



FRUITVALE BART STATION ACCESS PLAN August 2002



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Bay Area Rapid Transit
Planning Department

I. PLAN SUMMARY

A. EXISTING CONDITIONS

The Fruitvale BART station area is rapidly changing. Two years ago, a number of local agencies embarked upon an ambitious effort to both revitalize the Fruitvale community and to take advantage of the presence of the BART station in the neighborhood. This effort includes the construction of the Fruitvale BART Transit Village by the Fruitvale Development Corporation (a subsidiary corporation of the Spanish Speaking Unity Council), a new intermodal bus facility built by BART, and reconfigured intersections and corridors on Fruitvale Avenue and E. 12th Street initiated by the City of Oakland.

In the near future, BART and its partners will reap the benefit from these projects due to the improved access to the Fruitvale BART station. The upcoming Transit Village will provide a direct pedestrian connection from the International Boulevard commercial district to the station entrance. In addition, this project includes a BikeStation which will provide additional bicycle storage capacity for local residents. A new BART parking garage will reduce parking spillover on residential streets. In addition, AC Transit plans to provide increased transit services by adding two new routes and by placing transit schedules and system maps near bus waiting areas.

Despite these improvements, there are other access-related issues beyond the Fruitvale BART Transit Village project. These issues include unfavorable pedestrian and bicycle environments along arterial roadways around the station area and potential circulation conflicts with bicyclists, pedestrians and automobiles on BART property. This access plan describes the conditions by mode and recommends action or summarizes upcoming efforts to address these problems in the recommendation chart.

B. RECOMMENDATIONS

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

- Support the Fruitvale BART Transit Village and corresponding amenities to improve access to the BART station for pedestrians and bicyclists;
- Identify appropriate infrastructure to create a network of safe walking and bicycle routes to the station linking with other paths, lanes, routes and major destinations in the area;
- Enhance transit services and amenities at the station; and
- Facilitate automobile, bicycle and pedestrian circulation around the station area through signs or traffic signals.

II. ACCESS PLAN DEVELOPMENT

A. Background

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

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

In accordance with these goals, the BART Board directed staff to prepare three Comprehensive Station Plans and eleven additional Access Plans for stations throughout the BART system. These plans 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. In the 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. A Comprehensive Station Plan would encompass a more complete integration of station access, station area development and internal station capacity projects.

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

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. Wilson, Ph.D., AICP, Transportation Consultant, 2001

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

C. Process

The development of the Station Access Plans began with a systematic information gathering effort. Relevant data included: ridership, mode split, on-going access activities and programmed capital improvements. The station area scan included land use, demographics, existing plans and pending local improvement 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 Fruitvale Station Access Plan, the following partners were consulted through a series of meetings and conversations.

Review of Local and Regional Plans

- City of Oakland General Plan (Land Use and Transportation Element)
- City of Oakland Pedestrian Master Plan
- City of Oakland Bike Master Plan
- City of Oakland Capital Improvements Program
- Alameda County Countywide Bicycle Plan
- City of Alameda Transportation Plan
- Draft AC Transit Service Deployment Plan
- AC Transit Short Range Transit Plan
- Coliseum Redevelopment Plan
- Fruitvale Development Corporation documents
- City of Oakland Grant Application for Community Transportation Plan

Stakeholder Outreach

- Unity Council (Fruitvale Development Corporation)
- City of Oakland (Pedestrian Safety Project, Public Works)
- AC Transit Accessibility Advisory Committee

Input from BART Departments and Partner Agencies

- BART (Customer Access, Transit System Development, Real Estate, Engineering, Marketing and Research, Police, System Capacity, Operations)
- BART Accessibility Task Force
- BART Bicycle Task Force
- Alameda-Contra Costa Transit District (AC Transit)

II. CURRENT CONDITIONS AND FUTURE CONDITIONS

A. Station Setting

The Fruitvale BART station lies just two blocks away from International Boulevard, the heart of the Fruitvale commercial district. The station and parking lots are south of Fruitvale Avenue and west of E.12th Street. The station can be accessed directly from 33rd, 34th and 35th Avenues. These roadways intersect with major corridors in the neighborhood including E. 12th Street, International Boulevard, Fruitvale Avenue and San Leandro Street. Residential neighborhoods, small commercial, retail and auto related uses can be found on surrounding streets with more high density and retail land uses concentrated along International Boulevard and Fruitvale Avenue. The mixture of shops, restaurants and markets complement the fast growing and vibrant community.



The construction of the Fruitvale BART Transit Village will complement existing land uses, stimulate additional community development and to provide a greater connection between the commercial district and the BART station. The Transit Village project, initiated by the Spanish Speaking Unity Council (Unity Council) and built by the Fruitvale Development Corporation (FDC), will be a mixed-use development on 15-24 acres of land east of the Fruitvale BART station. The first phase of the Transit Village will include 47 housing units, office space, community services and retail spaces that will be adjacent to the station entrance. At the center of the project is a pedestrian plaza, lined with small shops and restaurants that will extend from International Boulevard to the BART station. FDC expects the first phase of the Transit Village to be complete by late 2003.

In support of the Fruitvale Transit Village project, the City of Oakland and BART reconfigured their respective infrastructure to accommodate future pedestrian and traffic patterns.

The City of Oakland projects included:

- Reconfiguring the intersection of Fruitvale Avenue and San Leandro Street
- Installing new traffic signals on Fruitvale Avenue
- Narrowing E. 12th Street from four to two lanes between 33rd and 37th Avenues

BART projects included:

- Redesigning the bus intermodal facility
- Consolidating passenger drop off/pick up and taxi drop off/pick up areas



B. Future Development

In addition to the Transit Village construction, there are other public infrastructure improvements planned for the Fruitvale BART station area. In late 2002, the City of Oakland will add medians on International Boulevard between 33rd and 35th Avenue and extend the pedestrian plaza on 34th Avenue between E. 12th Street and International Boulevard. During this time, BART will construct a five story-parking garage to replace the surface parking spaces that are displaced by the Transit Village construction. BART will also install four bus shelters within the bus intermodal facility.

C. Community and Rider Demographics

Fruitvale Neighborhood Demographics

The Fruitvale neighborhood is characterized by a diversity of population, which contributes to its strong ethnic character. The 2000 Census figures show that the Fruitvale neighborhood contains approximately 55,722 people, an increase of 15% from 1990. The Fruitvale community is the most densely populated residential area in the City of Oakland. Within one mile of the Fruitvale BART station, there are approximately 11,373 households, which equates to approximately 5.85 households per acre. According to the Unity Council, the Fruitvale neighborhood has experienced increases in household size over the years, yet there has been almost no increase in housing stock. Consequently, this has created problems of overcrowding and declining housing quality.

The Fruitvale community consists of 46 percent Latinos, 21 percent Asian and Pacific Islanders, 16 percent African-Americans, 8 percent Caucasians and 1 percent Native Americans. The Fruitvale neighborhood is a mixed-use neighborhood in which most daily needs can be met without a car. The 2000 Census figures estimate that 26 percent of residents living within one-mile of the station do not have access to an automobile.

BART Ridership Demographics

As shown in the *AM Home Origins* map, passengers who use the Fruitvale BART station originate from surrounding neighborhoods as well as from the City of Alameda.

The following is a brief summary of the Fruitvale BART passenger demographic information¹.

- 38 % has household incomes of \$30,000 or less compared with 21 percent systemwide.
- At least 60 % are female.
- Approximately 54 % are ages 25-44, similar to the system rider profile.
- 16 % are 18-24 years of age compared to 9 % for all BART riders.
- 14 % of BART riders classify themselves as disabled.²
- At least 31% are African American compared with 15 % systemwide, and 16 % are of Hispanic³ origin compared with 12 percent systemwide.

The greatest demographic differences were apparent when comparing AM peak BART demographics with community residents living within one mile of the station. As mentioned above, patrons of Hispanic origin make up 16 percent of AM Peak patrons; however this same ethnic group makes up 56 percent of the population living within one mile of the station.

¹ 1998 Station Profile Survey, BART and 2000 Census Data

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

³ "Hispanic" refers to ancestry and not race

Fruitvale Ridership Trends

In Fiscal Year (FY) 2002, the average weekday daily exits at the Fruitvale BART station was 7,196, a 39 percent increase from FY 1997. However, the FY 2002 ridership was about 12 percent less than last year's ridership, which reflects the impact of the recent economic downturn. By 2010, BART staff estimates that ridership at the Fruitvale BART station to increase by 13%, although this could vary considerably depending on the economy. Additional ridership that may be generated by future developments including the 2003 San Francisco Airport Extension, as outlined in the previous section are not included in this projection. Also, while the estimates are still being determined, the proposed BART extension to Milpitas, San Jose and Santa Clara is also expected to increase ridership (and access needs) at this station when it opens around 2012.

During the morning commute hours, Fruitvale BART is most often the point of entry to the system for many residents, rather than a destination. Approximately 49 percent of BART patrons entering the Fruitvale BART station travel to downtown San Francisco and 5 percent to downtown Oakland. The 1998 BART Station Profile survey reveals that 75 percent of Fruitvale BART patrons use BART for work and 9 percent for school in the morning.

D. Mode Split

As the access mode split chart shows, 39% of the Fruitvale riders access the station by drive alone automobile, a figure consistent with the systemwide average. Because the majority of riders originate from surrounding neighborhoods and in the City of Alameda, more people are likely to take transit, ride a bike, or be dropped off. Table 2 shows that transit, bicycle and drop off mode splits are higher than the systemwide average. However, the proportion of riders who walk is somewhat low when compared to the systemwide average.

Table 2: Home Origin Access Mode Split

Mode	Fruitvale	Systemwide
Walk	18.0%	23.0%
Bike	4.0%	2.0%
Transit	28.0%	21.0%
Drop off	12.2%	5.0%
Carpool	8.2%	11.0%
Drive Alone	39.0%	38.0%

Data Source: 1998 Station Profile Survey, BART, A.M. and P.M. Trips

IV: OPPORTUNITIES AND CONSTRAINTS

This section evaluates the opportunities and constraints in the Fruitvale BART station area by mode. Given the density of the Fruitvale neighborhood and upcoming Transit Village near the station, there are additional opportunities to encourage walking, biking and riding transit. However, in order to realize this potential, the following access issues needs to be addressed. The following matrix outlines the recommendations that BART and other stakeholders are making by mode.

A. Walk

The primary impediment to walking to and from the Fruitvale BART station is the conflicts with vehicular traffic along surrounding corridors, especially during commute hours. To access the Fruitvale BART station, one must travel across at least one major corridor such as Fruitvale Avenue, International Boulevard, San Leandro Street or E.12th Street. The combination of population growth, a largely pedestrian oriented community and vehicular traffic has created conflicts between vehicles and pedestrians. Consequently, the Fruitvale community has the highest concentration of pedestrian vehicle collisions in the City of Oakland outside of downtown. According to the City of Oakland's Pedestrian Master Plan, 13 percent of the City's pedestrian collisions with automobiles have occurred along International Boulevard. The Unity Council has attempted to address pedestrian safety by securing funding for medians, bulb outs, and streetscape improvements on International Boulevard. Also, the future transit village will provide a direct pedestrian connection from the International Boulevard commercial district to the BART entrance.

Additional strategies for increasing the walk mode share are:

- Creating a pedestrian friendly environment along on Fruitvale Avenue, especially at busy intersections such as International Boulevard and 9th Street.
- Installing pedestrian indicators on existing traffic signals at Fruitvale Avenue and International Boulevard.
- Making pedestrian safety improvements (such as maintaining continuous sidewalks and wayfinding signs) on Fruitvale Avenue and San Leandro Street.

- Supporting future efforts to improve pedestrian safety on major corridors around the Fruitvale BART station.

B. Bike

The same problems with roadways characteristics and obstacles seen for pedestrians make bicycle riding to or from the station difficult. Due to the lack of designated bike lanes on roadways, bicyclists either use the road or ride on the sidewalk to access the BART station and other destinations in the Fruitvale community. Consequently, the arterial corridors in the community have high accident rates for bicyclists. In the five-year period from 1996-2000, for example, there were 16 bicycle/vehicle collisions on Fruitvale Avenue alone. Despite this environment, there are other strategies to increasing bicycle usage at Fruitvale BART. These strategies include:

- Encouraging BART and other stakeholders to identify opportunities to maximize bicycle access to the future BIKESTATION and BART bicycle storage facilities from all directions around the Fruitvale BART station.
- Promoting the BIKESTATION at the Fruitvale Transit Village
- Establishing a visible wayfinding network to guide bicyclists to the appropriate pathways to and from the Fruitvale BART station
- Supporting the City of Alameda’s effort to maintain and improve its bicycle lane and route network on the Tilden Way corridor.
- Supporting the City of Oakland’s effort to establish a comprehensive bicycle lane and route network on major roadways such as International Boulevard, Fruitvale Avenue (north of E.12th Street), San Leandro Street, E.12th Street and 35th Avenue.

C. Transit

Nine AC Transit bus routes serve the Fruitvale station. The service area of these routes includes surrounding neighborhoods in Oakland, the International Boulevard corridor and the City of Alameda. Near the Fruitvale BART station, AC Transit also operates one Transbay route, the “KH”, on Bancroft Avenue (during commute hours) and the “82” line on International Boulevard. The 82 line, which

Table 3: AC Transit with stops at Fruitvale BART

Route	Bus Line	Peak Frequency	Off-Peak Frequency	Hours of Operation
12	MacArthur BART to Fruitvale BART	15 min		6:30 AM-7:00 PM
44	38 th MacArthur to Fruitvale BART	15 min	30 min	6:00 AM-7:00 PM
47	55 th & MacArthur to Fruitvale BART	30 min	30 min	6:00 AM-7:30 PM
48	Tompkins & Carson to Fruitvale BART	30 min	30 min	6:00 AM-7:30 PM
49	Fruitvale BART to Coliseum BART	15 min	30 min	6:30 AM-7:00 PM
50	Fruitvale BART-Alameda	30 min	30 min	5:45 AM-12:00 AM
53	Fruitvale BART-Fruitvale Avenue-Chabot Center	30 min	30 min	5:45 AM-9:30 PM
54	Fruitvale BART Merritt College	10 min	15 min	6:15 AM-10:10 PM
62	Wood Street- Fruitvale BART-Alameda	15 min	15 min	7:00 AM-11:45 PM

carries at least 25,000 passengers each day, is one of the heavily used transit routes in the system. In the future, AC Transit intends to introduce new transit services to the Fruitvale community, including

- Route 19, a proposed new service that will operate from the Fruitvale BART Station, through the West Oakland BART station to the El Cerrito Plaza BART station.
- Route 43, an existing service between El Cerrito and East Oakland (Eastmont Mall), is proposed to operate from El Cerrito BART station to Fruitvale BART via Alameda under a reconfigured route.
- Route 82L, an existing service that currently bypasses the Fruitvale BART station, will be reconfigured as AC Transit's Bus Rapid Transit line from Downtown Berkeley to Bay Fair BART via Telegraph Avenue and International Boulevard.

Once construction of the BART parking garage begins in late 2002, AC Transit buses will be rerouted to exit on San Leandro Street. In discussions with AC Transit and BART staffs there still are outstanding issues related to handling both bus and automobile traffic in the intermodal areas. Several issues include preventing automobiles from entering the bus bay area and controlling automobile circulation near the parking garage entry and exit point at 33rd Avenue (near San Leandro Street).

As mentioned above AC Transit intends to implement Bus Rapid Transit service (through the 82L line) on International Boulevard. Although the Unity Council, has taken account of transit enhancements on this corridor, AC Transit and the Unity Council should explore the exact placement of BRT stops near the Transit Village. Because Fruitvale BART is a transit hub, the placement of a bus stop near the Fruitvale BART station will enhance intermodal connectivity between BART and AC Transit.

D. Auto

Parking for BART patrons at the Fruitvale BART station is provided at two surface lots on BART property and one surface lot just north of Fruitvale Avenue. Collectively, these lots contain 1,070 spaces, including 131 mid-day spaces. All unrestricted spaces are occupied by 7:00 AM. According to the latest BART's field survey on parking utilization at the station, at least 30 vehicles are parked in the mid-day parking lot by 9 a.m.

This year, BART will begin constructing a five-level garage to replace the parking spaces lost from the transit village construction. The garage will be built on the west side of the BART tracks next to Fruitvale Avenue. The garage will yield BART with a net gain of over 400 parking spaces. When completed, the parking garage will include two new entry/exit areas and possibly a direct pedestrian pathway, along the structure side facing E.12th street, from Fruitvale Avenue to the planned walkway leading to the station entrance.

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

V. RECOMMENDATIONS

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

- Support the Fruitvale BART Transit Village and related developments to improve access to the BART station for pedestrians and bicyclists;

- Identify appropriate infrastructure to reduce auto conflicts and create a network of safe walking and bicycle routes to the station;
- Enhance transit feeder service and amenities at the station; and
- Facilitate automobile, bicycle and pedestrian circulation around the station area through signs and traffic signals;
- Enhance multimodal connectivity.

Table 4 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 accommodate people with disabilities.

Table 4: Fruitvale BART Station Access Improvement Recommendations

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
WALK				
Transit Village Implementation	W1: <u>Streetscape Improvements</u> - Construct traffic medians and upgrade sidewalks on International Boulevard between 33 rd and 35 th Avenues. (4)	S	FDC City of Oakland	FUNDED: (\$1.6 million)
	W2: <u>Pedestrian Plaza</u> The Transit Village will create a pedestrian plaza between the BART station entrance and E. 12 th Street.	S		FUNDED: Fruitvale Village Project
	W2a: <u>Pedestrian Plaza to International Boulevard</u> FDC will convert 34 th Avenue to a pedestrian oriented street to provide a link from the pedestrian plaza at E. 12 th Street to the retail district on International Boulevard.	S	FDC	FTA Grant to Fruitvale Development Corporation
Safety and Crossing Improvements	<u>Fruitvale Avenue</u> W3: Support the Oakland Pedestrian Safety Project’s effort to develop a transportation plan, which will document existing transportation inequities in the Fruitvale community. (1,5)		City of Oakland	TLC grant, Environmental Justice Grant (est. \$210,000)
	<u>International Boulevard</u> W4: Encourage the City of Oakland to add countdown signals to existing traffic signals. W4a: Explore the feasibility of installing traffic signals at intersections that experience significant pedestrian traffic. (1,7)	L	City of Oakland	Tier 2

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

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
BIKE				
Promotion	B1: Free Brochure - Develop a systemwide brochure that illustrates regional bicycle route connections to all BART stations. (1)	S	BART	Tier 3: MTC, BART
Bike Parking	B2: BIKESTATION -Work with the Unity Council to open and promote the BikeStation. (1)	S	FDC	Tier 1: CMA, FDC, FTA \$800,000
	B3: Bicycle Storage -When construction is completed, create a “Bike Pavilion” with both Class 1 and Class 2 bicycle parking in the free area from where existing bike lockers/racks are located to the substation. (2)	L	BART	Tier 3: \$300,000
	B4: Secure Facilities - Create well lit areas for racks and lockers to reduce the amount of theft.	L	BART	
Bike Lanes	B5: Fruitvale Avenue Corridor - <ul style="list-style-type: none"> Repaint the bike lanes along Fruitvale Avenue from Alameda Avenue to San Leandro Street. (1,6) Identify resources to remove debris from bicycle lanes. 	L M	City of Oakland	Est. \$8,400 @ \$20,000/ Mile
	B6: Bike Network - Support the City of Oakland’s effort to develop a network of bike lanes and routes around the Fruitvale BART station.	L	City of Oakland	
Access to Station from Alameda	B7: Railroad Crossing -Smooth out uneven surfaces at grade rail crossings on Fruitvale Avenue to facilitate safer pedestrian and bicycle travel . (1,5)	?	Union Pacific	\$150,000 (\$50,000/ crossing)
	B8: Bay Trail to BART - Develop and implement a pedestrian/bike signage network that will further encourage foot/bike traffic between the Bay Trail and Fruitvale BART station.	M	City of Oakland	
	B9: Access Through BART parking lot area -Work with City to improve pedestrian crossing of 35th Avenue from BART station to the south parking lot. For bicycle access, widen median opening to the width of the crosswalk.	M	City of Oakland	

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

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
BIKE				
Bicycle Access	B10: <u>Access through BART parking garage entry/exit area</u> - Create a pathway in front of the BART parking garage to accommodate both pedestrian and bicycle traffic coming from Fruitvale Avenue.	S	BART	
	B11: <u>Access from 33rd Avenue</u> - Design the (east) 33 rd Avenue entrance to safely and conveniently facilitate bikes traveling to and from the future BIKESTATION by using bicycle left turn pockets, curb cuts, high visibility crosswalks, and/or two way bicycle channels. This will be the main gateway to the future BIKESTATION for those traveling from the east.	S	BART	Tier 1: BART
Bike Wayfinding	B12: <u>Transit Village Pedestrian Plaza Area</u> - Work with the City and the Unity Council to discuss if and how bicycle travel through the new pedestrian plaza (on from 34 th Avenue) can be minimally altered to accommodate bicycle travel. (see Recommendation #5, #6)	S	BART FDC	
	B13: <u>Signage</u> - Work with the City to provide bicycle wayfinding signage to and from the station on the routes detailed in the Fruitvale Bicycle & Parking Access Plan. (2)	S	City of Oakland BART	Tier 2
	B14: <u>Signage on San Leandro Street</u> - Install signs to direct north and southbound bicyclists travelling to the BIKESTATION via San Leandro to access the station area through 35 th Avenue (2)	S	City of Oakland BART	Tier 2
Bike Facilities/Amenities	B15: Monitor demand for bike lockers after the opening of the BikeStation, and provide additional lockers or relocate excess lockers, as needed. (See recommendation #2 in Bike Plan)	L	BART	Tier 3: \$1,200/locker
	B16: Ensure that the overall bicycle parking supply is not reduced, even temporarily, by construction at the Station. (see Recommendation #3)	S	BART	Tier 1
	B17: <u>Bicycle Loop Detectors</u> - Work with the City to provide bicycle-sensitive loop detectors for the new signal at 33 rd and 35th Avenues and San Leandro Street.(2)	TBD	City of Oakland	

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

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
TRANSIT				
AC Transit Service Improvements	T1: Feeder Service- AC Transit may establish two additional bus routes (19 and 43) that will originate from the Station and serve Alameda, Oakland, and Berkeley, Albany and El Cerrito. (9)	S	AC Transit	Tier 3: AC Transit
Local Shuttle Studies	T2: Alameda based Shuttle Study- Support a shuttle study that would provide local transit service (complimentary to existing AC Transit service) from the City of Alameda to the Fruitvale BART station.(5)	S	City of Alameda AC Transit	
	T3: Fruitvale Avenue Shuttle Study- Support the Fruitvale community's effort to explore the feasibility of a special shuttle service along Fruitvale Avenue connecting to the BART station. (5)	S	City of Oakland Unity Council	
Bus Facility	T4: Bus Facility Capacity- Work closely with AC Transit and the Fruitvale Development Corporation to determine the appropriate unloading and loading zone for new feeder/shuttle service arriving at the Fruitvale BART station.	M		Tier 3: AC Transit City of Alameda
Bus Rapid Transit	T5: Bus Rapid Transit Service- AC Transit designated International Boulevard as the Bus Rapid Transit (BRT) express bus service from Berkeley to Bay Fair BART. (8) T5a: BRT Bus Stop- Support the placement of a Bus Rapid Transit Stop near the Transit Village pedestrian plaza entrance on International Boulevard. (1)	M	AC Transit FDC	Tier 3: AC Transit
Bus Intermodal Facility	T6: Bus Shelters- BART will install four bus shelters (that can accommodate wheelchairs) in conjunction with the construction of the parking garage. (1,7)	S	BART	Tier 1:
	T7: Bus Facility Signs- Install two "bus only & auto only" sign to face vehicle flow on 35 th Avenue. (1)	S	BART	Tier 1:
AC Transit Amenities	T8: Visually impaired transit information - Install Braille/raised print route identifiers on stop poles	S	AC Transit	Tier 1: AC Transit

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

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
TRANSIT				
	T9: Transit Amenities - Install small display cases (8 x 22) and provide bus schedules. (6)	S	AC Transit	Tier 1: AC Transit
Information	T10: Real-Time Transit Information – 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
AUTO				
Parking Capacity	V1: Parking Garage - BART will construct a 4 level parking structure to replace the parking spaces displaced by the Fruitvale Transit Village.	S	BART	Tier 1: STP (Fed) STIP (State) and Measure B (county) \$7.9 million (4 level) + \$2.5 million (soft costs) Est. total: \$10.5 Million.
Validated Parking	V2: Enforcement – Enforce appropriate usage of BART parking.	S	BART	Tier 2: BART
Parking Security	V3: Security Cameras Explore the feasibility of installing security cameras in the parking garage and on the surface parking lot (located north of Fruitvale Avenue). Install signs throughout parking area warning that cars are being monitored.	M	BART	Tier 2
Carpool Spaces	V4: Dedicated Carpool Spaces - Allocate parking spaces for carpools within the BART built parking garage or existing surface parking lot. Designate carpool parking spaces based on demand and BART's parking policy.	S	BART	
Paratransit Spaces	V5: Allocate spaces for paratransit operators in the temporary accessible parking lot after transferring the accessible parking to the BART parking garage area. (1)	S	BART	Tier 2

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

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
ALL MODES				
Intermodal Information Center	A1: Information Center - Designate a transit information center at the BART station. Display AC Transit and bike maps. Provide other access brochures and publications in languages spoken in the community (1)	S-M	BART AC Transit	Tier 2: BART
	A2: BART /AC Transit fare media - Work with the Unity Council to ensure that Transit Village and local residents have access to child, senior and disabled BART tickets and AC Transit fare media. (1,6)	S	BART AC Transit Unity Council	
Station Identity and Orientation	A3: Wayfinding System – Install signs (e.g. BART Pathfinding Sign) directing BART passengers on all modes of transportation to and from the BART station and other major local destinations.	S, M	BART, City of Oakland	Tier 2: BART, City of Oakland, Developer
	A4: Visual Improvements - Provide landscaping and other visual improvements (e.g. public art) that will beautify the station.	M, L	BART	Tier 3: BART

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

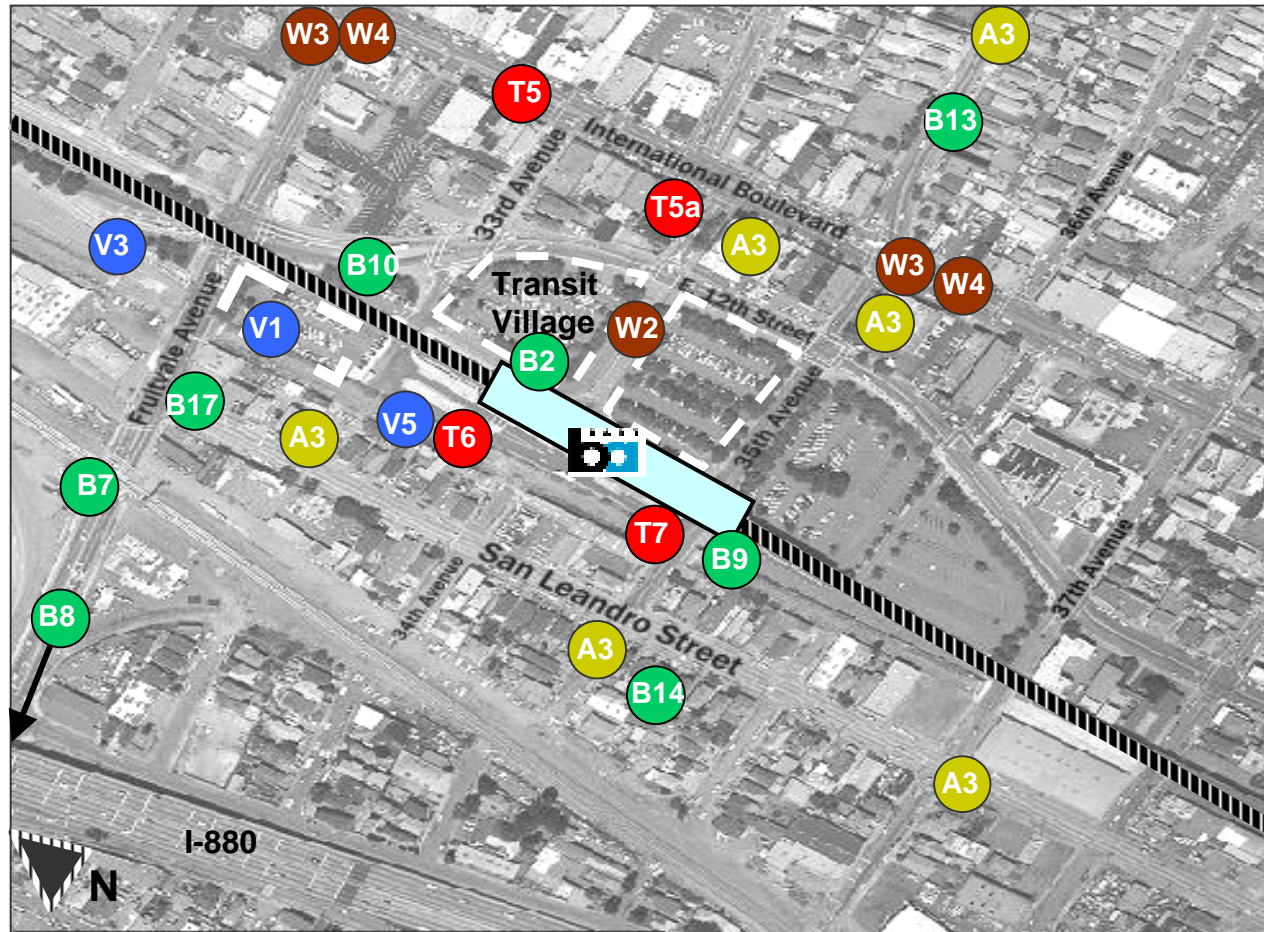
** Funding Tiers:
Tier 1 Existing BART Resources and/or Non-BART funds
Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds)
Tier 3 Future BART Revenues TBD and/or Non-BART funds

** Funding source opportunities:

A. Source Footnotes

1. BART staff
2. BART Bicycle Access and Parking Plan 2002
3. Alameda Countywide Bicycle Plan – draft
4. BART's Short Range Transit Plan/Capital Improvement Program 2002
5. City of Oakland/Alameda staff recommendation
6. Community input
7. AC Transit's SRTP 2002/Service Deployment Plan

MAP 2: ACCESS PLAN RECOMMENDATION AND FUTURE DEVELOPMENT HIGHLIGHTS



WALK

Access to Station

- W2: Pedestrian Plaza to International Boulevard
- W3 & W4: Pedestrian Safety/Crossing Improvements on International Boulevard

BIKE

B2: BIKESTATION

Bicycle Access

- B5: Fruitvale Avenue Bike Lanes
- B7: Railroad Crossing
- B8: Bay Trail to BART signage
- B9: Access through BART parking lot
- B10: Access through BART parking entry and exit area
- B13: Wayfinding signage
- B14: Signage on San Leandro Street
- B17: Bicycle Loop Detectors

TRANSIT

- T5: Bus Rapid Transit Service
- T5a: Bus Rapid Transit Stop
- T6: Bus Shelters
- T7: "Bus Only Signs"

AUTO

- V1: BART parking lot
- V3: Security Cameras
- V5: Paratransit Parking Spaces

ALL MODES

- A3: Wayfinding System

Existing BART Line