SAN LEANDRO BART
STATION ACCESS PLAN
August 2002

Contents…

Bay Area Rapid Transit
Planning Department

I. PLAN SUMMARY

A. Existing Conditions

The San Leandro BART station is located in the central portion of the City of San Leandro within a quarter-mile of the City's Downtown. The area surrounding the station presents an opportunity for creating a vital pedestrian-oriented district, but also suffers from major impediments due to physical obstacles cutting the station off from adjacent neighborhoods or developable land.

The station serves local residents from throughout the City and from Oakland neighborhoods east of Interstate 580. Employees of local businesses coming from their homes in other parts of the Bay Area, also utilize the station commuting to work, in particular to the western marina district of the City.

Concerted planning efforts by City and BART staff over the last three years around the San Leandro station have resulted in a framework for access improvements and transit-oriented development. The *Central San Leandro/BART Area Revitalization Strategy* utilized a community-based process to define opportunities and actions that connect BART to the City's Downtown, guide infill development, and create a pedestrian-oriented environment. The City simultaneously updated its General Plan and adopted amendments to the redevelopment plan in which the station is located.

New office buildings, senior housing and other recently completed development around the station is energizing the revitalization process. Meanwhile, the BART Board of Directors authorized the issuance of a Request for Proposals for development of BART property, expected for distribution during FY '03.

The City recently received a MTC *Transportation for Livable Communities* capital grant for $1.0 million to build a key pedestrian link to Downtown as defined in the *Revitalization Strategy*. Other submittals for access-related capital grants are similarly focused on streetscape improvements and redesign of the BART intermodal plaza directly east of the station. The City of San Leandro Redevelopment Agency is considering a bond issue to help fund the balance of proposed improvements in the area. Next steps for BART staff include working with the City on preliminary engineering and design for the station-related public spaces, plaza area and commuter parking facilities dedicated to BART patrons.

B. Recommendations

A range of recommendations resulted from these collaborative study efforts. The major focus is fostering the goals of the *Revitalization Strategy* and preparing for BART's upcoming transit-oriented development projects. Specific recommendations incorporated into this access plan include:

- Connect the BART Station to Downtown with strategic streetscape investments
- Redesign the station's entry plazas, bus intermodal and pick-up/drop-off areas
- Create a new design for a commuter parking garage that frees the land for development, is safely located and integrated with transit-oriented development
- Enhance bike routes within the station area while providing new bicycle facilities at the station
- Increase transit feeder service to the station, especially in neighborhoods east of I-580
- Strengthen the wayfinding network to guide patrons.

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 seek 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 mode 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. The San Leandro Station Access Plan builds upon several years of joint City and BART planning efforts, culminating in the *Central San Leandro/BART Area Revitalization Strategy*, adopted by San Leandro's City Council in 2000. The Plan was a community-based effort establishing a vision for Central San Leandro, focusing on transit-oriented development policy and conceptual plans for access improvements connecting BART with Downtown revitalization.

Input from BART Departments and Partner Agencies

- **BART** (Marketing and Research, Capital Grants, Customer Access, Operations, Transit System Development, Real Estate, Maintenance & Engineering, Capacity, Police, AFC, Safety and Community Relations)
- **City of San Leandro** (Mayor, City Council, City Manager, Planning, Redevelopment, Community Development, Public Works)
- **AC Transit** (Planning, Operations, Accessibility Task Force)

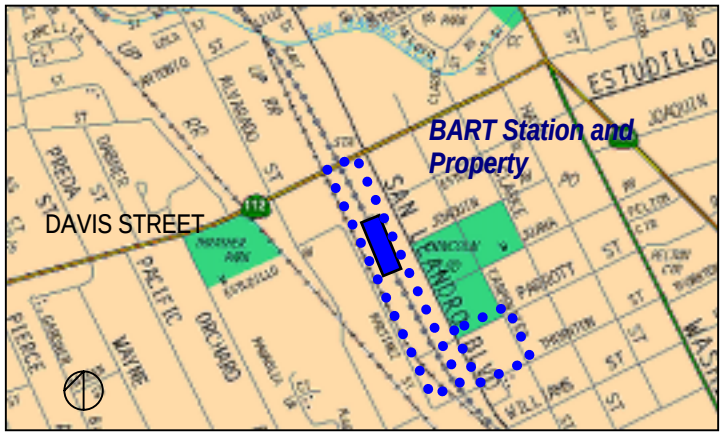
Review of Local and Regional Plans

- **City of San Leandro** General Plan
- **City of San Leandro** *Central San Leandro/BART Area Revitalization Strategy* and Redevelopment Area Plan
- **City of San Leandro** Capital Improvements Program
- **Alameda County** Countywide Bicycle and Pedestrian Plan
- **AC Transit** Service Deployment Plan
- **AC Transit** Short Range Transit Plan

III. CURRENT AND FUTURE STATION CONDITIONS

A. STATION SETTING

San Leandro Station's location within the City is along an historic north-south railroad corridor, which combined with Union Pacific freight rail lines, has formed barriers to access.



Like several BART stations located along formerly active railroad corridors, it is a stand-alone facility separated from surrounding neighborhoods and San Leandro's Downtown by surface parking fields, vacant or underutilized land and fenced railroad berms.

In general, the area's street transportation network consists of a hierarchical grid that tends to be heavily car-oriented in design and generally lacking pedestrian-oriented streetscape improvements.

To the direct north of the station is Davis Street, a major arterial leading from I-80 to the station and Downtown. Davis Street has had many improvements made to it in the recent past, including bicycle lanes, new signalization and enhanced crosswalks. San Leandro Boulevard bounds the BART Station to the direct east, another wide auto-oriented street whose redesign is addressed in the *Revitalization Plan*.

The center of the City's Downtown is approximately one-quarter mile east of the station, but is blocked by a 1970's redevelopment commercial project that forms a substantial pedestrian barrier.

To the northeast there are several new office developments adjacent to San Leandro Creek and the historic North Area Neighborhoods. The North Area neighborhood is characterized by grid street systems and a mix of period revivalist architecture seen in the majority of residential and institutional buildings. San Leander Church and its school are a prominent local landmark, located directly east across the street from the station property.

To the south is a mix of single and multi-family residential areas interspersed with low-density commercial uses. Directly west of the station, across the Union Pacific trackways is an important parcel of vacant land referred to as the Chang Property, next to an industrial business park abutted by residential neighborhoods.

The BART Station is bounded to the west by a combination of two at-grade and fenced-off Union Pacific railroad tracks, arterial and local streets, and parcels of land that are ripe for enhanced development. Thrasher Park, a City facility lies between the business park and Davis Street. Directly northwest of the station is office development and various commercial institutions, generally multi-story stand-alone buildings surrounded by surface parking fields.

Recent access-related improvements include those mentioned at the intersection with Davis Street. To the southeast of the station property is a number of smaller city streets providing direct access east to Downtown. Thornton Street and Williams Street cross the at-grade Union Pacific railroad tracks to connect with west-side neighborhoods and area of business properties.

A major multi-year effort led by the City with BART as its partner resulted in the *Central San Leandro/BART Area Revitalization Strategy*. This Access Improvement Plan is based upon the research, findings and policy guidelines set forth in the *Revitalization Plan* along with additional efforts focused upon preliminary engineering, public review and special needs assessments.

The illustration below shows station access improvements prioritized and endorsed by the *Revitalization Strategy* and for which funding strategies are being developed. The first such priority was for improvements on the most direct link between the BART Station and Downtown along West Juana Street. The City, with BART support, applied for and received a 2002 MTC Capitol Grant for $1.0 million for this first project. The concepts illustrated in the plan are based on several reports and analyses available for review but not included in this report.

B. FUTURE DEVELOPMENT

BART Station Area Transit-Oriented Development Concept

The *Revitalization Strategy* provides a conceptual site plan indicating how development and transit facilities could be arranged on the BART property and surrounding areas. This area is identified as the City's prime location for higher density mixed-use development; the Redevelopment Plan for the area has been amended and adopted by the City, with a minimum 35 dwelling units per acre (dua) residential policy and new designations for mixed use throughout the 125 acre area.

"Central San Leandro/BART Area Revitalization Strategy adopted 2000

The BART property consists of two parcels on either side of San Leandro Street. The east parking lot has been designated high density residential with potential ground floor retail commercial uses fronting the street facing the BART Station. The 200 units on the 2.2 acre site equate to 90 dua will be housed in a four-story structure with podium parking. Detailed design guidelines for housing and other infill development in the Station Area are set forth in the Plan, emphasizing references historic architecture and scale and promotion of a pedestrian streetscape environment.

BART commuter parking displaced by this development will be relocated in a parking structure shown adjacent to the station on the western surface parking area in the conceptual drawings. It is anticipated that this structure will be relocated once a developer becomes involved. One reason for this is increased the need for safety around transit stations according to BART Police. The remainder of the west lot will be reconfigured to provide an intermodal pedestrian plaza at the station entrances, a bus-only transit center and dedicated pick-up/drop-off, taxi, shuttle and paratransit loading areas.

C. COMMMUNITY AND RIDER DEMOGRAPHICS

San Leandro Station Area Neighborhood Demographics

The San Leandro BART station is located in Central San Leandro, just under ¼ mile from Downtown San Leandro. As of 2000, the population of Central San Leandro was approximately 6,400. By 2015, the population is expected to increase by 10%. The surrounding neighborhood consists of older single family homes, condominium and apartment complexes along with commercial uses along arterial streets.

In general, residents surrounding the San Leandro BART station are diverse. Approximately, 24 percent of residents living within one-mile of the station are of Hispanic origin[1]. The percentage of African American, Asian/Pacific Islander, and other ethnic groups collectively make up roughly 50 percent of the residents living within one-mile of the San Leandro BART station.

San Leandro Ridership Trends

In Fiscal Year (FY) 2002, the average weekday daily exits at the San Leandro BART station were 4,824, a 15.2 percent increase from FY 1997. However, the FY 2002 ridership is about 6 percent less than last year's ridership. Like other BART stations in the system, San Leandro's declining ridership reflects the current economic downturn in the Bay Area. However, by 2012 future ridership projections associated with the San Francisco International Airport and San Jose extensions predict ridership to increase by over 15 percent or more.

Future housing planned in neighborhoods around Central San Leandro, mixed use development activity adjacent to the station and local improvement projects to link the station to San Leandro's Downtown area will also contribute to increases in ridership at this station.

[1] "Hispanic" refers to ancestry and not race.

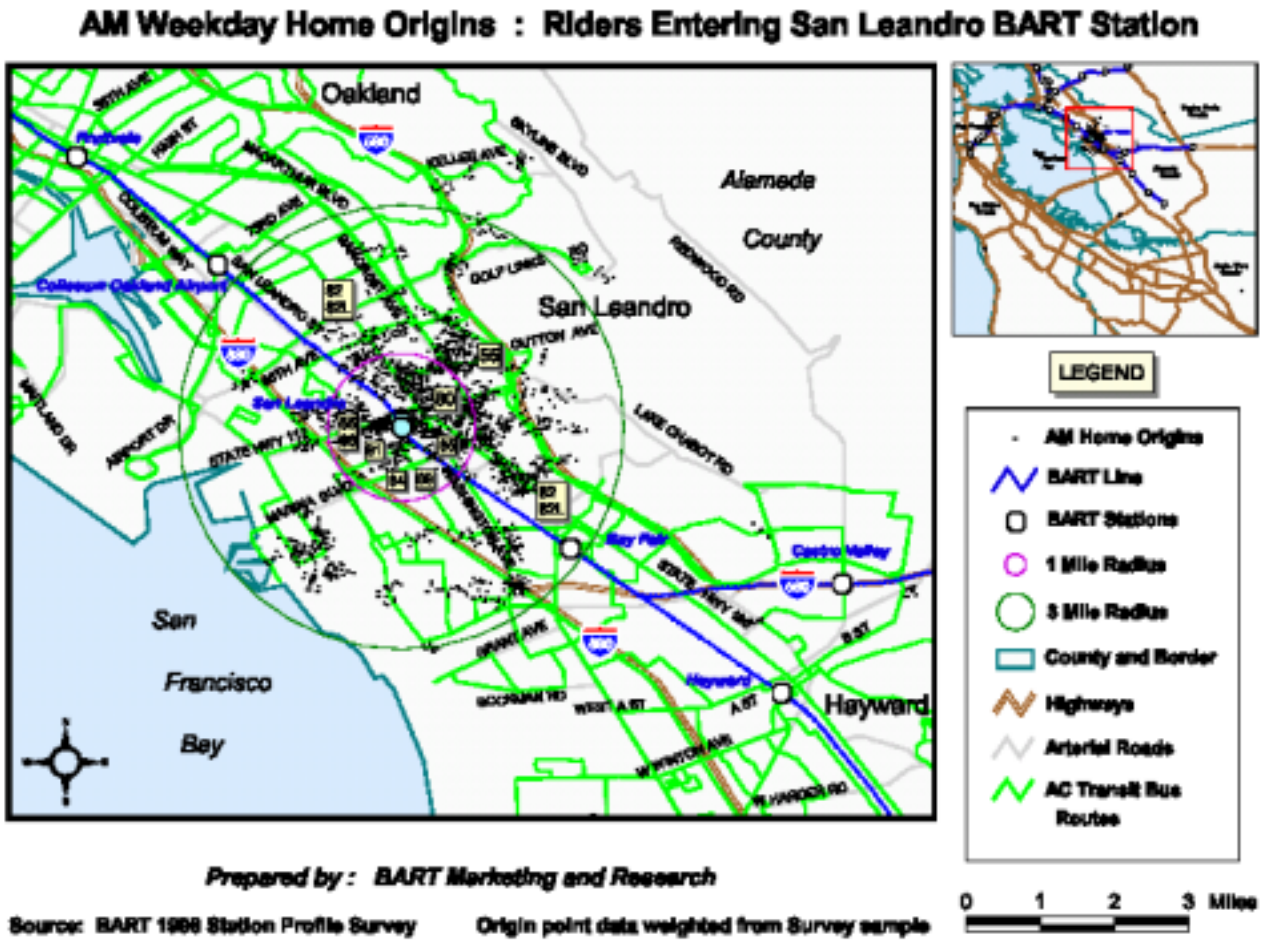
BART Ridership Demographics

As shown in the *AM Weekday Home Origins* map, passengers who use San Leandro BART station originate from bordering Oakland neighborhoods and the City of San Leandro with a concentration from the immediate neighborhoods. In general, San Leandro passengers tend to be older, working age, professionals, who use BART for work and the system five days a week. Approximately 37 percent are between the ages 45 to 54 compared with 33 percent systemwide. Over 60 percent are female and 12 percent classify themselves as disabled.

Notably, there is a higher ratio of older San Leandro riders: 7 percent are age 65 and over compared with 2 percent systemwide. Over 53 percent are Caucasian compared with 58 percent systemwide, 23 percent are African American compared with 15 systemwide, and 20 percent are Asian, similar to the systemwide ridership profile.

The San Leandro BART station functions like most East Bay BART stations with a work-related access pattern. During morning commute hours, San Leandro BART is most often the point of entry to the system for many residents, rather than a destination. In 2001, 44 percent of San Leandro BART's daily entries between 6:00 a.m. and 9:00 a.m. Of this percentage, 56 percent were headed to downtown San Francisco and 14 percent to downtown Oakland. The BART survey reveals that 74 percent were headed to work and 7 percent to school.

MAP 1: AM WEEKDAY HOME ORIGINS



D. MODE SPLIT

The *Access Mode Split* table[2] shows the modes used by riders to get from their homes to the San Leandro Station.

Table 2: Home Origin Access Mode Split

Mode	San Leandro	Rockridge	Systemwide
Walk	**18%**	**32%**	**23%**
Bike	**2%**	**3%**	**2%**
Transit	**15%**	**5%**	**21%**
Auto	**66%**	**58%**	**54%** **(38% is Drive Alone)**

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

The San Leandro station, like other BART stations in the East Bay, has a high propensity for access by car. According to the 1998 BART survey, approximately 66 percent arrive by automobile. The number of patrons that use non-vehicular modes of access is slightly below that of the systemwide average. (Note: the "Auto" category includes carpoolers and passenger drop offs)

Of interest is a comparison of San Leandro's 1998 mode split information with that of the Rockridge Station because many of the policies set forth by the *Central San Leandro/BART Area Plan* are guided by a similar urban design and development vision. A more compact, walkable urban environment with added residential adjacent to the San Leandro station will serve to affect mode split by reducing automobile reliance and increase the walk share.

Enhanced bus feeder services and a new transit center at the station could increase transit use. Better bicycle facilities and enhancements to local streets can serve the City and BART's goals for greater bicycle use as a means of access.

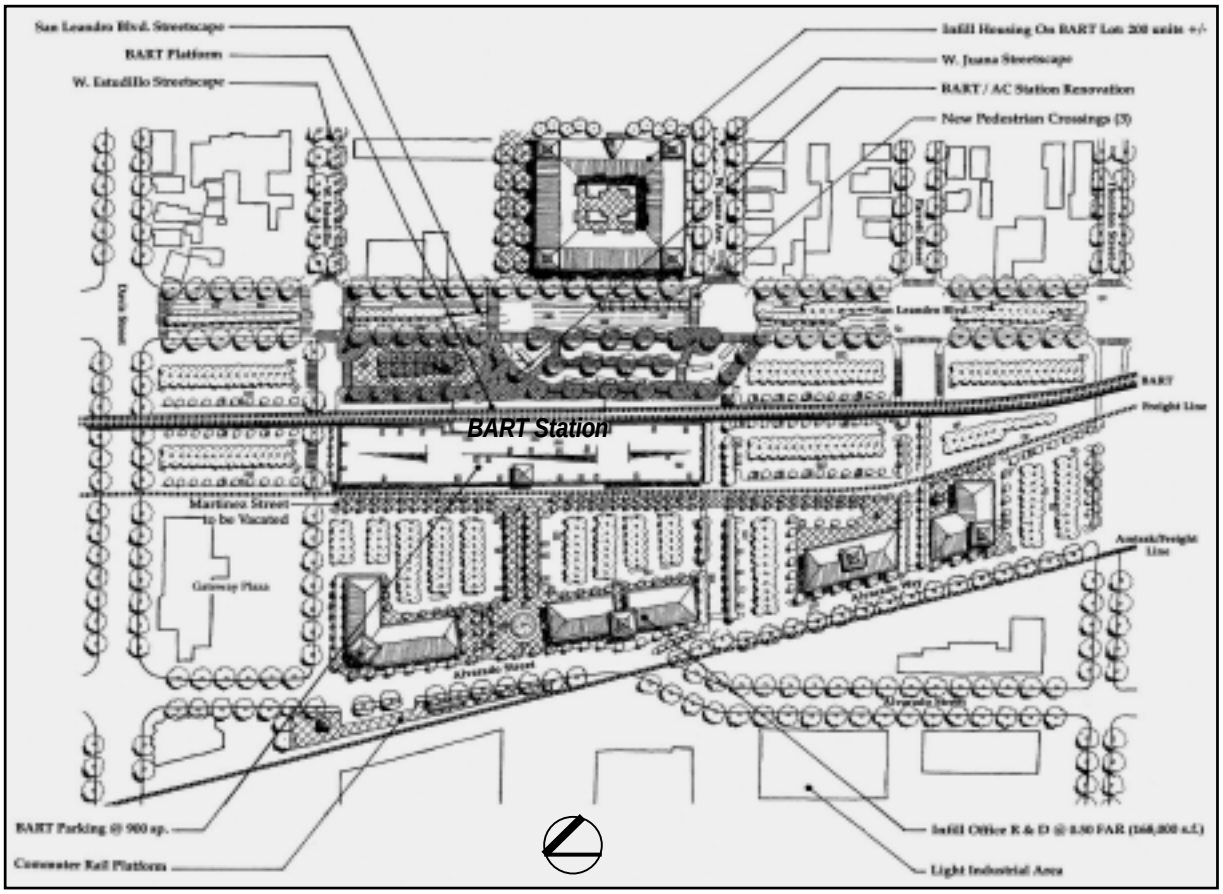
These mode access characteristics and comparative views provided a basis for defining opportunities and priorities of improvement.

[2] Mode split data is based on both AM and PM home-based trips to the station.

IV. Opportunities and Constraints

The City of San Leandro and BART have worked to address access issues and concerns through service research, site analysis and community workshops to understand where improvements can best increase patron experience while enhancing the City's Downtown. Defined capital improvement projects focus on connections between the BART station, Downtown San Leandro and adjacent neighborhood areas.

This section highlights the opportunities and constraints in the San Leandro BART station area by mode of access along key corridors.



Source: Central San Leandro/BART Area Revitalization Plan: Detail of BART Station-Related Public Improvements

STATION AREA ACCESS AND INTERMODAL FACILITIES

BART has worked with the City of San Leandro to clarify issues affecting all modes of access travel around and to the station and define issues for strategic solutions. Primary is improving the intermodal area, creating safe and convenient circulation patterns for pedestrians and automobiles, and building new station facilities. The current configuration of the station does not include a kiss and ride drop off area for BART patrons that is convenient to adjacent roadways. At present, patrons and taxis are directed to the west of the platform and faregate area by way of the parking lot. Public space improvements and wayfinding devices for patrons, especially those for persons with disabilities, are also on the agenda for prioritized improvements.

A. Walk

For pedestrians, the current configuration of existing key corridors creates unfavorable environment for walking. The primary problem is that many streets contain excess capacity for the automobile. Consequently, this environment encourages speeding and deters pedestrian usage. At many intersections, pedestrian crossing distances are long and signalized crossing times are short. For the elderly population and those with mobility problems, crossing within the allotted time is difficult. San Leandro Boulevard is configured with seven lanes of traffic; traffic analysis performed for the *Central San Leandro/BART Area Revitalization Strategy* defined how six lanes in front of the BART Station could accommodate traffic flow and allow public right-of-way redesignation.

Another key access corridor is Davis Street where pedestrians must cross at least one at-grade railroad crossing before entering the station. The proximity of operating railroad crossings to the station and pedestrian traffic within the area has proved fatal over the years; the most recent death of a young local resident who was walking near the track has been repeatedly referenced in community meetings focused upon neighborhood improvements. In response, the City has hosted safety awareness meetings with the community and entered into discussions with Union Pacific about long term safety improvements.

The City of San Leandro is strengthening pedestrian connections between downtown San Leandro and the BART station on West Estudillo and West Juana, and that between Alavardo Street and the BART station. The following reviews each respective corridor.

<u>West Estudillo Avenue</u>
West Estudillo Avenue provides a direct and historic link to Downtown from the BART Station. The two-lane street with often vacant two-hour angled parking, it has little in the way of pedestrian amenities. The Plan recommends corner bulb-outs and street tree planters to narrow the street. Pedestrian-scale light fixtures and consistent plantings will make the street more inviting. West Estudillo terminates at the Downtown Plaza shopping center, which would be upgraded to create an architectural gateway element as identified in the *Revitalization Strategy*. The West Estudillo Street project was recently funded by a capital grant through MTC's Transportation for Livable Communities program.

<u>West Juana Avenue</u>
West Juana Avenue, also providing a link to the Downtown area from the BART Station, is a 60'0" street with parallel parking on both sides. The City has determined the street has over-capacity and recommended improvements include adding a striped bicycle lane, corner bulbouts, a landscaped median and improved sidewalks with infill shade trees and new pedestrian-scale lighting. The *Revitalization Strategy Plan* calls for a designated bicycle route on West Juana between San Leandro Boulevard and Clarke Street to link BART and the Downtown Plaza shopping center.

Alvarado Street

Alvarado Street is characterized by vacant lots and parking areas. The *Revitalization Strategy Plan* seeks to create pedestrian and bicycle connections to BART and the Downtown for residents of new planned developments. Recommendations include street trees, pedestrian-oriented lighting and a designated bicycle route for Alvarado Street between San Leandro Creek and the railroad crossing south of West Estudillo.

B. Bike

Bicyclists face the same problems as pedestrians when accessing the station. The City of San Leandro enhanced bicycle access to BART over the years by painting bicycle lanes on San Leandro Boulevard and Davis Street and installing intensive bicycle lane signage. In the *Central San Leandro/BART Area Revitalization Strategy*, several key strategies are identified for improving bicycle access conditions around the station area.

Strategies include:

Linking segments of already defined bicycle routes along neighborhood streets to Downtown San Leandro, the BART station, and to communities west of the Union Pacific Railroad tracks.

Establishing new bicycle parking facilities within the new BART intermodal center

Incorporating BART's Bicycle Access and Parking Plan design guidelines (currently under development) into the renovation of the station area.

C. Transit

Currently, eight AC Transit routes serve the San Leandro BART Station. The service areas of these routes include Central San Leandro, neighborhoods along the Davis Street, San Leandro Boulevard and the E.14th Street corridor. As a way to complement existing transit service, the San Leandro Transportation Management Organization, initiated the development of a free shuttle service ("Links") between the San Leandro BART station and West San Leandro businesses in January 2002.

The shuttle operates every 15 minutes during the morning and afternoon commute hours. Although money has been allocated to operate the shuttle for two years, the City of San Leandro and funding partners anticipate that the service will attract a significant ridership base to justify the need for additional funding. At the same time, the City is also exploring opportunities to develop a residential neighborhood shuttle service to serve Downtown San Leandro and nearby communities.

In the coming years, AC Transit proposes new services to the San Leandro community through its newly adopted Central Service Plan. The major goals of service changes were to focus on linking civic facilities to existing routes and consolidate some others. The new service will provide additional day, evening and weekend service through seven routes to the San Leandro BART station as follows:

- **Route T12**, a cross town route, will operate between the Castro Valley BART Station and San Leandro BART Station via Castro Valley Boulevard, Lewelling Boulevard and Washington Avenue.
- **Route T13,** a new proposed circulator service will operate from the San Leandro BART Station to the Bayfair BART Station, through residential neighborhoods in the western portion of San Leandro.

- **Route T14,** a new cross-town route, would operate between Foothill Square in the City of Oakland and the Bayfair BART Station, via the San Leandro Marina by merging portions of existing Routes 55, 84, 66.
- **Route 82L,** an existing service serving the City of San Leandro via E.14th Street, will be a part of AC Transit's future Bus Rapid Transit service extending from Downtown Oakland to Bay Fair BART.

Table 3: AC Transit Routes with San Leandro BART stops

Route	Bus Line	Peak Frequency	Off-Peak Frequency	Hours of Operation
55	Dutton Avenue-Doolittle Drive	30	30	6:15 am-6:45 p.m.
66	Adams Avenue-Bayfair BART	30	-	6:30 am-6:30 p.m.
80	San Leandro BART-Castro Valley BART	30	30	7:15 am-7:45 p.m.
81	San Leandro BART-Hayward BART	60	60	6:20 am- 7:30 p.m.
82	West Oakland BART-Hayward BART	15	15	4:00 am-1:15 am
84	San Leandro-Castro Valley	30	30	6:30 am-8:00 p.m.
85	San Leandro BART-Hayward BART	30	60	6:00 am-7:15 p.m.

D. Auto

Currently, there are 1,234 parking spaces at the San Leandro BART station, most of which are occupied by 8:50 a.m. each weekday. When the BART parking spaces reach capacity, commuters often resort to parking on the surrounding neighborhood streets. This spillover effect prompted residents to request the City to designated restricted parking and/or permit parking on nearby streets. The City of San Leandro, in consultation with BART, plans to develop effective parking strategies to limit spillover impacts on communities near the station. One component of the strategy includes having the City use funding from the regional transportation plan to develop a new parking structure.

For motorists dropping off passengers, there is no convenient drop-off/pick-up area convenient to street frontages. Within the station area, internal circulation in the BART parking lot is unclear. Consequently, there are conflicts between patrons wishing to park and those dropping off passengers.

In June 2002, the BART Board voted to allocate up to 25 percent of the parking spaces at BART stations as fee-based monthly reserved parking. This plan, scheduled to take effect December 2002, will allow BART customers the option of reserving a parking space until 10:00 AM for a monthly fee.

V. RECOMMENDATIONS

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

- Connecting Downtown and the BART Station through strategic streetscape investments;
- Redesigning the station's entry plazas, intermodal and pick-up/drop-off areas and bus transit;
- Creating a new design for a commuter parking garage that frees the land for land development , is safely located and integrated with transit-oriented development;
- Enhancing bike routes within the station area while providing new bicycle facilities at the station;
- Increasing transit feeder service to the station, especially in neighborhoods east of I-580; and

- Strengthen the wayfinding network to guide patrons.

All of the recommendations in this report have been organized into a matrix that identifies access improvements by mode with information needed for implementation.

TABLE 4: SAN LEANDRO ACCESS RECOMMENDATIONS

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
WALK				
Access to Station	W1: **West Estudillo Pedestrian Link** • Implement pedestrian improvements to West Estudillo Street as identified in Central San Leandro/BART Plan.	S & L	City of San Leandro	Tier 1: MTC TLC Capital Grant (awarded 2002) $2.1 million
	W2: **San Leandro Boulevard** • Implement pedestrian improvements to West Estudillo Street as identified in Central San Leandro/BART Plan. • Redesign street with new medians, curb cuts, lane dimensions and sidewalks. • Create on-street bus intermodal area at BART station frontage. • Install new lighting and landscaping.	S & L	City of San Leandro AC Transit	Tier 1: San Leandro Tier 2: San Leandro, BART, AC Transit
	W3: **West Juana Pedestrian Link** • Implement pedestrian improvements to West Estudillo Street as identified in Central San Leandro/BART Plan. • Install pedestrian lighting. • Provide crossings with countdown and audible signals key intersections and station entrance.	S & L	City of San Leandro	Tier 2: San Leandro
	W4: **Alvarado Pedestrian Link** • Implement pedestrian improvements to West Estudillo Street as identified in Central San Leandro/BART Plan. • Upgrade SP rail crossings between Davis and Thorton Streets. • Install pedestrian lighting.	S & L	City of San Leandro	Tier 2: San Leandro

** (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**
WALK				
Pedestrian Safety Improvements	W6**: San Leandro Street Disabled Pedestrian Improvements** • Install street tactile "dot" elements around median cuts and other barriers to direct visually impaired/blind pedestrians to safe crossing. • Increase crossing time at key intersections and place crosswalk call buttons in locations/heights for wheelchair users. • Install Braille City info and transit signage on poles at all key intersections, bus stops, etc.	S & L	NA	Tier 1: San Leandro Tier 2: San Leandro, BART, AC Transit
	W7: **Railroad Crossing**: Improve at-grade SP and UP rail crossings at Williams and Davis Streets to the BART station.	L	NA	Tier 3: TBD
Transit Village Implementation	W8: **Lighting**: 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.	S	BART	Tier 2: BART
	W9: **Transit Village**- Implement development recommendations of Central San Leandro/BART Plan, including: • Develop new high-density residential units near the BART station. • Activate major street frontages with new retail and amenities. • Proceed with proposed BART joint development residential project.	L	BART, City of San Leandro, Developers	Tier 1: BART RFP for Development Tier 2: City RFP for Development Tier 3: Developers; San Leandro; BART
BIKE				
Promotion	B1**: BART & Bikes Brochure-** Develop a systemwide brochure that illustrates regional bicycle route connections to all BART stations as defined in the BART Systemwide Bike Plan.	S	MTC, BART	Tier 3: MTC, BART

** (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				
Bike Facilities/ Amenities	B2**: <u>BART Station Facilities</u>**: • Install bike stair channels at the station.	S	BART	Tier 2: BART
Bicycle Parking	B3: **<u>Bike Parking</u>**: • Clarify modes of travel for bicyclists during redesign of station plaza spaces. • Enhance 14 existing lockers for 28 spaces with new metal lockers and add 11 more for an addition of 22 spaces. • As demand increases and in concert with design engineering for the station intermodal area, develop a Bike Pavilion as recommended by the BART Systemwide Bike Plan.	L	BART	Tier 2: BART
Bicycle Access	B4: **<u>Bike Routes/Lanes</u>** • Develop and/or enhance existing on-street bike lanes, bike paths, and bike routes for the following key access routes: - Davis Street - San Leandro Street - San Leandro Creek Multi-Modal Path - Williams Street – Study • As new traffic lights are installed along key bike routes, provide bike signal activation as appropriate.	L	City of San Leandro	Tier 3: San Leandro, State (SB1555-Torlakson); Prop. 42; TFCA; State TBA; MTC TLC

** (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	B5: **Union Pacific Bike Route**- Develop a new bike route along the Union Pacific right of way per City recommendations.	L	City of San Leandro	Tier 3: TBD
	B6: **Railroad Crossing Upgrade**- Upgrade Southern Pacific & Union Pacific rail crossings on Davis Street (2 crossings) and on Williams Street.	L	City of San Leandro, UPRR	Tier 3: TBD$150,000 *($50,000 each)*
	B7: **Bicycle Parking Guidelines**-Provide bike parking (lockers and racks) in new development occurring in the BART station area. Freestanding bike parking should be included as streetscape improvements occur in conjunction with civic institutions in the station area.	S & L	City of San Leandro, Developer	Tier 1: San Leandro Tier 2: Developer
TRANSIT				
Loading Zones	T1: **Signage**-Provide clear and accessible signage for Paratransit, Bus and shuttle loading zones on San Leandro Street and within BART Station area.	S	BART	Tier 2: MTC, Caltrans
Feeder Service	T2: Coordinate with new AC Transit Service Plan connections to major civic facilities.	S	AC Transit, BART	Tier 1: AC Transit, BART
	T3: **"Links" Shuttle Service**- Assess implemented initial phase of San Leandro Marina shuttle to work locations.	Complete	Shuttle Service Group	Tier 1: MTC, BART, business$50,000
	T4: **Downtown/Residential Shuttle Study** Conduct a neighborhood shuttle study that would examine the access needs of selected San Leandro neighborhoods. All new service options will complement existing transit services. T4a: Implement recommendations of shuttle study.	S	City of San Leandro, AC Transit	Tier 2: Caltrans or BAAQMD$50,000

** (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	T6: **Bus Rapid Transit (BRT) Connection to BART** – If the BRT project is implemented, locate a BRT stop on E. 14th near Estudillo pedestrian link.	L	AC Transit	Tier 3: TBD
	T7: **Street Transit Improvements**- Implement proposed intermodal transit improvements along San Leandro Blvd.	S	AC Transit	Tier 2: MTC TLC
	T8: **Streetscape Transit Amenities**- Install new bus shelters that accommodate wheelchairs. Install "rotating tube" and Braille display cases and provide new maps/bus schedules.	S	AC Transit	Tier 1: AC Transit, San Leandro
	T9: **Additional Feeder Service**- Provide additional night and weekend service.	L	AC Transit	Tier 3: 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
Transit Transfer Improvement	T11: **Universal Fare Card** – Support efforts to develop universal fare instruments (e.g. Translink and Fastpass) for all transit systems.	L	MTC	Tier 3: MTC

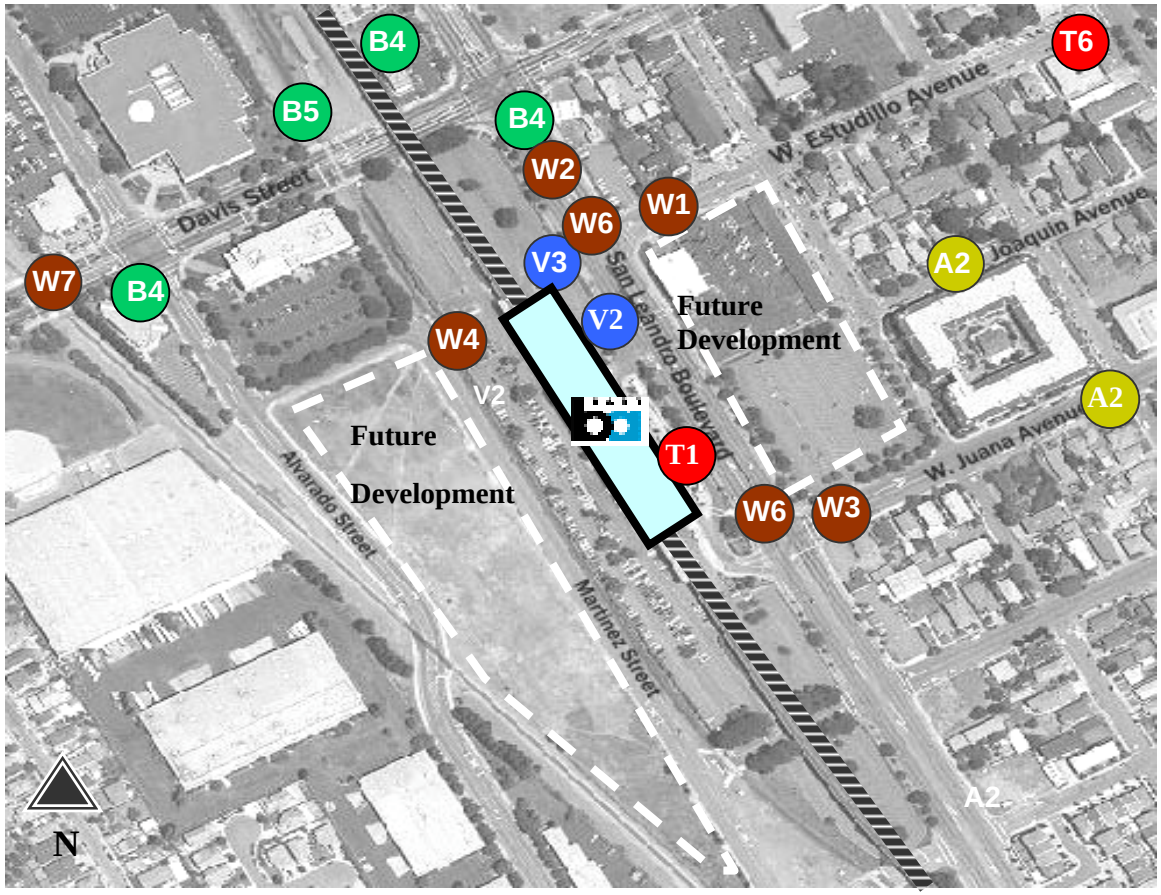
** (S) Short Term = Up to 2005 , (M) Medium Term = 2006 to 2010 , (L) Long Term = 2010 and After*

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier and Source**
AUTO				
BART Circulation	V1: **Circulation Plan**- Design new circulation system that complements the conceptual layout of Central San Leandro/BART Plan.	S , L	BART	Tier 2: TBD
Loading Zones	V2: **Signage/Circulation improvements** • Provide clear signage for taxi zone. • Improve circulation within passenger drop-off lot on Davis Street and provide clear signage.	L	BART	Tier 2: BART
Parking Spaces	V3: **Carpool Spaces**-Designate carpool parking spaces based on demand and BART's parking policy.	S	BART	Tier 1: BART
	V4: **Pay for Parking**-When parking demand is appropriate, restripe to increase parking spaces and charge for parking.	L	BART	Tier 2: BART
Transit Village Implementation	V5: **Parking Capacity**-Resolve location of replacement parking garage to enhance walk access, auto circulation and future development. Consider supporting parking needs of BART expansion projects with additional floors.	L	BART	Tier 2: BART, San Leandro, Developer
ALL MODES				
Intermodal Information Center	A1: **Information Center** - 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
Station Identity and Orientation	A2: **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 San Leandro	Tier 2: BART, City of San Leandro
	A3: **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: Alameda County Measure B, San Leandro, BART Parking Fees.

SAN LEANDRO STATION AREA
ACCESS PLAN RECOMMENDATIONS



Existing BART Line

WALK

W1: West Estudillo Avenue Pedestrian Link
W2: San Leandro Boulevard Improvements
W3: West Juana Avenue Pedestrian Link
W4: Alvarado Avenue Pedestrian Link
W6: San Leandro Boulevard Disabled Pedestrian Improvements
W7: Railroad Crossing Upgrade

BIKE

B4: Bike Routes/Lanes
B5: Union Pacific Bicycle Route

TRANSIT

T1: Bus Intermodal Signage
T6: Bus Rapid Transit

AUTO

V2: Signage/Circulation Improvements
V3: Loading Zones

ALL MODES

A2: Wayfinding System