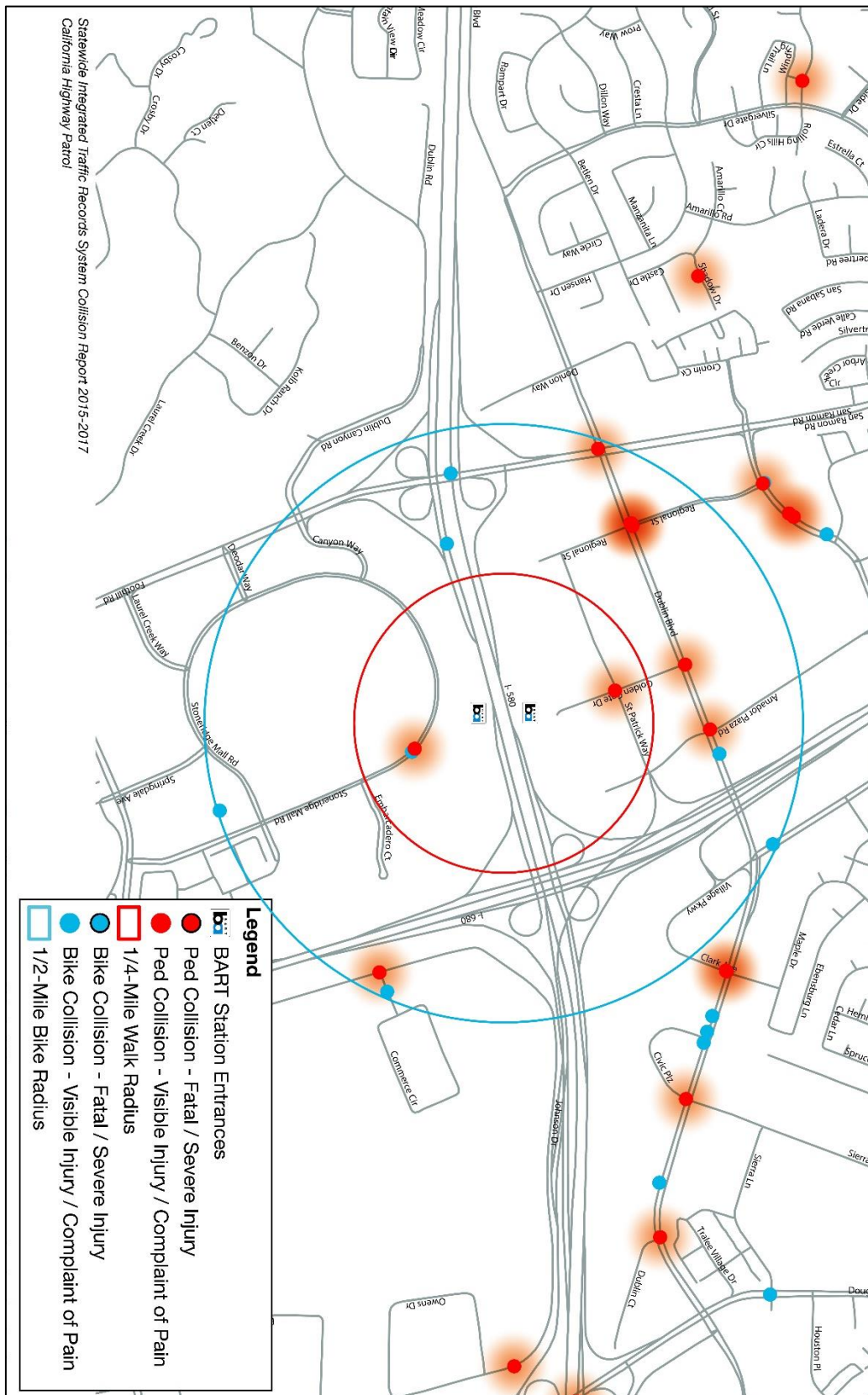
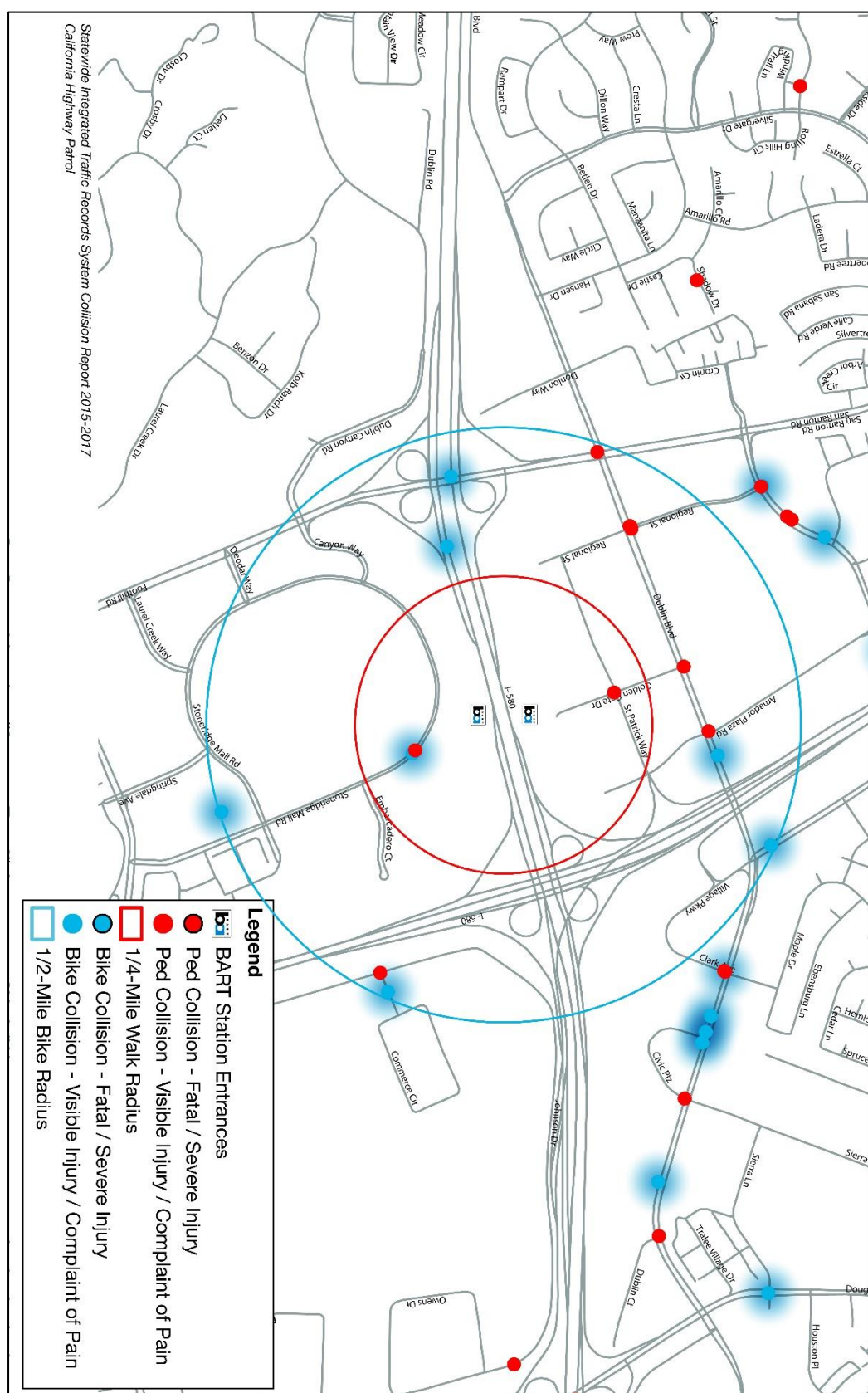


Figure A.35 | West Dublin-Pleasanton: Bicycle Collisions (January 1, 2015 – December 31, 2017)

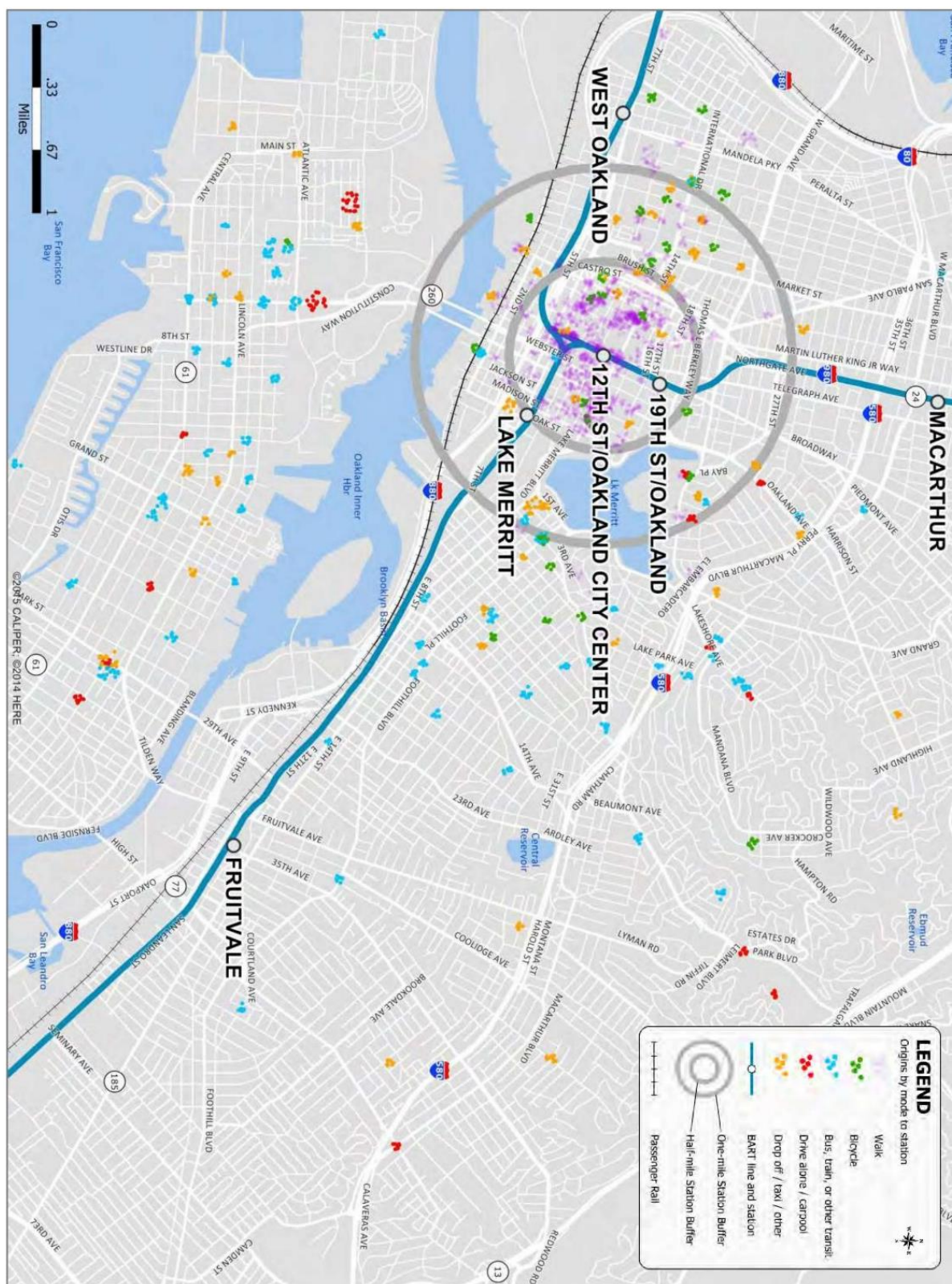


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Appendix B | BART Passenger Home Origin Maps by Mode

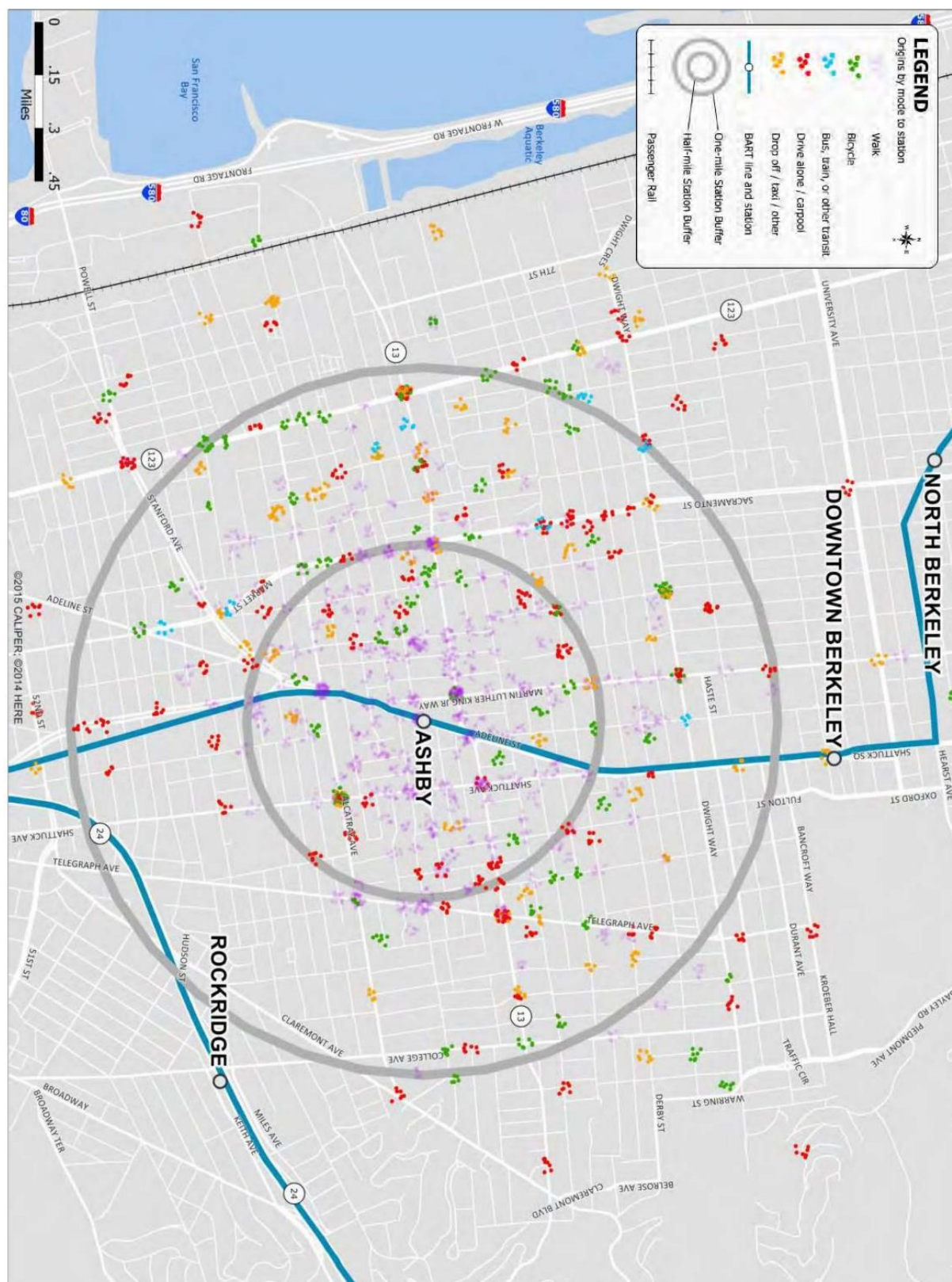
This appendix provides maps for each Focus Station area that indicate the home origins of weekday BART riders that also show the mode each uses to access the station. The source of this information is the BART's 2015 Station Profile Study, which was based on surveys of BART passengers.

Note for all maps: *The data shown on these maps was weighted to represent average weekday ridership and is shown scattered around actual origin point. The "Drive alone / carpool" category includes motorcycle; "Drop off / taxi / other" includes app-based ridesharing services like Uber and Lyft.*

Figure C.1 | 12th Street Station - Access from Home Location by Mode

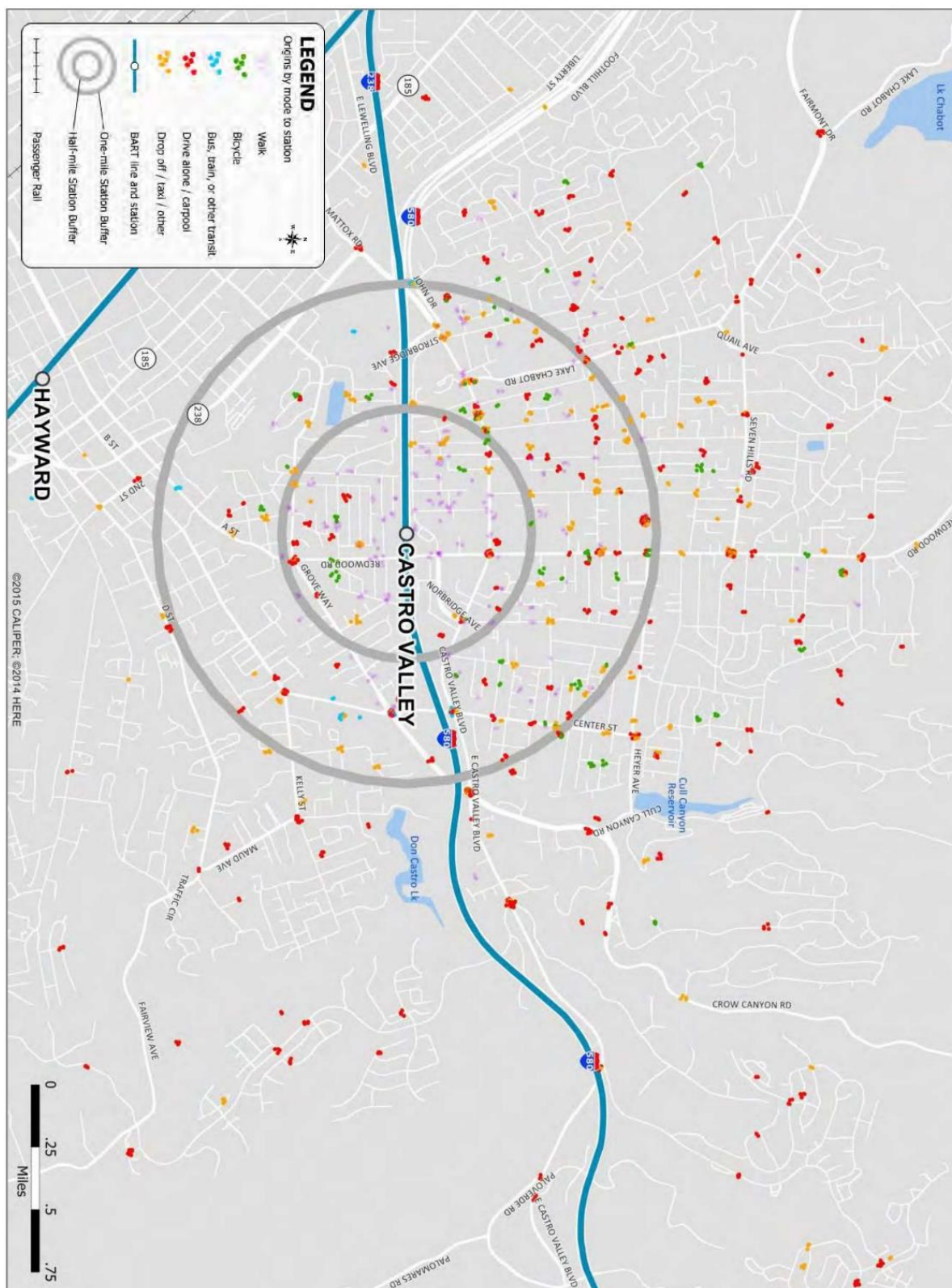
Source: BART Station Profile Survey (2015)

Figure C.2 | Ashby Station - Access from Home Location by Mode



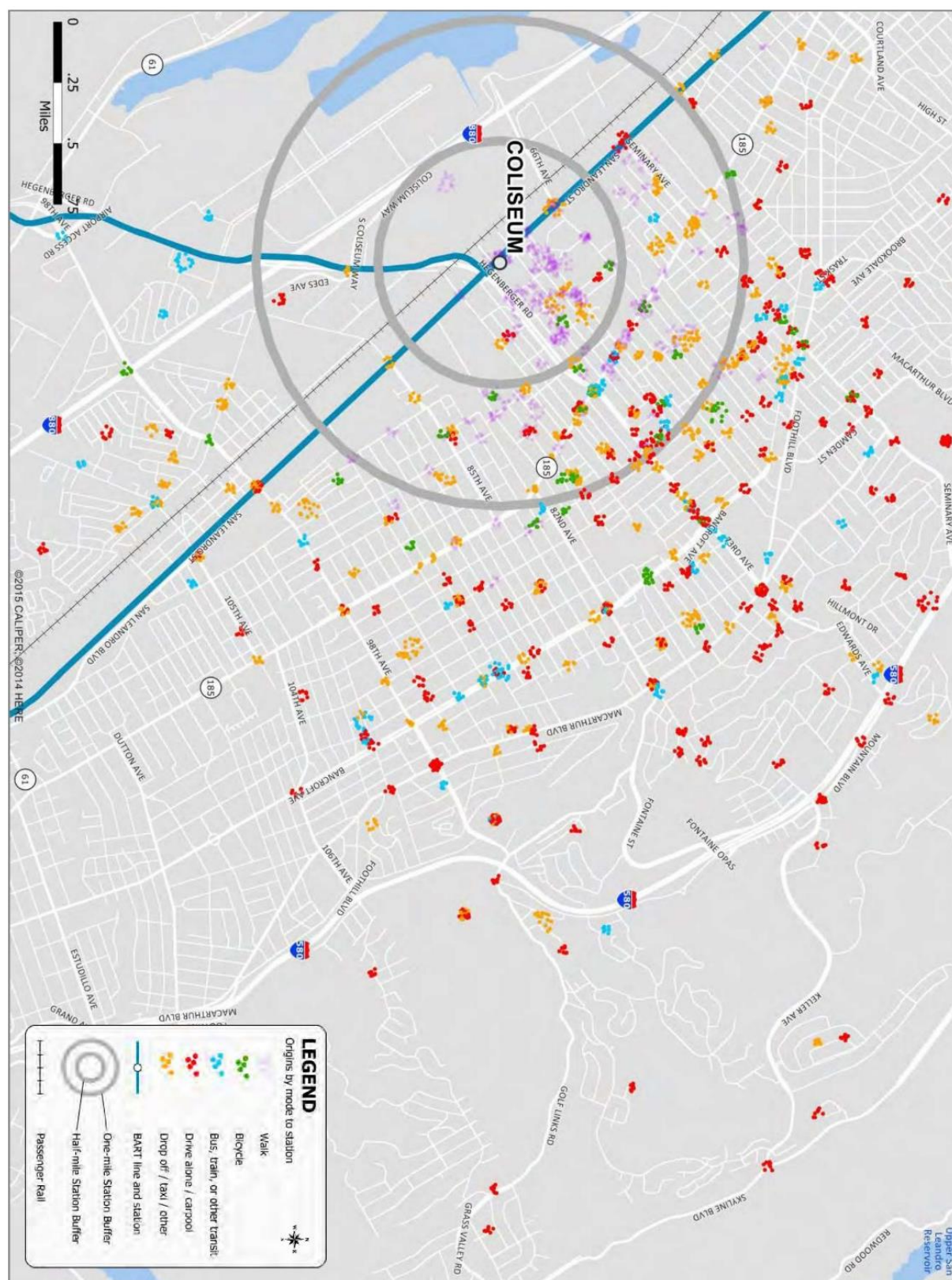
Source: BART Station Profile Survey (2015)

Figure C.3 | Castro Valley Station - Access from Home Location by Mode



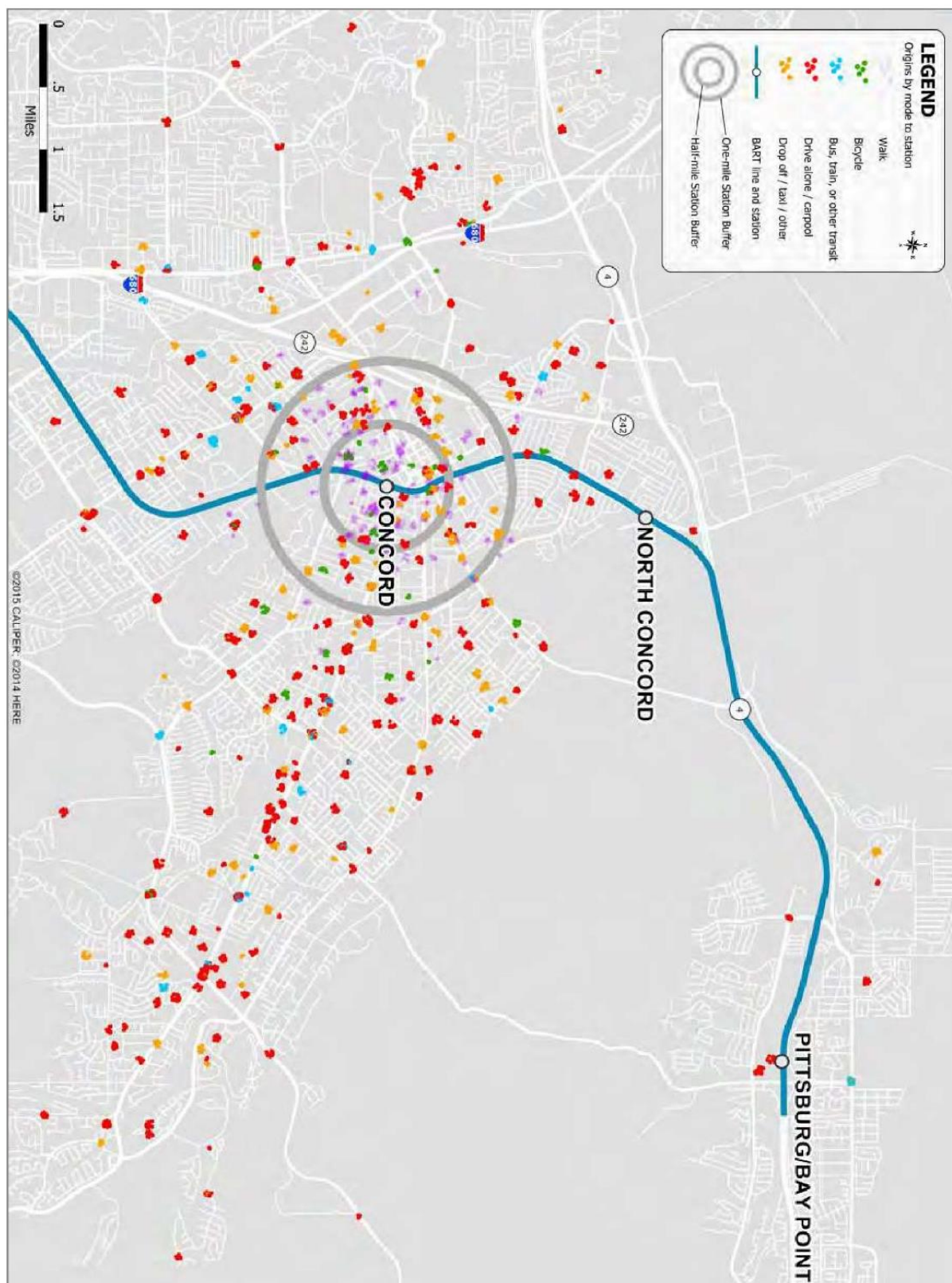
Source: BART Station Profile Survey (2015)

Figure C.4 | Coliseum Station - Access from Home Location by Mode



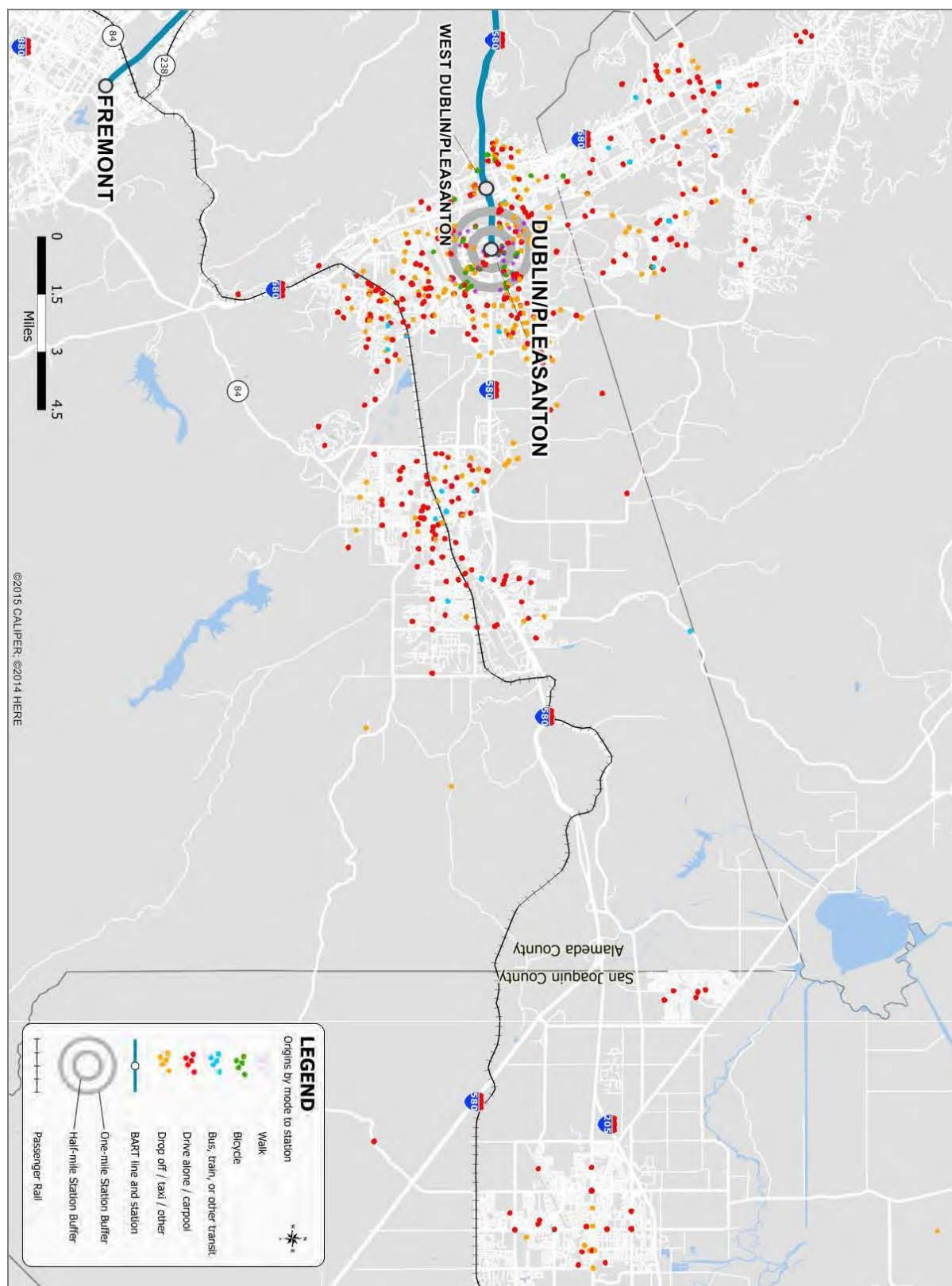
Source: BART Station Profile Survey (2015)

Figure C.5 | Concord Station - Access from Home Location by Mode



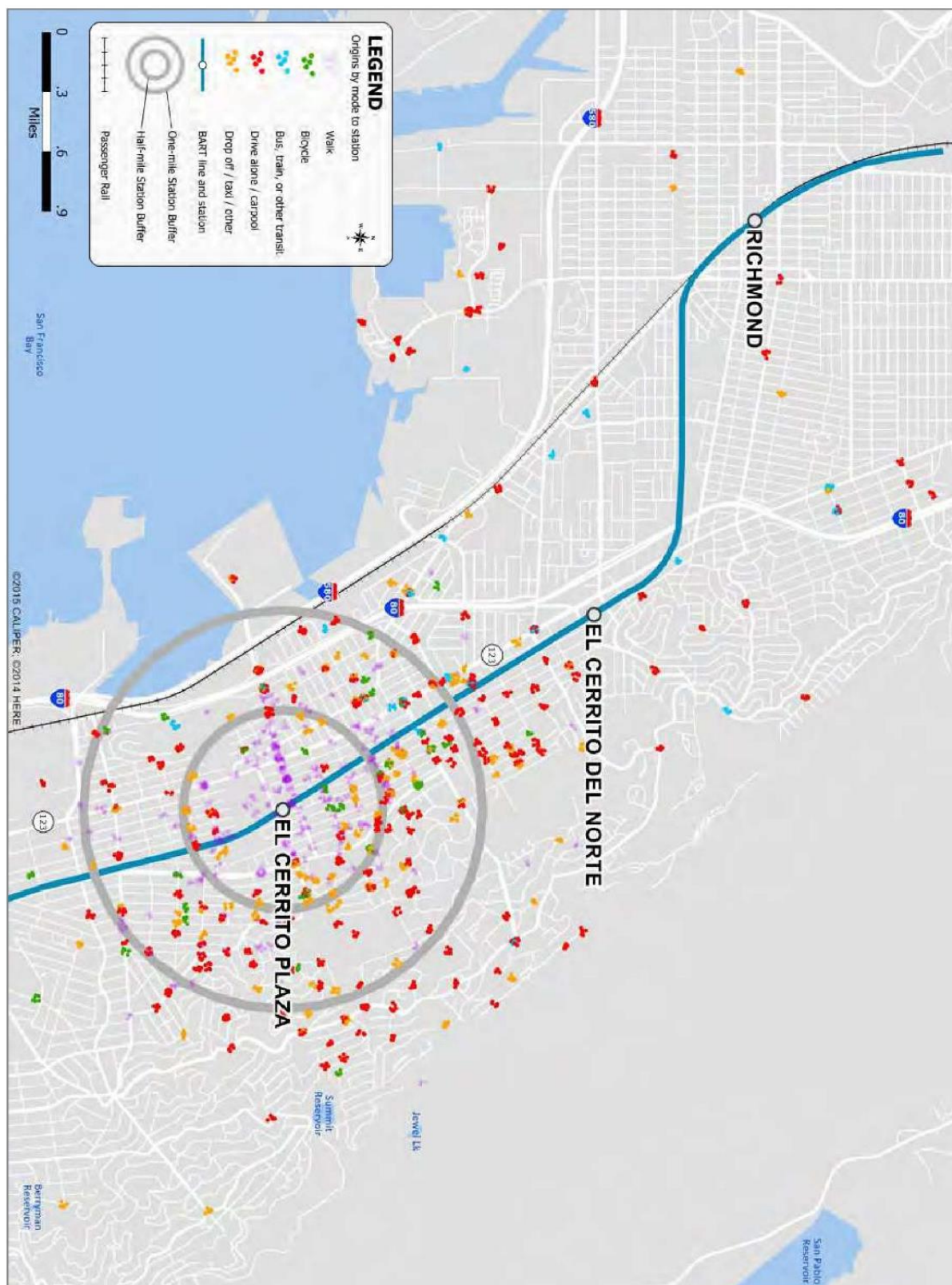
Source: BART Station Profile Survey (2015)

Figure C.6 | Dublin-Pleasanton Station - Access from Home Location by Mode



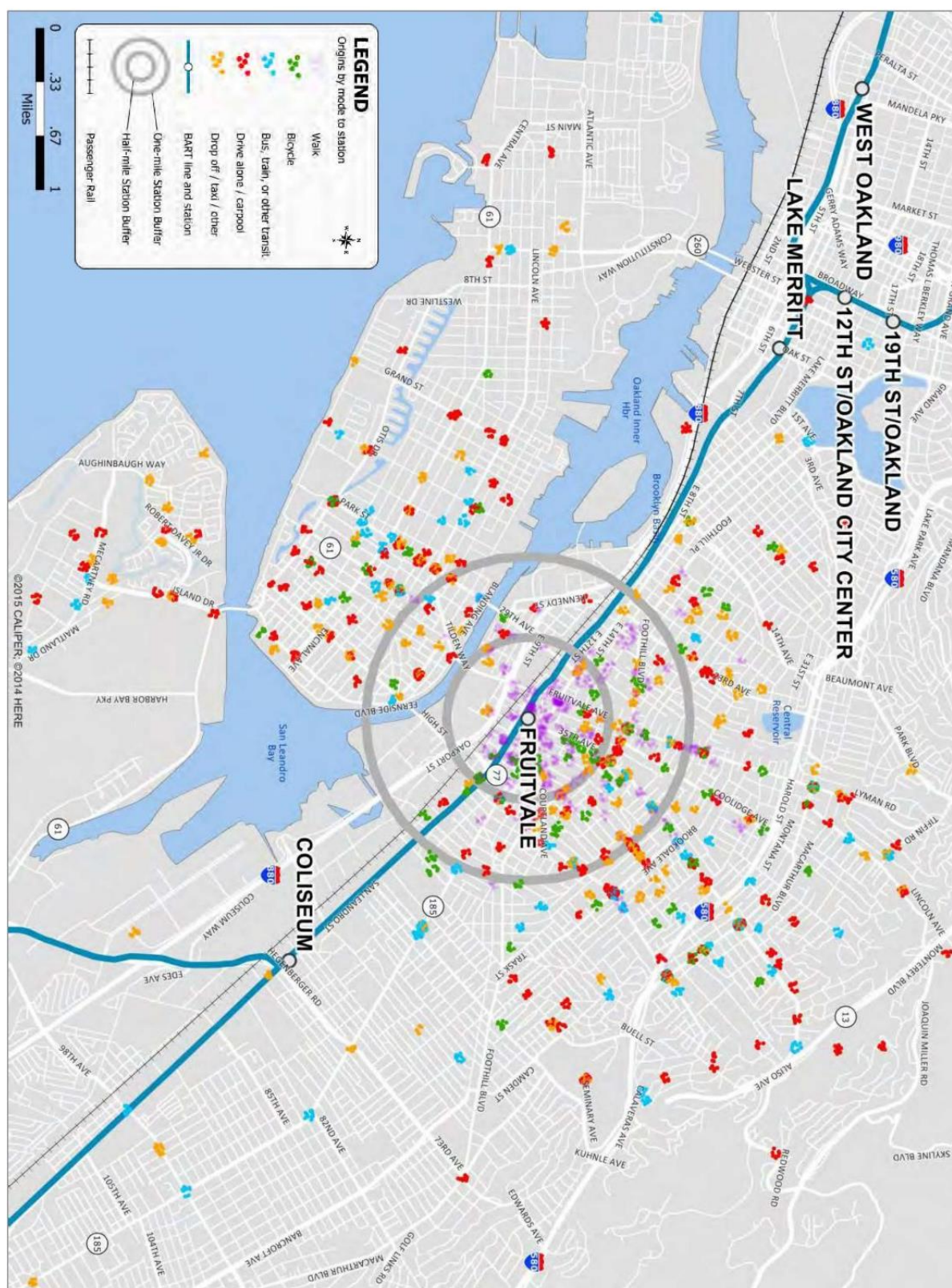
Source: BART Station Profile Survey (2015)

Figure C.7 | El Cerrito Plaza Station - Access from Home Location by Mode



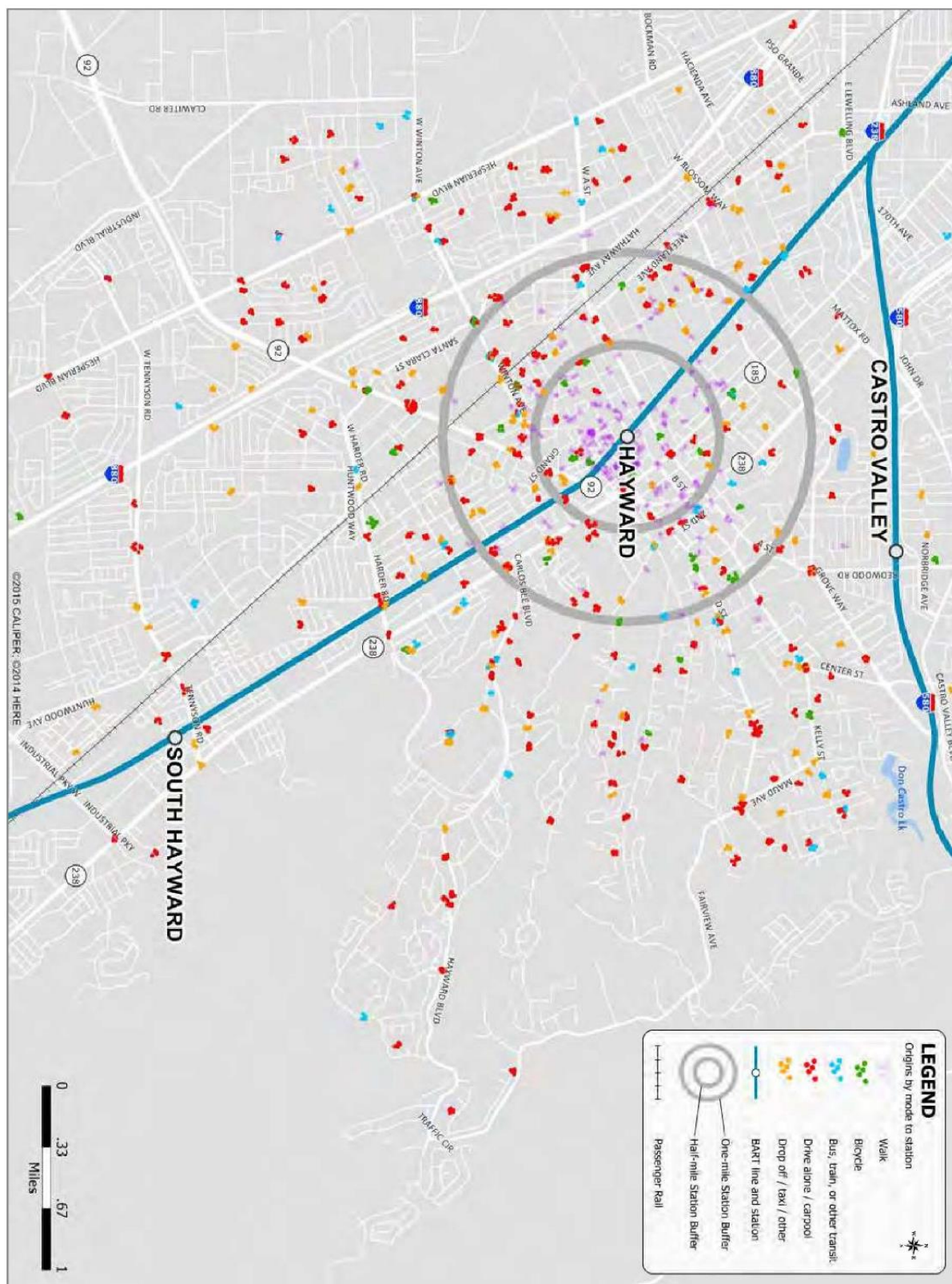
Source: BART Station Profile Survey (2015)

Figure C.8 | Fruitvale Station - Access from Home Location by Mode



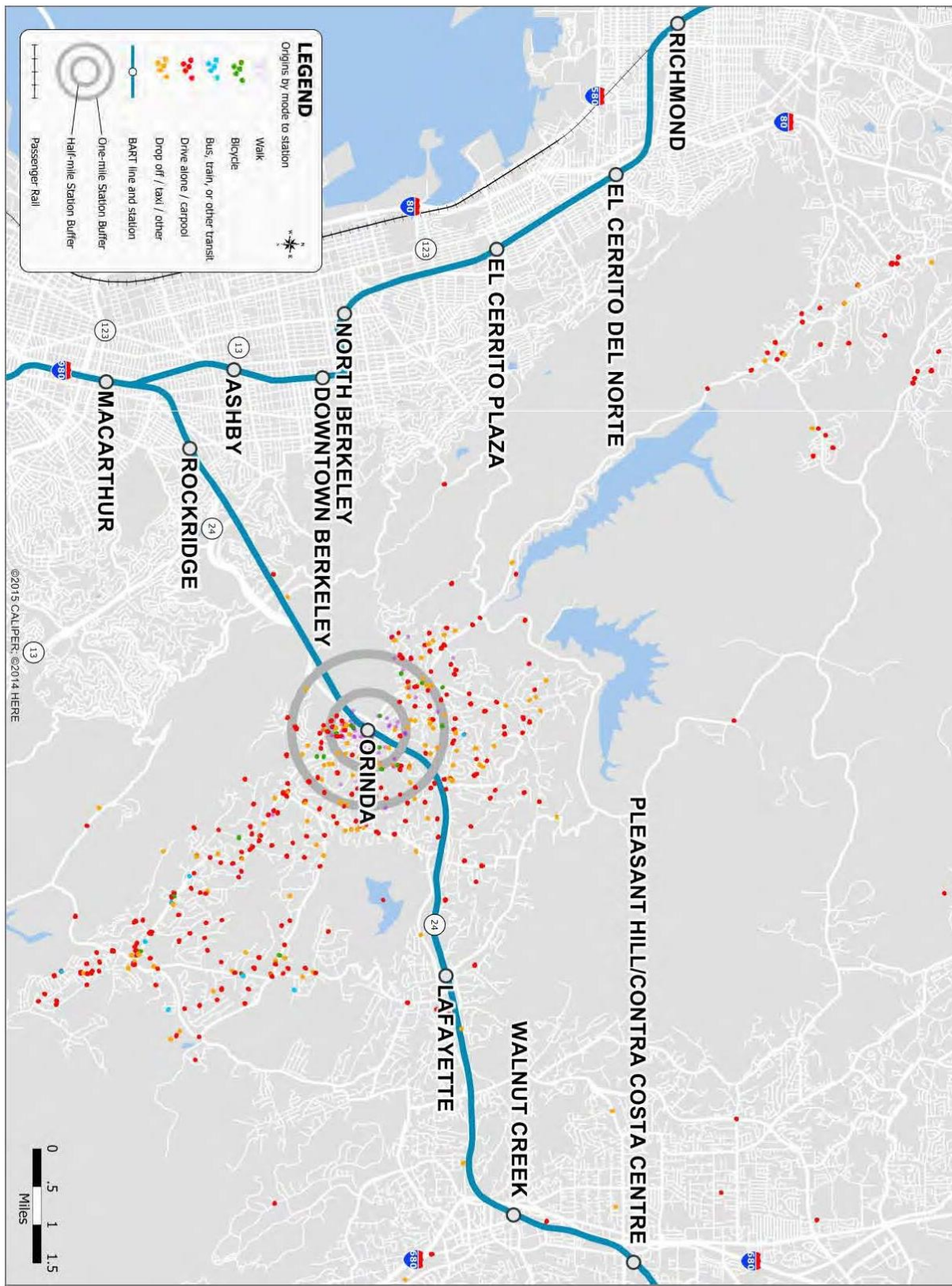
Source: BART Station Profile Survey (2015)

Figure C.9 | Hayward Station - Access from Home Location by Mode



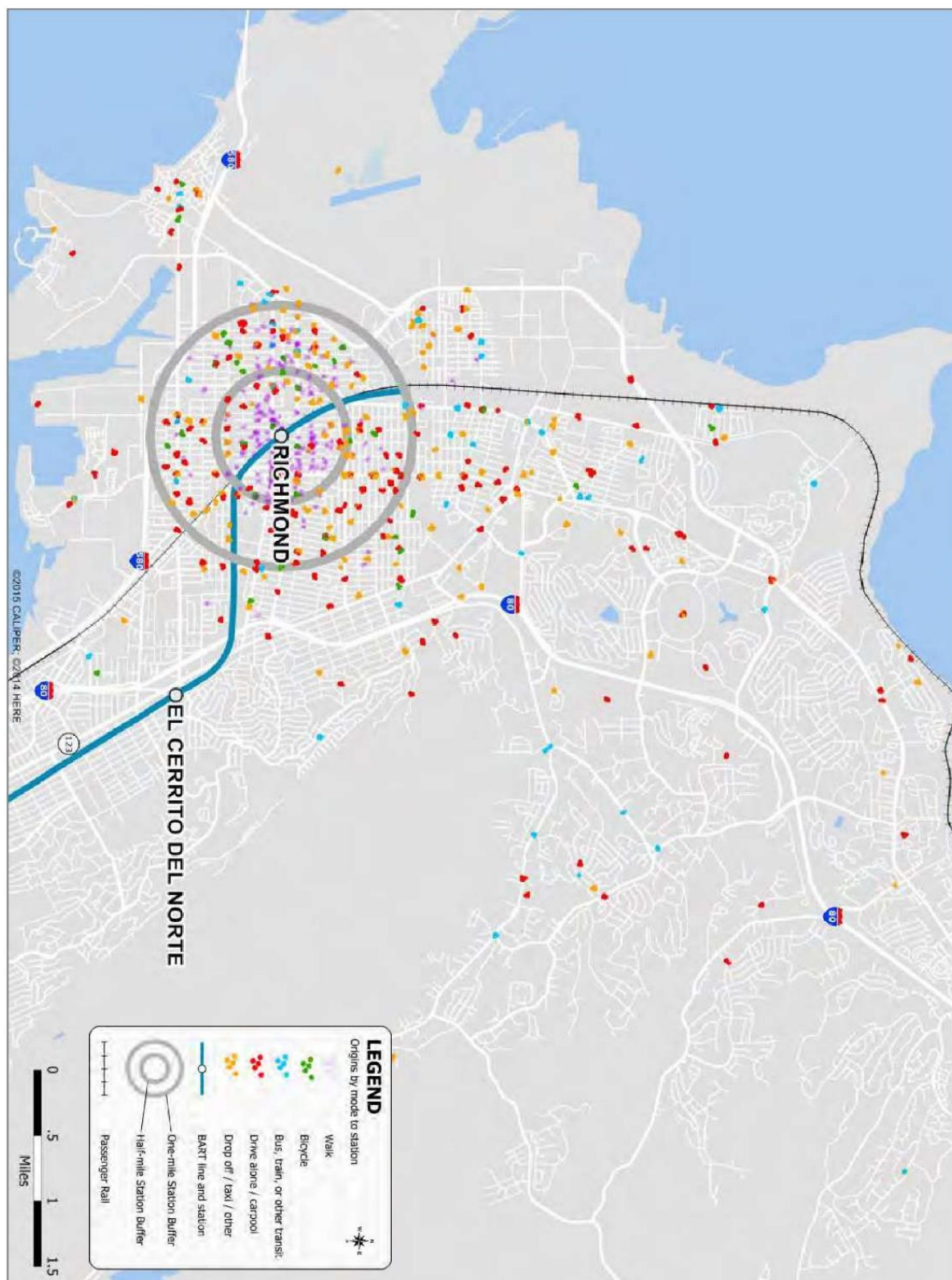
Source: BART Station Profile Survey (2015)

Figure C.10 | Orinda Station - Access from Home Location by Mode



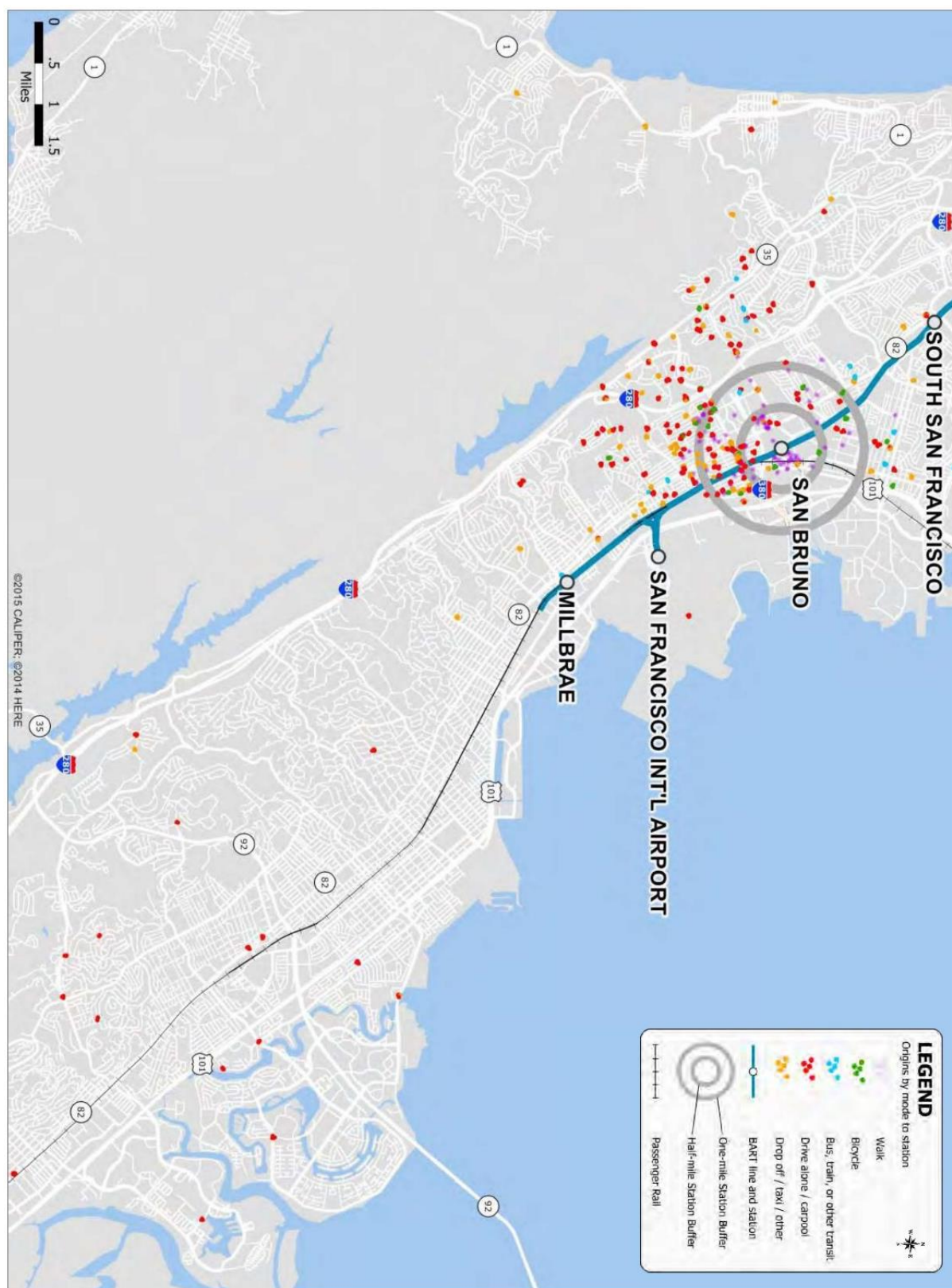
Source: BART Station Profile Survey (2015)

Figure C.11 | Richmond Station - Access from Home Location by Mode



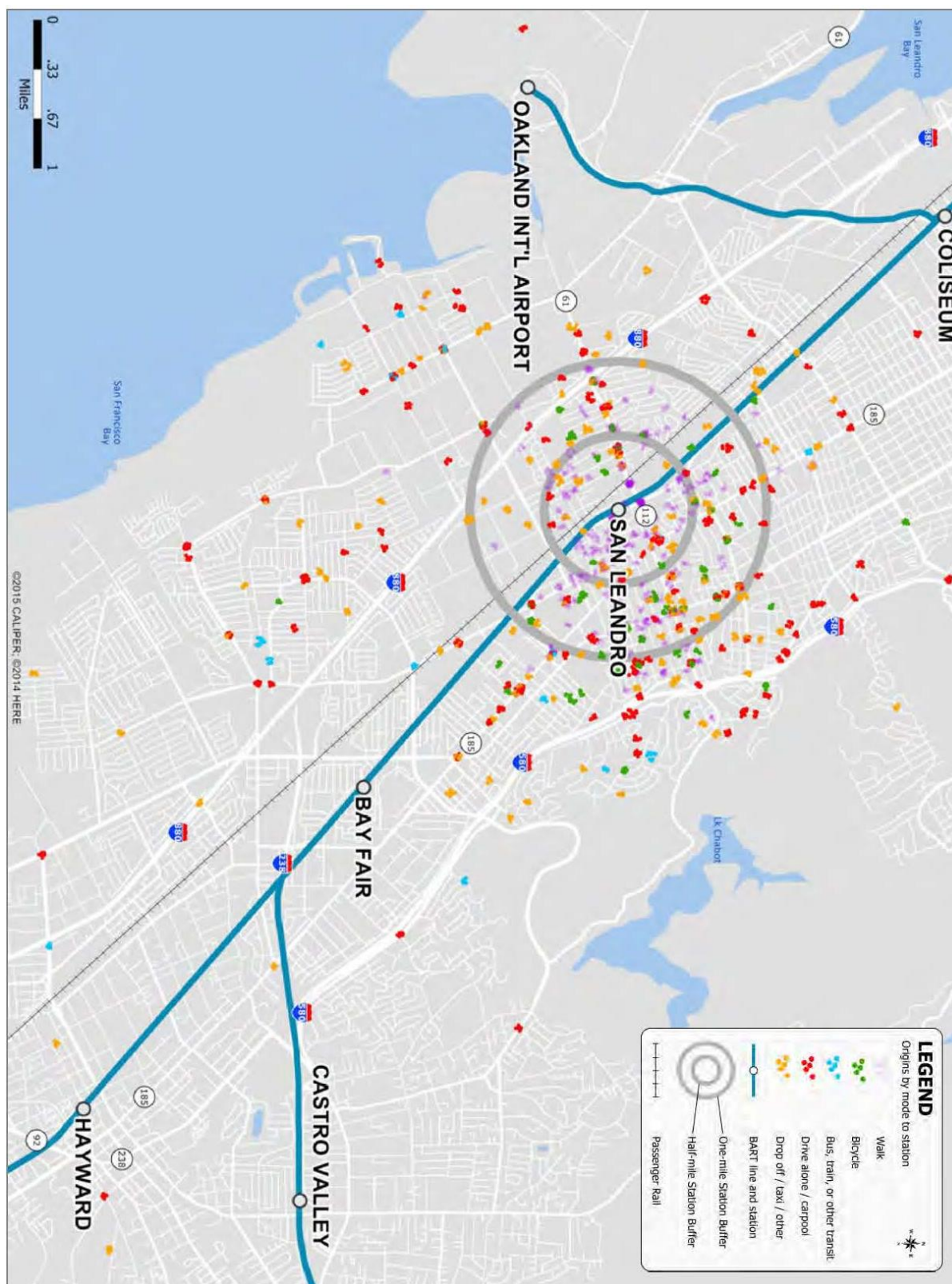
Source: BART Station Profile Survey (2015)

Figure C.12 | San Bruno Station - Access from Home Location by Mode



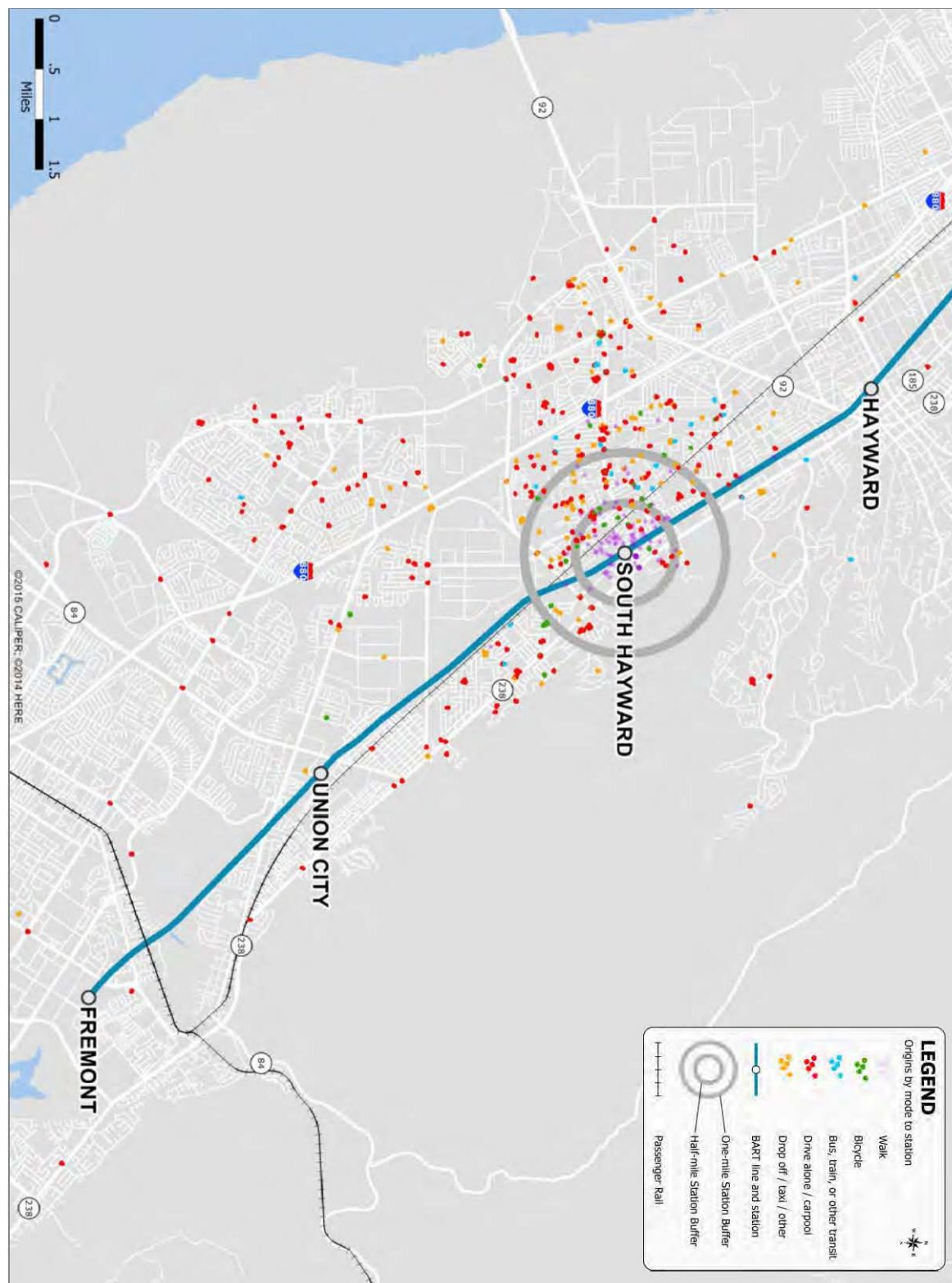
Source: BART Station Profile Survey (2015)

Figure C.13 | San Leandro Station - Access from Home Location by Mode



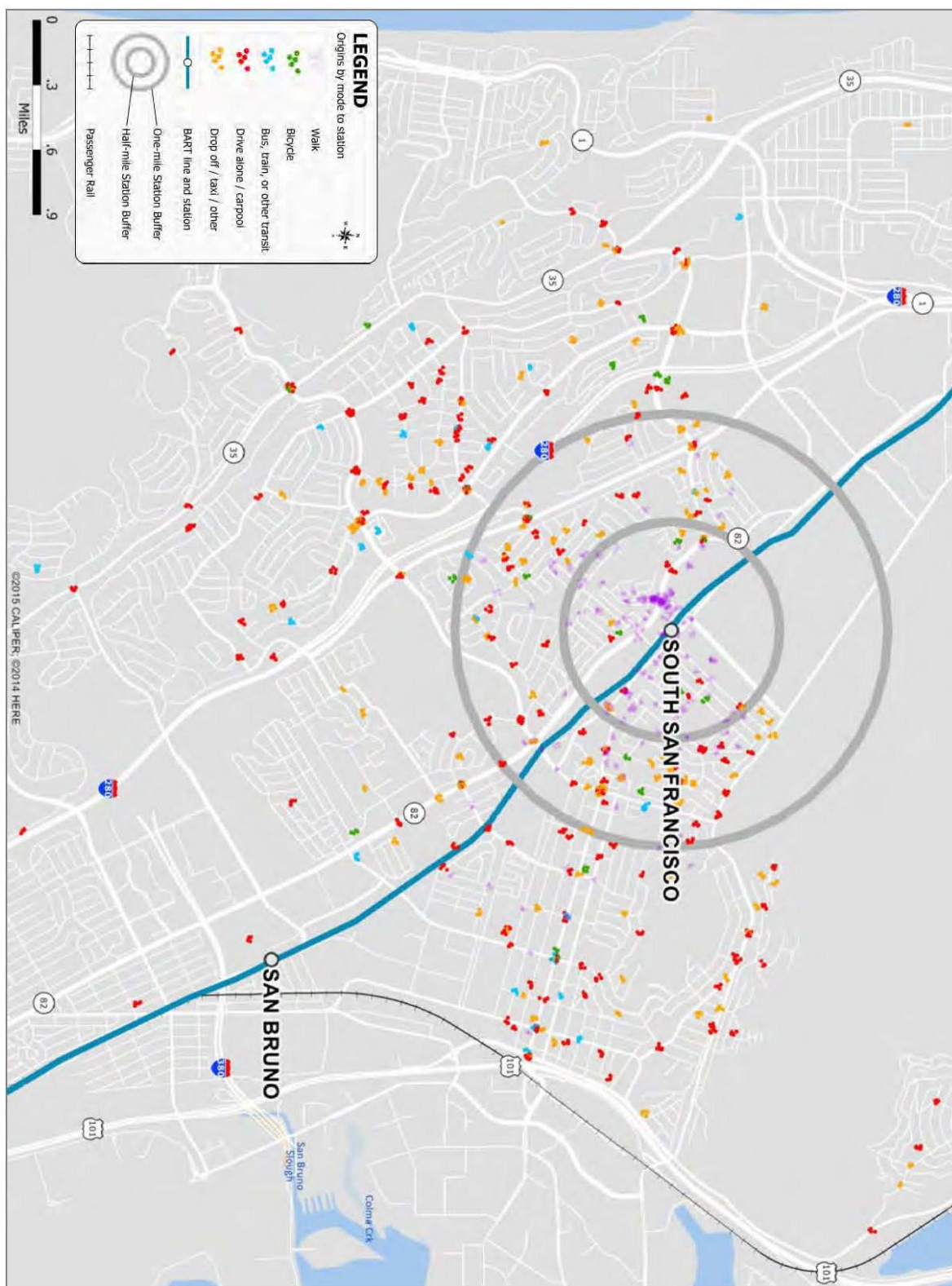
Source: BART Station Profile Survey (2015)

Figure C.14 | South Hayward Station - Access from Home Location by Mode



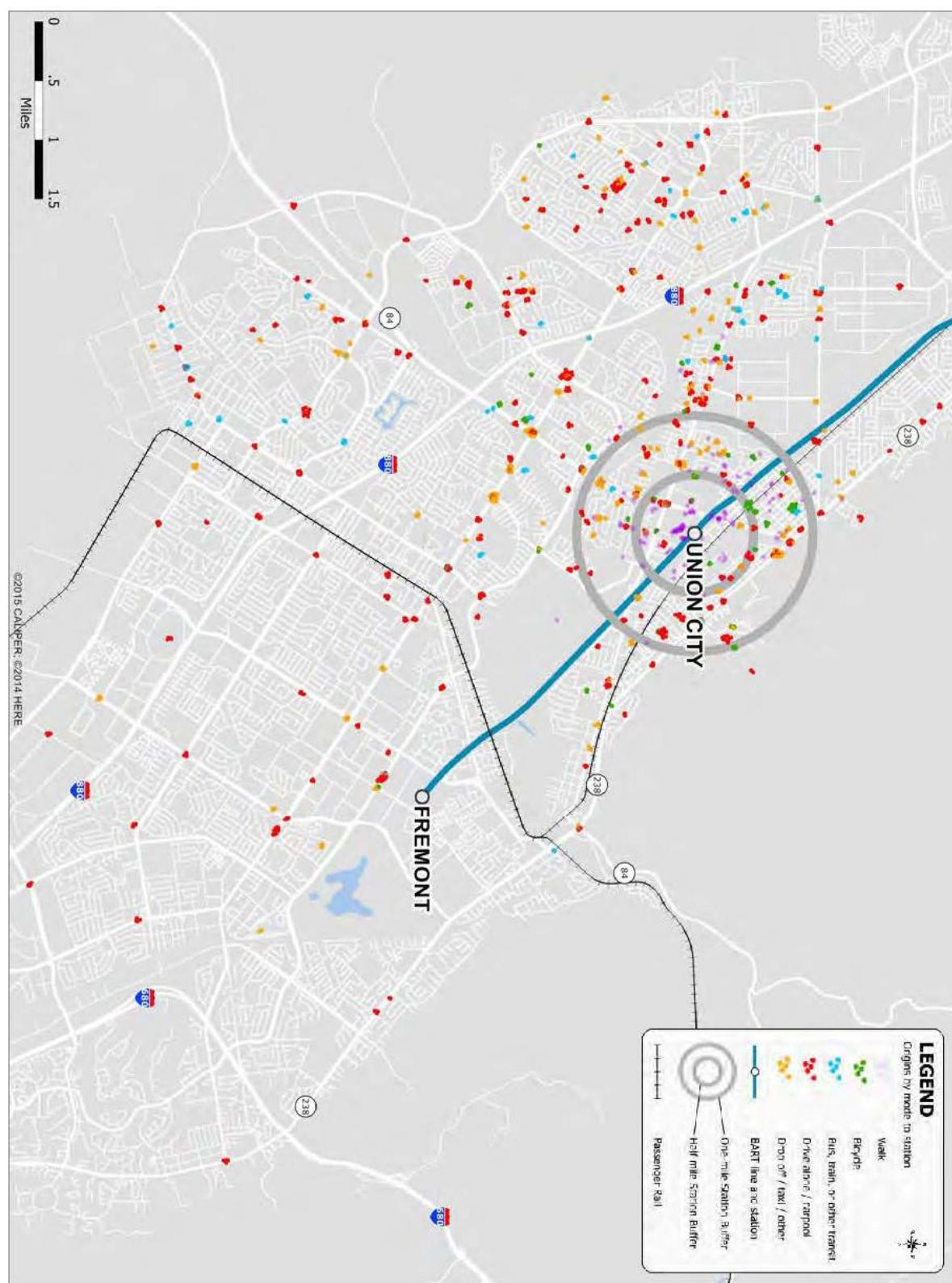
Source: BART Station Profile Survey (2015)

Figure C.15 | South San Francisco Station - Access from Home Location by Mode



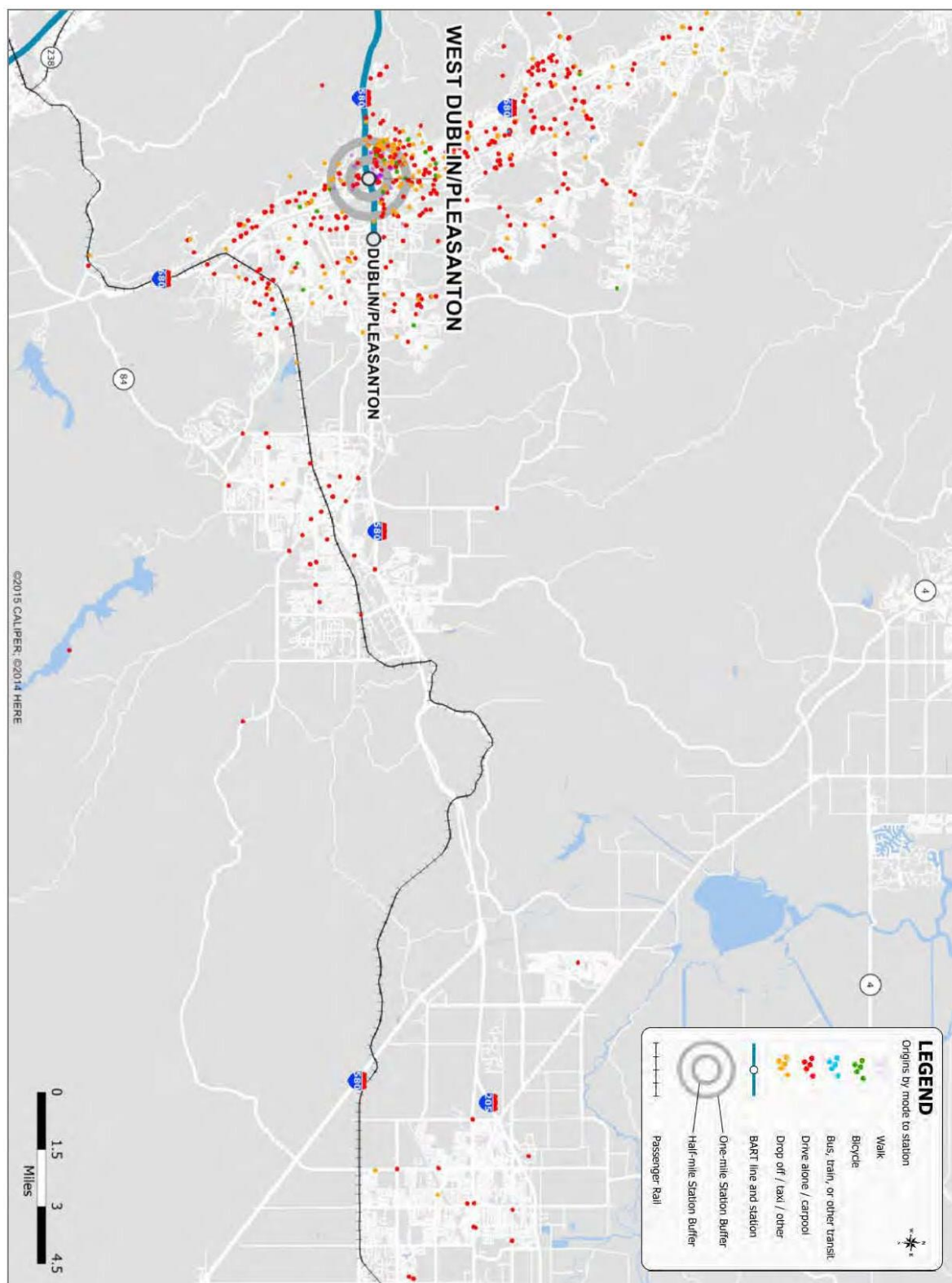
Source: BART Station Profile Survey (2015)

Figure C.16 | Union City Station - Access from Home Location by Mode



Source: BART Station Profile Survey (2015)

Figure C.17 | West Dublin-Pleasanton Station - Access from Home Location by Mode



Source: BART Station Profile Survey (2015)

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