

MACARTHUR

PLANNING In preparation for the proposed transit village project, a Capacity Plan was prepared for the MacArthur BART station in 2005. BART continues to coordinate with AC Transit as part of its proposed Bus Rapid Transit (BRT) project that would serve the station area. In addition, a multi-modal station access plan will be developed as part of the transit village project.

MacArthur BART Station Westside Pedestrian Enhancement Project: In 2002/2003, the City of Oakland and BART received a Caltrans Environmental Justice Grant to explore alternatives for improving pedestrian access from neighborhoods located west of the freeway to the BART station. Recommendations have been developed with input from the MacArthur BART station community and the project was completed in spring 2004. Consistent with these recommendations, the City of Oakland was awarded TLC capital funding to improve 40th Street, and the project partners are seeking additional funds for implementation.

DEVELOPMENT The City of Oakland, BART and the MacArthur Citizens Planning Committee (CPC) have been working in partnership since 1993 to develop the MacArthur BART station area into a safe, vibrant, pedestrian-scale mixed-use transit village. A major goal of the partnership is to mend the community split in two by the freeway's infrastructure through a comprehensive development effort. This effort includes complete redevelopment of the east parking lot, enhancements to 40th Street adjacent to the station and crossing under Interstate 980, and infill development and streetscape improvements along Martin Luther King, Jr. Way.

In the summer of 2003, BART and the City of Oakland received authorization to issue a new private development solicitation. Five proposals were received in response to the request for proposals. An evaluation committee comprised of BART staff, City staff and community representatives identified a preferred development team. Both the City of Oakland and the BART Board then authorized exclusive negotiations with a development team consisting of Aegis Realty, Bridge Housing and Shea Properties. In addition, in August 2003, the BART Board authorized exclusive negotiations for a mixed-use project with a property owner adjacent to BART's property at the corner of 40th Street and Martin Luther King, Jr. Way.

The City of Oakland has secured \$500,000 in Alameda County Congestion Management Agency grant funds to conduct the EIR/EIS process and for schematic designs of the BART garage and other public infrastructure as part of any transit-oriented development proposed on the east side of the station. An environmental consultant has been retained by the City to conduct this effort. Next steps include environmental analysis, fiscal analysis, evaluation of development alternatives, and public-private financing arrangements.

ACCESS IMPROVEMENTS In March 2005, the BART Board approved the institution of parking fees at stations which had sold 15% of the parking spaces at the stations for reserved parking, or where the local jurisdiction had requested that a daily parking fee be established. The daily parking fees are or will be at ten east bay stations including the MacArthur station. The initial starting daily parking fee at the station is \$1 per day. Monthly, single day, and airport/long-term parking permits can also be used at the station.

As part of the “Art at BART” program, and in conjunction with the elevator work at the station (see below), artist Mark Adams has created new murals for station walls. The art installation was completed in winter 2002-2003 and was honored along with the inauguration of the elevators at a ceremony conducted in June 2003. In addition, the bike improvements made at the station have been color coded to complement the art.

The District is installing accessible fare gates to accommodate the access needs of customers in wheelchairs, bicyclists, and others with luggage.

REINVESTMENT This station had new energy efficient lighting fixtures and lamps installed throughout the station in 2004 and the parking lot in 2005 as part of ongoing station renovation program activities. This station has also had upgraded replacement, ADA-compliant platform edge tiles installed.