



# COLISEUM/OAKLAND AIRPORT BART STATION ACCESS PLAN August 2002



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Bay Area Rapid Transit  
Planning Department

## I. PLAN SUMMARY

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### A. Existing Conditions

The Coliseum BART Station is located in East Oakland. With AirBART, this station provides access to the Oakland International Airport. Given the density of the Coliseum neighborhood and the transit village concept plan, there are great opportunities to encourage walking, biking and riding transit to access the station. However, in order to realize this potential, several public safety and access issues need to be addressed.



For pedestrians, a key reason for not walking to the station is the real and perceived lack of public safety in the Coliseum neighborhood. Crime activity in the pedestrian tunnel is high and not having any pedestrian-friendly streets linking the surrounding neighborhoods to the station further discourages people from walking, especially at night. For bicyclists, there are no bike routes to the station and a lack of bike facilities. For example, there is only one bike locker at the station. For transit riders, more local feeder service to the station is needed, especially for the isolated neighborhoods southwest of the station. In many situations, residents from the Brookfield neighborhood walk over a mile to access the station area. For auto drivers (unlike most of the other BART stations) parking availability is not a constraint. Key auto issues at this station are auto-related crimes and need for visible and convenient passenger drop-off zones on San Leandro Street.

### B. Recommendations

Based on past planning efforts and input from the public and partner agencies, a comprehensive list of short-, medium- and long-term recommendations were developed to address the access issues highlighted above. A summary of the recommendations is as follows:

- Implement the transit village concept plan which includes approximately 800 units of housing and one million square feet of commercial/retail/entertainment;
- Create a network of safe walking routes to the station and improve public safety at the station;
- Implement the City of Oakland's bike network and additional local bike routes in the Coliseum BART Station area, and provide sufficient number of bike lockers at the station;
- Increase transit feeder service to the station; and
- Develop a more efficient and convenient program that supports various transportation activities in front of the BART station entrance along San Leandro Street (e.g. AC Transit, AirBART, passenger drop-off, taxi and shuttle zones).

These recommendations are intended to encourage BART patrons to walk, bike and ride transit to the BART station.

## II. ACCESS PLAN DEVELOPMENT

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### A. Background

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

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

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

### B. Purpose

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

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

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

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

**Table 1: Systemwide Mode Share Targets (AM Peak)\***

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

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

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

### **C. Process**

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

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

The access planning process also included outreach with external local partners as well as review of local planning and programming documents. For the Coliseum Station Access Plan, the following documents were reviewed and partners consulted through a series of meetings and conversations.

#### Review of Local and Regional Plans

- Oakland General Plan
- Coliseum Redevelopment Plan
- City of Oakland, Alameda County and Regional Bike Plans
- Coliseum/Oakland Airport BART Station Area Concept Plan (to be completed in 2002)
- Coliseum BART Station Crime Prevention through Environmental Design (2002)
- Oakland International Airport Connector EIS/EIR

#### Input from BART Departments and Partner Agencies

- BART Departments: Marketing and Research, Capital Grants, Customer Access, Operations, Transit System Development, Real Estate, Maintenance & Engineering, Operating Budgets & Analysis, Police, AFC, Safety and Community Relations
- City of Oakland (CEDA and Redevelopment)
- Oakland Housing Authority
- AC Transit

#### Stakeholder Outreach

- City of Oakland Bike and Pedestrian Advisory Committee
- BART Access Task Force and Bike Task Force
- AC Transit Accessibility Advisory Committee
- Coliseum Neighborhood Council
- Brookfield Homeowners Association

### III. CURRENT AND FUTURE CONDITIONS

#### A. Station Setting

The Coliseum BART Station is an elevated, urban station located on the east side of San Leandro Street between 71<sup>st</sup> and 73<sup>rd</sup> Avenues. The major streets that provide auto access to the station are 66<sup>th</sup> Avenue, Hegenberger and San Leandro Street.



Source: Thomas Bros., Maps

The station is generally bounded by industrial uses which neighbor residential uses to the north, south and east. Across the street from the BART station, along the west side of San Leandro Street, are industrial uses and the Oakland/Alameda County Coliseum stadium, a regional entertainment complex that houses sports events and concerts throughout the year.

The Coliseum BART Station main entrance is on San Leandro Street at approximately 72<sup>nd</sup> Avenue and the back entrance is located on Snell Street, one block east of San Leandro Street. The BART parking lot is located on the backside of the station and connected to the station via an underground pedestrian tunnel, which cross the Union Pacific (UP) railroad tracks.

The Coliseum BART Station provides access to three of five BART lines and serves as the origin/destination for over two million passenger trips each year. The Coliseum, which is accessible from the station via a pedestrian overpass, has over 200 event days each year. Large events such as football games or nighttime concerts can each generate as many as 32,000 trips at the BART station.

This station area is also a major transit center. Ten AC Transit lines stop at this station. AirBART shuttles provide transit service from the station to the Oakland International Airport, serving about half a million air passengers and employees each year.

The Coliseum BART Station provides the Coliseum and neighboring communities with extensive regional transit service. However, utilization of the station may be depressed due to public safety concerns. In 2001, the BART Police Department recorded 998 crimes at the Coliseum BART Station<sup>1</sup>. The systemwide average in 2001 is significantly less at 616 crimes. With additional crimes throughout the surrounding neighborhoods and a negative image of the East Oakland area at-large, the Coliseum BART Station is underutilized.

#### B. Future Development

A transit village is planned for the future Coliseum BART Station area. This year, the City of Oakland, BART and Oakland Housing Authority (OHA) will complete the *Coliseum/Oakland Airport BART Station Area Concept Plan* – a plan focused on transforming the underutilized station area into

<sup>1</sup> Reported crimes include murder, rape, aggravated assault, burglary, theft, simple assault, disorderly conduct, and weapons violations, vandalism and fare evasion.

a vibrant mixed-use community.

The key components of the transit village concept plan are:

- OHA - 396 units of affordable housing and a park located on the east side of San Leandro Street between 66<sup>th</sup> and 69<sup>th</sup> Avenues, and East Lawn Street;
- BART – 300 to 400 residential units and several thousand square feet of supporting retail uses on the BART parking lot (BART parking will be relocated to the west side of San Leandro Street); and
- City of Oakland - One million square feet of office/retail/entertainment development located on the west side of San Leandro Street between 66<sup>th</sup> and 73<sup>rd</sup> Avenues, and Damon Slough.



Other major investments in the area that will help the development of a transit-oriented district, increase transit ridership and support the City's and BART's joint development policies include the following:

- The \$232M BART Oakland Airport Connector (OAC) project is scheduled for operations in 2008. This project will provide a people mover between the Coliseum BART Station and the Oakland International Airport (OIA). The guideway will primarily be elevated on a dedicated right-of-way along Hegenberger Road and the two end terminals will be physically integrated with the Coliseum BART Station and the OIA. This project will provide reliable transit service, increase capacity along the Hegenberger Road corridor and support the future expansion of the OIA. It will also provide two intermediate stations at Edgewater Road and Doolittle Drive, supporting the City's efforts to revitalize the Hegenberger Road corridor and improving local access to BART.
- A new Capitol Corridor station, a \$4.5M intercity rail project, will be constructed across the street from the BART station on the west side of San Leandro Street in 2004. This station will provide access to Sacramento and San Jose. There will be two pedestrian access improvements associated with this project: a signalized at-grade crossing on San Leandro Street in front of the BART station entrance; and a pedestrian ramp linking to the existing pedestrian overpass across San Leandro Street, which lands at the BART station.

### C. Community and Rider Demographics

#### Ridership

In Fiscal Year (FY) 2002, the *average weekday daily exits* at the Coliseum BART Station was 6,671, a 39 percent increase from FY 1997. However, the FY 2002 ridership is three percent less than last year's ridership which reflects the impact of the recent economic downturn. By 2010, based on population and employment projections provided by the Association of Bay Area Governments (ABAG), the Coliseum BART Station ridership is projected to increase by 18 percent.<sup>2</sup> The ridership projection does not include the proposed BART extension to Milpitas, San Jose and Santa Clara,

<sup>2</sup> Ridership that may be generated by future developments outlined in the previous section is not included in the projection.

which will increase ridership and access needs when it opens around 2012.

The majority of the passengers that use this station live in East Oakland. Others live in the Oakland hills beyond I-580 or in the City of Alameda. See “AM Weekday Home Origins” Map on the following page. The home origin trip purpose is similar to that of the Fruitvale and MacArthur BART stations - three-quarters of the trips are work trips, most of which are destined for downtown Oakland and San Francisco.

### Demographics

The following is a brief summary of the Coliseum BART passenger demographic information<sup>3</sup>.

- 68 percent of the riders are *Female*, 11 percent higher than the systemwide average.
- 50 percent of the riders are *25 to 44 years old*. The second largest group is *45 to 64* at about 30 percent.
- 78 percent of the riders are *Black*.
- 42 percent of the riders’ household income is in the *\$30K or Less* range. This is two times higher than the systemwide share of 21 percent. The second largest group is \$30K to \$60K at 36 percent.
- 12 percent of the riders identified themselves as having a disability.<sup>4</sup> This rate is comparable to that of the Fruitvale and MacArthur stations.

### **D. Mode Split**

The access mode split shows that approximately one-half of the passengers arrive at the station by auto. See Table 2. Mode split data is based on both AM and PM home-based trips to the station.

**Table 2: Home Origin Access Mode Split**

| Mode    | Coliseum | Fruitvale | MacArthur |
|---------|----------|-----------|-----------|
| Walk    | 7%       | 13%       | 27%       |
| Bike    | 2%       | 4%        | 4%        |
| Transit | 38%      | 28%       | 20%       |
| Auto    | 52%      | 53%       | 49%       |

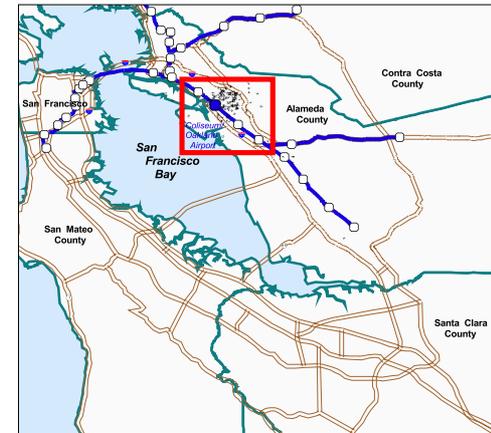
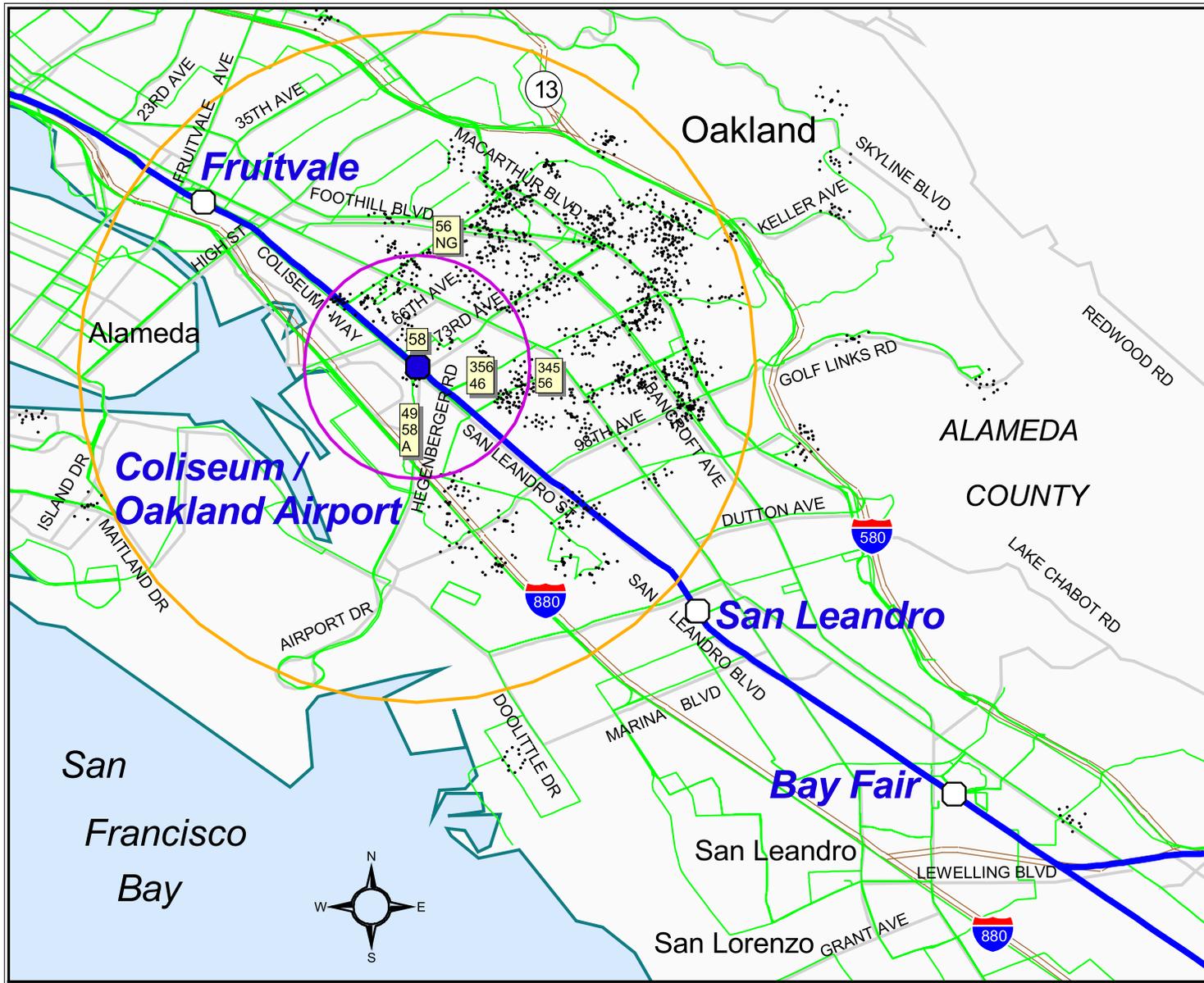
Data Source: 1998 Customer Profile Survey, BART (AM and PM Trips)

Relative to the Fruitvale and MacArthur BART Stations, the Coliseum BART Station *Walk* and *Bike* mode splits are low and *Transit* is significantly higher. The systemwide average distance that people walk from home to a BART station is 0.43 miles and 2.59 miles when riding transit. Key factors influencing the Coliseum BART station mode split are: lower residential density around the station (approximately one-half of that of Fruitvale and MacArthur); high level of auto related crimes at the BART station and in East Oakland; and a high percentage of BART riders that do not have access to a car (46 percent).

<sup>3</sup> 1998 Customer Profile Survey, BART (Home-based trips, AM and PM)

<sup>4</sup> Passengers identified themselves as being disabled if they are blind or have low vision, deaf or are hearing impaired, have mobility problems (e.g. wheelchair user), or have a mental or cognitive impairment.

# AM Weekday Home Origins : Riders Entering Coliseum / Oakland Airport BART Station



## LEGEND

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

Prepared by : **BART Marketing and Research**

Source: BART 1998 Station Profile Survey

Origin point data weighted from Survey sample



## **IV. OPPORTUNITIES AND CONSTRAINTS**

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Given the future transit village and redevelopment plans which will address the underutilized and/or incompatible land uses in the station area, there are great opportunities to improve public safety and encourage walking, biking and riding transit. However, in order to realize this potential, the following access issues need to be addressed.

### **A. Walk**

For pedestrians, there is a lack of pedestrian-friendly streets that provide safe access to the station, especially at night. For example, along San Leandro Street (the main street leading to the station from the north and south), there is no continuous sidewalk or convenient crosswalks.

Additionally, because of the Union Pacific (UP) rail tracks, people who live in the neighborhoods east of the station and/or use the parking lot need to use an isolated underground tunnel to access the station. To improve safety conditions in the tunnel, BART recently installed surveillance cameras and a wheelchair lift, and painted the tunnel to enhance the lighting. However, BART riders still feel unsafe when using the tunnel and continue to express their preference for an at-grade crossing across the UP tracks to access the station.

These findings and many other public safety issues were identified through a public planning exercise called Crime Prevention Through Environmental Design (CPTED) recently completed by BART. CPTED basically calls for design solutions to improve public safety. The CPTED findings and recommendations have been incorporated into this access plan.

### **B. Bike**

Given the topography and moderate density of the neighborhoods surrounding the station, there is great potential for increasing the bike mode share. The City of Oakland, Alameda County and MTC have adopted bike plans that identify San Leandro Street, 66<sup>th</sup> Avenue and Hegenberger as key bike routes providing access to the Coliseum BART Station. However, they are not yet in place. Providing bike facilities along the proposed key routes as well as local routes (including 69<sup>th</sup> Avenue, 75<sup>th</sup> Avenue, Snell Street, 85<sup>th</sup> Avenue, and Edes Avenue) would encourage residents to bike to the station. Bike facilities on 85<sup>th</sup> and Edes would especially benefit the Brookfield neighborhood, which is located in an isolated area southwest of the Coliseum BART station and has limited access to transit services.

There is also a shortage of bike lockers at the station. Today there is one bike locker which provides two bike parking spaces. There are five persons on an official wait list that have requested a bike locker.

### **C. Transit**

Currently, there are ten AC Transit routes that serve the Coliseum BART Station. See Table 3. The 58 is a Trunk route, the 46, 56, and 57C are Crosstown routes, and the 45 and 98 are Crosstown/Feeder routes. The service areas of these routes are extensive. They generally include Foothill Square, Seminary Avenue and the Dimond District, to the east beyond I-580, Oakland and Emeryville to the north, Brookfield and City of Alameda to the west and 105<sup>th</sup> Avenue and Sobrante to the south.

**Table 3: AC Transit Routes with Coliseum BART Stops**

| Route       | Bus Line                                   | Peak frequency | Off-Peak frequency | Operation<br>WD (Weekday)<br>WE (Weekend)       |
|-------------|--|----------------|--------------------|---|
| 45          | Coliseum BART – Foothill Square            | 15 min         | 30 – 60 min        | WD: (5:30AM – 11:00PM)<br>WE: (7:15AM – 8:00PM) |
| 46          | Coliseum BART – Diamond District           | 15 - 30 min    | 30 min             | WD: (5:30AM – 7:00PM)                           |
| 49<br>49M/X | Fruitvale BART – Coliseum BART             | 15 min         | 30 min             | WD: (6:00AM – 7:00PM)                           |
| 56          | Seminary Avenue – 90 <sup>th</sup> Avenue  | 15 min         | 30 – 50 min        | WD: (5:00AM – 8:00PM)<br>WE: (5:30AM – 7:30PM)  |
| 57C         | Emeryville Amtrak – Coliseum BART          | 15 min         | -                  | WD: (5:00AM – 7:30AM & 6:00PM – 8:00PM)         |
| 58          | Downtown Oakland – MacArthur Blvd. Express | 10 - 15 min    | 17 - 60 min        | WD: 24 Hours<br>WE: 24 Hours                    |
| 98          | Coliseum BART – 98 <sup>th</sup> Avenue    | 15 min         | 20 – 30 min        | WD: (5:45AM – 8:30PM)                           |
| 345         | Eastmont Mall – Foothill Square Owl        | -              | 60 min             | WD: (Midnight – 5AM)<br>WE: (Midnight – 5AM)    |

Data Source: 2002 DRAFT AC Transit Service Deployment Plan

In the future, a new Transit Center with bus stops and shelters supporting existing services will be provided along San Leandro Street and a Bus Rapid Transit service has been proposed along the International Boulevard corridor. Service changes planned for the future (subject to public outreach, necessary approvals and funding availability) include additional day, evening, and weekend services as follows:

- Route 46 will provide additional evening service from 7:00PM to 8:00PM with 30 minute headways.
- Routes 49 and 98 will provide additional weekend service from 7:00AM to 7:00PM with 30 minute headways.
- The Eastmont Transit Center to the Oakland Airport segment of Route 58 will become a separate route. This route will operate 7 days a week with daytime headways of 20 minutes, 30 minutes at night and 60 minutes during the owl period.

Though additional services are planned, they are not focused on increasing local feeder service to the Coliseum BART Station, which is especially needed to serve the isolated neighborhoods located southwest of the station. Feeder service provided by 15/25 seater shuttles may be appropriate in complementing AC Transit’s service.

#### **D. Auto**

In June 2002, the BART Board voted to allocate up to 25 percent of the parking spaces at BART

stations to fee-based monthly reserve parking. This plan, scheduled to take affect December 2002, will allow BART customers the option of reserving a parking space until 10AM for a monthly fee.

Today, unlike most other BART stations, parking at the Coliseum BART Station is not a key access constraint. There are approximately 1,030 free BART parking spaces that can be used by BART patrons. Recent windshield surveys show that 20 percent to 30 percent of the spaces are not used. The vacancy is due to the recent decline of BART ridership and people’s reluctance to park at a station with a high crime rate, a finding from the CPTED planning effort.

The most significant auto access issue at this station is inadequate drop-off zones along San Leandro Street. Currently there is a drop-off zone north of the station entrance on the east side of San Leandro Street. However, the location is not visible to BART riders and signage is poor. As a result, BART riders often use the AC Transit bus zones and are ticketed. This problem discourages drop-off activities and worse, discourages people from using the Coliseum BART Station and the BART system.

**Table 4: Parking Spaces**

| Type of Parking Space  | Spaces |
|------------------------|--------|
| Surface Spaces         | 932    |
| Accessible/Handicapped | 21     |
| Curb/Street            | 96     |
| Official BART          | 3      |
| Motorcycles            | 24     |

Source: BART Access Database

## V. ACCESS RECOMMENDATIONS

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

- Implement the transit village concept plan which includes approximately 800 units of housing and one million square feet of commercial/retail/entertainment;
- Create a network of safe walking routes to the station and improve public safety at the station;
- Implement the City of Oakland’s bike network and additional local bike routes in the Coliseum BART Station area, and provide sufficient number of bike lockers at the station;
- Increase transit feeder service to the station; and
- Develop a more efficient and convenient program that supports various transportation activities in front of the BART station entrance along San Leandro Street (e.g. AC Transit, AirBART, passenger drop-off, taxi and shuttle zones).

Table 5 and Map 2 detail the full list of access recommendations. Each recommendation addresses implementation and funding. However, the recommendations have not been prioritized based on any set criteria. The effectiveness of the access recommendations will be monitored and in turn will inform future prioritization.

All access improvements must be designed to meet or exceed BART standards and accommodate people with disabilities.

**Table 5: Access Improvement Recommendations**

| Mode                                  | Recommendation Map Reference Number and Description  | S/M/L Term* | Lead                  | Funding Tier and Source**  |
|---------------------------------------|--|-------------|-----------------------|--|
| <b>WALK</b>                           |  |             |                       |  |
| <b>Access to Station</b>              | W1: <b>69<sup>th</sup> Avenue</b> (from San Leandro to International) - Provide pedestrian facilities, continuous clear walking pathways, curbcuts, safe street crossings, streetscape improvements and wayfinding signs.  | S, L        | City of Oakland       | Tier 2: OHA, Safe Routes to School   |
|                                       | W2: <b>San Leandro Street</b> (from Seminary to 85 <sup>th</sup> Avenues) - Same as W1 plus surveillance cameras, upgraded rail crossings at cross streets, and countdown and audible signals at 69 <sup>th</sup> and station entrance.  | S, M, L     | City of Oakland       | <b>PARTIALLY FUNDED (Capital \$1.1M)</b><br>Tier 1: MTC, AC Transit, City of Oakland |
|                                       | W3: <b>75<sup>th</sup> Avenue</b> (from San Leandro to Hamilton) - Same as W1.   | M           | City of Oakland       | Tier 3: TBD  |
|                                       | W4: <b>Hegenberger</b> (from Hawley to International) - Provide continuous sidewalks, streetscape improvements and wayfinding signs.   | M           | City of Oakland       | Tier 3: TBD  |
| <b>Pedestrian Safety Improvements</b> | W5: <b>Security Cameras</b> – Maintain recently installed security cameras and system.   | S, M, L     | BART                  | <b>FUNDED (O/M \$)</b><br>Tier 1: BART   |
|                                       | W6: <b>Lighting</b> - Upgrade the lighting within the parking lot to provide a minimum maintained level of .75 foot-candles, 5 to 6 feet above the lot surface. Extend the lighting along the "No Name" and Snell Streets from the BART parking lot entrance road which parallel Hegenberger to 75 <sup>th</sup> Avenue. | S           | BART                  | Tier 2: BART, City of Oakland  |
|                                       | W7: <b>Street Crossing</b> – Provide safe pedestrian crossings on Snell Street by the station entrance from the parking lot.   | M           | City of Oakland, BART | Tier 2: BART   |
|                                       | W8: <b>Protective Railing</b> – Install protective railings along the Hegenberger ramps.   | M           | Caltrans              | Tier 3: TBD  |
|                                       | W9: <b>Traffic Safety</b> - Study and implement appropriate traffic safety and calming measures on 66 <sup>th</sup> Avenue from San Leandro to International.  | M           | City of Oakland       | Tier 3: Safe Routes to School  |
|                                       | W10: <b>Railroad Crossing</b> – Pursue a new rail crossing from Snell Street to the BART station.  | S, M        | City of Oakland, BART | Tier 3: TBD  |

|  |  |   |                                       |  |
|--|--|---|---------------------------------------|--|
| <b>Transit-Oriented Development Guidelines</b> | W11: <b>Residential Development</b> - Provide high density residential near the station.   | L | OHA, BART, City of Oakland, Developer | <b>PARTIALLY FUNDED (Capital \$34M)</b><br>Tier 3: Developer, OHA, City of Oakland |
|  | W12: <b>New Street</b> - Create a new street (72 <sup>nd</sup> Avenue) on the west side of San Leandro Street to provide a more direct pedestrian link between the new Capitol Corridor station and the BART station entrance. | L | City of Oakland, Developer            | Tier 2: Developer, City of Oakland   |

| <b>BIKE</b>              |  |      |                           |             |
|--------------------------|--|------|---------------------------|-------------|
| <b>Access to Station</b> | B1: <b>San Leandro Street</b> - <ul style="list-style-type: none"> <li>• Provide a bike routes and/or paths (consider purchasing the UP right of way) and wayfinding signs.</li> <li>• Provide traffic light bike sensitive loops at San Leandro and 75th Ave.</li> <li>• If new traffic signals are installed, consider providing bike loop detectors when appropriate.</li> </ul>  | M, L | City of Oakland           | Tier 3: TBD |
|                          | B2: <b>66<sup>th</sup> Avenue, 69<sup>th</sup> Avenue, Hegenberger and Snell Street</b> ( <i>from the Coliseum Neighborhood and beyond to the station back entrance</i> ) - <ul style="list-style-type: none"> <li>• Provide bike lanes or routes and wayfinding signs.</li> <li>• Upgrade rail crossings and street pavement conditions.</li> <li>• Include 69<sup>th</sup> Avenue and Snell Street in the City's Bike Plan.</li> </ul> | L    | City of Oakland, Caltrans | Tier 3: TBD |
|                          | B3: <b>75<sup>th</sup> Avenue, and Snell Street</b> ( <i>from the Elmhurst neighborhood to the station back entrance</i> ) - <ul style="list-style-type: none"> <li>• Provide bike lanes or routes and wayfinding signs.</li> <li>• Include 75<sup>th</sup> Avenue and Snell Street in the City's Bike Plan.</li> </ul>  | L    | City of Oakland, BART     | Tier 3: TBD |
|                          | B4: <b>Edes Avenue and 85<sup>th</sup> Avenue</b> ( <i>from the Brookfield neighborhood and beyond to San Leandro Street</i> ) - <ul style="list-style-type: none"> <li>• Provide bike lanes or routes and wayfinding signs.</li> <li>• Upgrade rail crossings and street pavement conditions.</li> <li>• Include Edes Avenue and 85<sup>th</sup> Avenue in the City's Bike Plan.</li> </ul>   | L    | City of Oakland           | Tier 3: TBD |

|  |   |         |                  |  |
|--|---|---------|------------------|--|
| <b>Access to Station, cont.</b>                | B5: <b>BART to Bay Trail</b> – Develop and implement a pedestrian/bike path that will further encourage foot/bike traffic along the new planned retail street leading to the Capitol Corridor station.  | S, M, L | Alameda County   | <b>FUNDED (Planning \$)</b><br>Tier 3: Alameda County, ABAG                |
| <b>Bike Parking</b>                            | B6: <b>Bike Lockers</b> - <ul style="list-style-type: none"> <li>Replace the existing locker with a new perforated metal bike locker.</li> <li>Provide at least 5 additional metal perforated bike lockers which provide a total of 10 parking spaces.</li> </ul>         | S       | BART             | Tier 2: BART   |
| <b>Promotion</b>                               | B7: <b>Free Brochure</b> - Develop a Bike & BART systemwide brochure that illustrates the regional bike network to all BART stations.   | M       | BART             | Tier 3: MTC, BART  |
| <b>Transit-Oriented Development Guidelines</b> | B8: <b>Future Bike Parking</b> - In the transit village, along Snell Street, accommodate bike parking. If demand is sufficient, develop a Bike Pavillion or Station.  | M, L    | BART             | Tier 2: Developer, BART  |
| <b>TRANSIT</b>                                 |   |         |                  |  |
| <b>AC Transit Service Improvements</b>         | T1: <b>AC Transit Center</b> - Provide new bus stops and shelters along San Leandro Street in front of the BART station. The bus shelters should accommodate wheel chairs. "Rotating tube" display cases with bus schedules will also be installed.                       | S       | AC Transit       | <b>FUNDED (Capital \$600,000)</b><br>Tier 1: AC Transit                    |
|  | T2: <b>Bus to BART Indicator</b> - Develop a "Bus to BART" visual indicator to display at bus stops.  | M       | AC Transit       | Tier 2: TBD  |
|  | T3: <b>Service Expansion</b> - Provide additional AC Transit night, owl and weekend service.  | L       | AC Transit       | Tier 3: AC Transit   |
|  | T4: <b>Bus Rapid Transit (BRT)</b> – If the BRT project is implemented, locate a BRT stop on International Boulevard between 66 <sup>th</sup> Avenue and Hegenberger.   | L       | AC Transit       | <b>FUNDED (Planning\$)</b><br>Tier 3: TBD                                  |
| <b>New Feeder Service</b>                      | T5: <b>Shuttle Study</b> - Conduct a neighborhood shuttle planning study and seek funding for implementation. Especially examine the needs of the Brookfield, Columbian and El Sobrante neighborhoods. All new service options will complement existing transit services. | S       | BART, AC Transit | Tier 2: TBD  |
|  | T6: <b>Capitol Corridor</b> - Construct a new Capitol Corridor station west of San Leandro Street, approximately north of 73 <sup>rd</sup> Avenue.  | S       | Capitol Corridor | <b>FUNDED (Capital \$4.5M)</b><br>Tier 1: Oakland, State and Federal Funds |

|                                     |  |         |                  |   |
|-------------------------------------|--|---------|------------------|---|
| <b>New Feeder Service, cont.</b>    | T7: <b>Oakland Airport Connector</b> - Construct the Edgewater BART Station as part of the Oakland Airport Connector Project.                        | M       | BART             | <b>FUNDED (Capital \$12M)</b><br>Tier 1: Private Sector |
| <b>Transit Transfer Improvement</b> | T8: <b>Universal Fare Card</b> – Support efforts to develop universal fare instruments (e.g. Translink and FastPass) for all transit systems.        | L       | MTC              | Tier 3: MTC   |
| <b>Information</b>                  | T9: <b>Real-Time Transit Information</b> – Use GPS technology to provide passengers with real-time arrival information for buses, shuttles and BART. | L       | BART, AC Transit | Tier 3: BART, AC Transit                                |
| <b>Loading Zones</b>                | T10: <b>Signage</b> - Provide clear signage for Paratransit, Bus, AirBART, shuttle loading zones.  | S       | BART             | Tier 2: BART  |
|                                     | T11: <b>Bus Facility Capacity</b> – Work closely with transit operators to accommodate sufficient bus service to the BART station.                   | S, M, L | BART             | Tier 1: BART, Transit Operators                         |

| <b>AUTO</b>                                    |  |         |                                 |  |
|--|--|---------|---------------------------------|--|
| <b>Access to Station</b>                       | V1: <b>Wayfinding Signs</b> - Install wayfinding signs on International Blvd., San Leandro Street, 66 <sup>th</sup> Avenue and Hegenberger, I-880 to the station.  | S, M, L | City of Oakland, Caltrans, BART | Tier 2: TBD  |
| <b>BART Parking</b>                            | V2: <b>Dedicated Spaces</b> – Designate carpool parking spaces based on demand.  | S       | BART                            | Tier 1: BART   |
|  | V3: <b>Special Events Parking</b> - Continue to charge for special events during evenings and weekends and utilize revenue for access improvements.  | S       | BART                            | <b>FUNDED (O/M\$)</b>  |
|  | V4: <b>Real Time BART Parking Information</b> – Provide real-time information at the BART parking lot and/or garage on availability of spaces.   | L       | BART                            | Tier 3: BART   |
|  | V5: <b>Highway and Arterial Real Time Parking Information</b> – Provide real-time information about BART parking availability on key auto access routes.   | L       | Caltrans, City of Oakland       | Tier 3: Caltrans, City of Oakland                              |
|  | V6: <b>Enforcement</b> – Enforce appropriate usage of BART parking.  | S       | BART                            | Tier 2: BART   |
| <b>Loading Zones</b>                           | V7: <b>Drop-off Zone</b> - Designate a safe and convenient drop-off locations for pick-up and drop-off on San Leandro and Snell approximately between 71 <sup>st</sup> and 74 <sup>th</sup> Avenues and provide clear signage. | S       | BART                            | <b>FUNDED (Included in Project W2 funding)</b><br>Tier 1: BART |
|  | V8: <b>Signage</b> - Provide clear signage for taxi zone.  | S       | BART                            | Tier 1: MTC  |
| <b>Transit-Oriented Development Guidelines</b> | V9: <b>Future BART Parking</b> - Relocate BART parking to the west side of San Leandro Street. Consider providing additional BART parking to support BART expansion projects.  | L       | BART, City of Oakland           | Tier 3: City of Oakland, Developer                             |

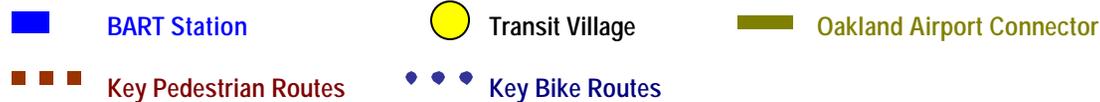
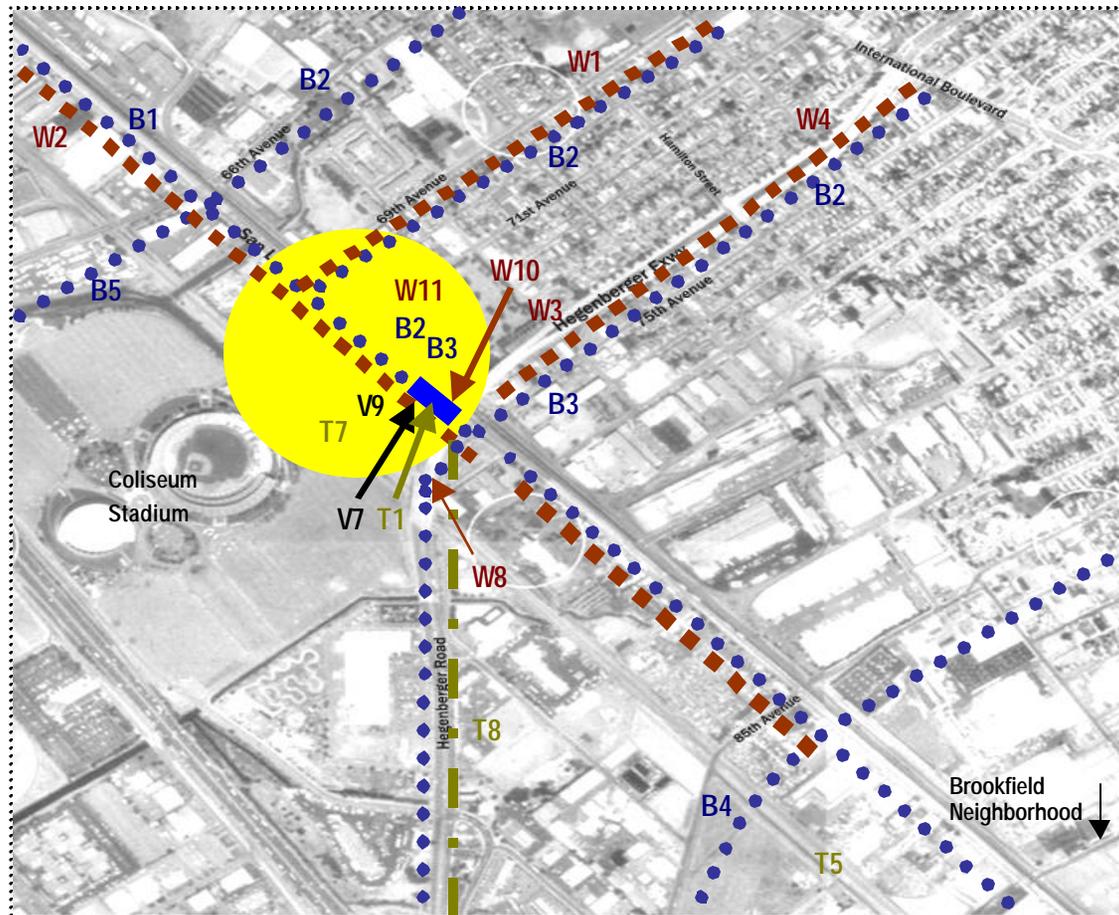
|   |  |      |                       |  |
|---|--|------|-----------------------|--|
| <b>Transit-Oriented Development Guidelines, cont.</b> | V10: <b>Future Loading Zones</b> - Provide BART ADA parking and Drop-off zones along Snell Street.   | L    | BART                  | Tier 2: Developer                        |
| <b>ALL MODES</b>                                      |  |      |                       |  |
| <b>Intermodal Information Center</b>                  | A1: <b>Information Center</b> - Designate a transit information center at the BART station. Display transit and bike maps, real-time transit information, and other access brochures and publications. | M    | BART                  | Tier 3: BART                             |
| <b>Station Identity and Orientation</b>               | A2: <b>Wayfinding System</b> – Install signs (e.g. BART Pathfinding Sign) directing BART passengers on all modes of transportation to and from the BART station and other major local destinations.    | S, M | BART, City of Oakland | Tier 2: BART, City of Oakland, Developer |
|   | A3: <b>Visual Improvements</b> - Provide landscaping and other visual improvements (e.g. public art) that will beautify the station.   | M, L | BART                  | Tier 3: BART                             |

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

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

Available Non-BART funding sources that may be appropriate for access improvements include *Alameda County Measure B and City of Oakland Coliseum Redevelopment Bond*

## Map 2: Access Plan Recommendation and Future Development Highlights



### WALK

#### Key Pedestrian Routes to Station

- W1: 69<sup>th</sup> Avenue
- W2: San Leandro Street
- W3: 75<sup>th</sup> Avenue
- W4: Hegenberger Road

#### Other Key Improvements

- W8: Protective Railings on Hegenberger Road
- W10: Railroad Crossing to the Station
- W11: Transit-Oriented Residential Development

### BIKE

#### Key Bike Routes to Station

- B1: San Leandro Street
- B2: 66<sup>th</sup> and 69<sup>th</sup> Avenues, Hegenberger and Snell Streets
- B3: 75<sup>th</sup> Avenue and Snell Street
- B4: Edes and 85<sup>th</sup> Avenues
- B5: BART-to-Bay Trail

### TRANSIT

#### Key Recommendations

- T1: AC Transit Center
- T5: Shuttle Study
- T7: Capitol Corridor Station
- T8: Oakland Airport Connector

### AUTO

#### Key Recommendations

- V7: Passenger Drop-Off Area
- V9: Future BART Parking