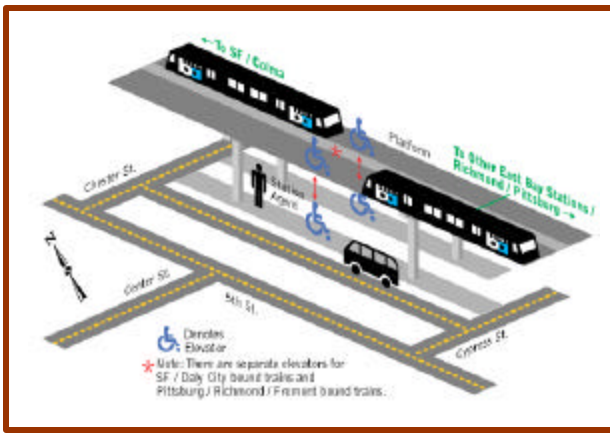
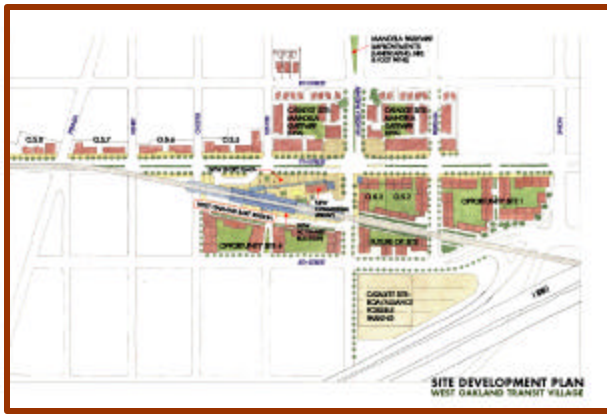


WEST OAKLAND BART STATION
ACCESS PLAN
August 2002



Contents…

Bay Area Rapid Transit
Planning Department

I. PLAN SUMMARY

A. Existing Conditions

The West Oakland BART Station is located in the West Oakland residential and industrial community. The station serves both local residents as well as riders throughout the region. This station is especially attractive to commuters because of its excellent freeway access, low BART fare to downtown San Francisco and free BART parking.

Given the moderate density of the West Oakland neighborhood and future transit-oriented redevelopment plans affecting underutilized or incompatible land uses in the station area, there are great opportunities to encourage walking, biking and riding transit. However, in order to realize this potential, several access issues need to be addressed.

For pedestrians, there is a lack of pedestrian-friendly streets that are safe and secure, linking the surrounding neighborhoods to the station. Similarly for bicyclists, there are no bike routes to the station and a lack of bike facilities. For transit riders, more transit service providing access to key local destinations, including the BART station, is needed. And for auto drivers, BART parking demand currently exceeds supply – all free BART parking is full by 7:00 AM.

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 620 units of housing and 35,000 square feet of neighborhood serving retail;
- 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 in the West Oakland BART Station area and provide sufficient number of bike lockers at the station;
- Increase transit feeder service to the station; and
- Manage BART parking to increase efficient use of the spaces and consider developing a Community Parking District to generate revenue that can be used to fund access improvements.

These recommendations are intended to encourage BART patrons to walk, bike and ride transit to the BART station and maximize efficient use of the BART parking spaces to accommodate BART patrons that choose to drive.

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.

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 West Oakland 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
- City of Oakland, Alameda County and Regional Bike Plans
- West Oakland Transit Village Action Plan (2001)
- Acorn * Prescott Neighborhood Transportation Plan (1998)

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
- West Oakland Community Meeting

III. CURRENT AND FUTURE CONDITIONS

A. Station Setting

The West Oakland BART Station is an elevated, urban station located in a residential and industrial community. The station is generally bounded by 7th, Chester and 5th Streets and Mandela Parkway. The station building is located in the northern portion of BART property and BART parking is south of the station building. The main streets that provide access to the station are 7th Street and Mandela Parkway.

Prior to 1989, the neighborhood was physically divided by the I-880 (Cypress) Freeway. The tragic destruction of the freeway by the Loma-Prieta Earthquake provided the community with the opportunity to knit the isolated neighborhoods back together by rerouting the new freeway around the outer edge of the West Oakland neighborhoods. As part of the redevelopment effort, large vacant and underutilized parcels along the freeway are planned for development – generally, residential and open space on the east side of the new freeway and industrial on the west side.

The station is bounded by industrial uses which neighbor residential uses to the north, east and west. There is also a small pocket of residential uses southwest of the station. The main commercial and retail street is 7th Street, which could provide many needed services for the community. However, today, the corridor primarily supports truck traffic and residential supporting land uses are minimal.

Source: Thomas Bros., Maps

The station provides access to four of five BART lines. A West Oakland BART passenger can directly access all BART destinations and is uniquely located just one BART stop away from downtown San Francisco and downtown Oakland.

The West Oakland community and BART riders have great public safety concerns. In 2001, the BART Police Department recorded 551 crimes at the West Oakland BART Station[1]. Although the number of crimes is comparable to that of the systemwide average, it is unacceptable to the community. With higher crime rates throughout the surrounding neighborhoods and a negative image of the West Oakland area at-large, potential BART riders are discouraged from using the West Oakland BART Station.

[1] Reported crimes include murder, rape, aggravated assault, burglary, theft, simple assault, disorderly conduct, and weapons violations, vandalism and fare evasion.

B. Future Development

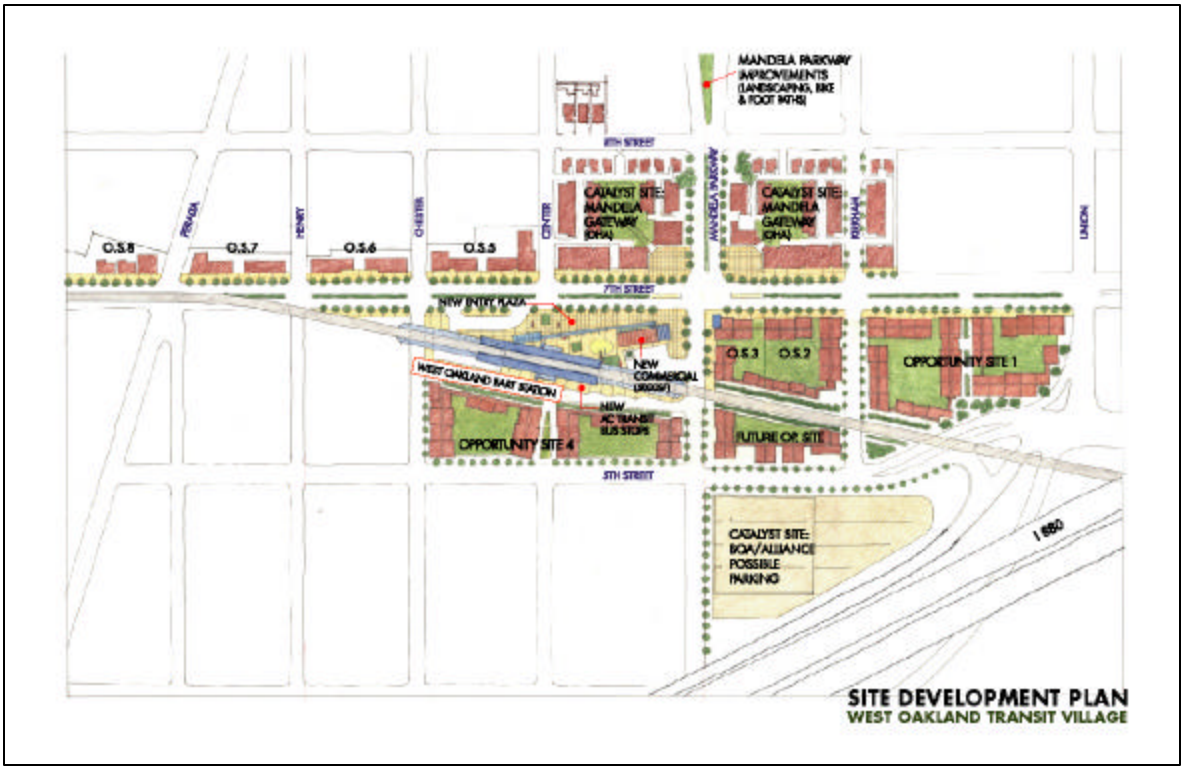
A transit village is planned for the future West Oakland BART Station area. In 2001, the City of Oakland, BART and the Oakland Housing Authority (OHA), completed the *West Oakland Transit Village Action Plan.* The plan calls for mixed-use development on underutilized parcels to transform the station area into a vibrant mixed-use community.

The key components of the plan are:

- OHA - 187 units of affordable housing and 23,000 sq. ft. of retail located on the north side of 7th Street between Center and Kirham Streets;
- BART - 90 apartment units and up to 8,000 sq. ft. of retail at the BART station (BART parking will be relocated in a structure off-site); and
- City of Oakland - 347 residential units and up to 4,000 square feet of retail on opportunity sites with underutilized and/or incompatible land uses.

Other residential and non-residential development ideas in the neighboring areas that may impact the West Oakland BART Station include:

- Mixed-use Development along I-880 near the train station at 16th and Wood Streets;
- Office and Residential development at the Alameda Naval Air Station and Fleet Industrial Supply Center in the City of Alameda;[2]
- Light Industrial and Office development at the Oakland Army Base; and
- A proposed A's baseball stadium at the Port of Oakland's current Howard Terminal site.



[2] Developers are considering an aerial gondola connection from the City of Alameda to the West Oakland BART station.

C. Community and Rider Demographics

Ridership

In Fiscal Year (FY) 2002, the *average weekday daily exits* at the West Oakland BART Station was 4,606, a 30 percent increase from FY 1997. However, the FY 2002 ridership is approximately eight 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 West Oakland Station ridership is projected to increase by 10 percent.[3] The ridership projection does not include the proposed BART extension to Milpitas, San Jose and Santa Clara, which will increase ridership and access needs when it opens around 2012.

The majority of passengers that use this station do not live in West Oakland. They live in the Oakland and Berkeley hills, the City of Alameda and even in Contra Costa and Solano counties. See "AM Weekday Home Origins" Map on the following page. Because there is excellent freeway access, a low BART fare to downtown San Francisco and free BART parking, the station attracts San Francisco bound commuters from throughout the East Bay. Eighty percent of the home-based trips at the West Oakland station are work trips. This percentage is higher than that of BART's downtown stations and similar to that of the suburban stations.

It should be noted that only 13 percent of the passengers boarding at the West Oakland BART Station are from the West Oakland neighborhood.[4] West Oakland residents use AC Transit service more often than BART because their key destinations tend to be local and are better reached by AC Transit buses. The West Oakland Senior Center, Jack London Gateway and Jack London Square are identified as key local destinations in the *Acorn * Prescott Neighborhood Transportation Plan*.

Demographics

The following is a brief summary of the West Oakland BART passenger demographic information.[5]

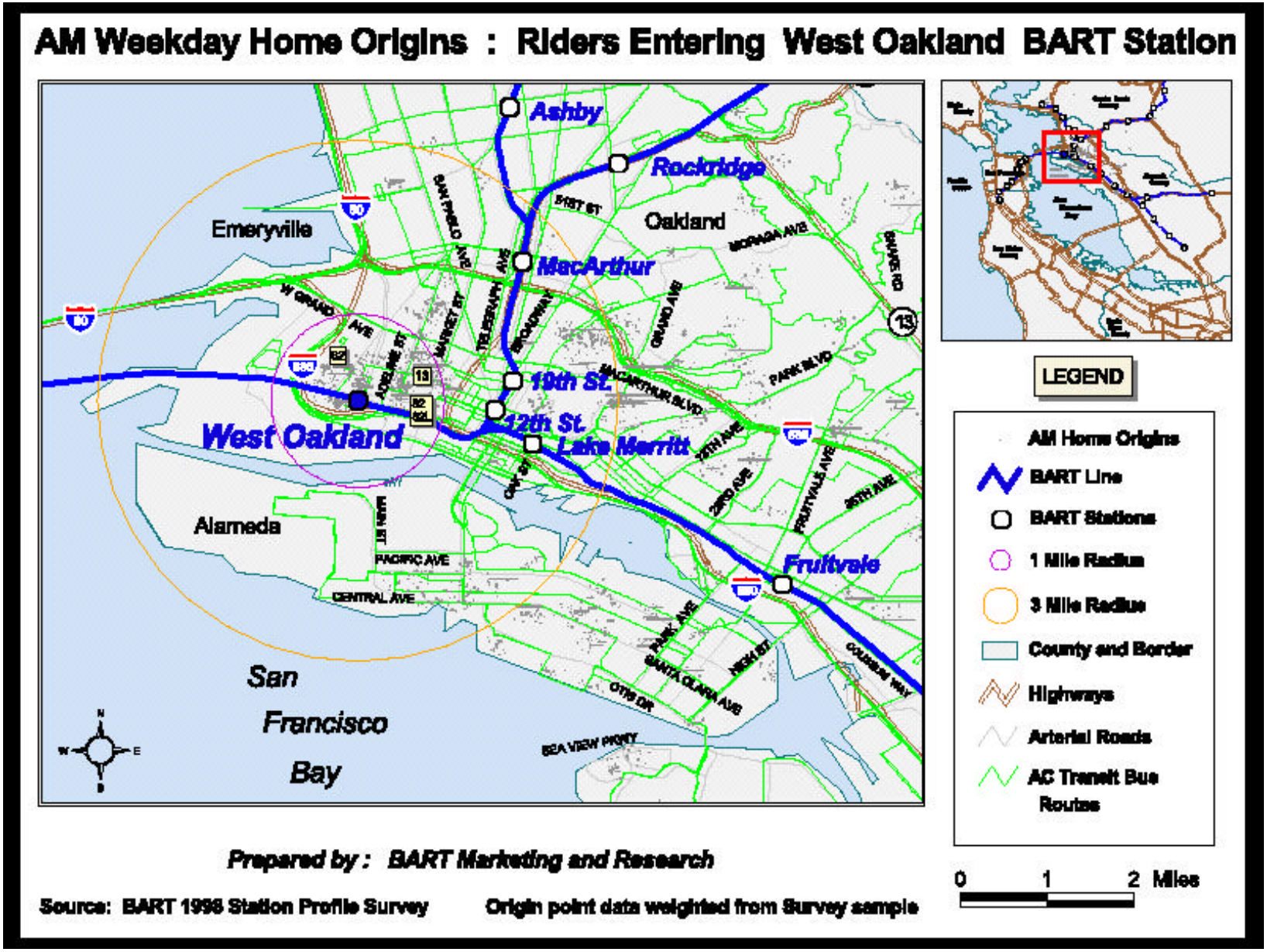
- 65 percent of the riders are *Female*, 8 percent higher than the systemwide average.
- Nearly 60 percent of the riders are *25 to 44 years old* and 30 percent *are 45 to 64 years old*.
- Approximately one-half of the riders are *Black* and 40 percent are *White*. Notably, within a one- mile radius of the station, nearly 70 percent of the residents are Black.
- 23 percent of the riders' household income is in the *$30K or Less* range and 32 percent in the *$30K to $60K* range, which is comparable to the systemwide shares. However, the station *$60K to $100K* range share is higher and the *$30K or Less* range share is lower than the systemwide shares.
- 9 percent of the riders identified themselves as having a disability.[6]

D. Mode Split

The access mode split shows that close to 80 percent of the passengers arrive at the station by auto. The Walk, Bike and Transit mode shares are less than one-half of those at the systemwide level.

[3] Ridership that may be generated by future developments outlined in the previous section was not included in the projection.
[4] West Oakland Transit Village Action Report, 2001
[5] 1998 Customer Profile Survey, BART (Home-based trips, AM and PM)
[6] 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 impairment.

Map 1: AM Weekday Home Origins



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

The high percentage share for auto and low share for the other modes reflect that the majority of the passengers come from distant areas - beyond the average walking and biking distances and where feeder transit service is not convenient. The systemwide average distance that people walk from home to a BART station is 0.43 miles and 2.59 miles when people take transit.

Table 2: Home Origin Access Mode Split

Mode	West Oakland	Systemwide
Walk	11%	23%
Bike	1%	2%
Transit	8%	21%
Auto	80%	54% (38% is Drive Alone)

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

IV. OPPORTUNITIES AND CONTRAINTS

Given the moderate density of the West Oakland neighborhood and future transit-oriented redevelopment plans affecting underutilized or incompatible land uses in the station area, there are great opportunities to encourage walking, biking and riding transit. However, in order to realize this potential, the following access issues need to be addressed.

A. Walk

Public safety is a primary concern for the community and BART passengers. For pedestrians, there is a lack of pedestrian-friendly streets that provide safe access to the station, especially at night. In a few years Mandela Parkway, 8th Street and a portion of 3rd Street will be improved with pedestrian and bike facilities. However, additional pedestrian facilities and safety measures are needed on 7th Street and at the station.

B. Bike

The City of Oakland, Alameda County and MTC have adopted bike plans that identify Mandela Parkway and 3rd, 7th/8th and 14th Streets as key bike routes providing access to the West Oakland BART Station. Funding for bike lanes on Mandela Parkway and 8th Street are in place and implementation will be completed in the short-term. However, funding for bike facilities on 14th and 3rd Streets are needed to provide bike connections to the Jack London District and downtown Oakland.

There is also a shortage of bike lockers at the station. Today, there are four bike lockers which provide eight bike parking spaces. There are eight persons on an official wait list that have requested a bike locker.

C. Transit

Currently, there are four AC Transit routes that serve the West Oakland BART Station. The 82 and 82L are Trunk routes, the 62 is a Crosstown route and the 13 is a Crosstown/ Feeder route. The service areas for these routes are extensive. They include Lakeshore, Fruitvale and Hayward.

Table 3: AC Transit Routes with West Oakland BART Stops

Route	Bus Line	Peak frequency	Off-Peak frequency	Operation
13	Oakland Army Base - Lakeshore Ave.	15 min	30 min	Weekday Only (5:30AM - 7:00PM)
62	Wood St. - Fruitvale BART	15 min	30 min	7 Day (5:30AM - Midnight)
82	West Oakland - Hayward BART	12 min	15 - 60 min	7 Day (24 hours)
82L	West Oakland - Hayward BART	10 - 14 min	15 min	Weekday (6:00 AM - 6:30PM) Saturday (8:00AM - 6:00PM)

Data Source: 2002 DRAFT AC Transit Service Deployment Plan

In the future, AC Transit service changes affecting the West Oakland community are planned. The changes, which are subject to public outreach, necessary approvals and funding availability, include the following:

- Route 82/82L will become part of the Bus Rapid Transit route designed to provide more reliable service and no longer stop at the West Oakland BART Station.
- Route 13 will provide additional evening service (from 7:00pm to 8:00pm) and weekend service from 7:00am to 7:00pm, with 30 minute headways.
- Route 19, a new service will operate from the El Cerrito Plaza BART Station, through the West Oakland BART Station to the Fruitvale BART Station.

Even with the planned additional crosstown and evening and weekend service, given the removal of the 82/82L bus stop from the West Oakland BART Station and local travel needs, transit services may be inadequate. As a complement to AC Transit services, shuttle service should be considered as an appropriate means of meeting West Oakland's transit needs. The shuttles could provide direct and frequent service to key local destinations, including the West Oakland BART Station, West Oakland Senior Center, Jack London Gateway and Jack London Square. Currently, there is shuttle service in West Oakland. However, the service only operates during the late AM and early PM hours and it is focused on meeting the needs of senior citizens.

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.

For auto drivers, BART parking is limited. Currently, there are approximately 400 free

Table 4: Parking Spaces

Type of Parking Space	Spaces
Surface Spaces	349
Accessible/Handicapped	8
Curb/Street	41
Official BART	1
Motorcycles	21
Reserved Parking	49

Source: BART Access Database

BART parking spaces plus 50 paid BART parking spaces that can be reserved for $100 per space per month. All free BART spaces are occupied by 7:00 AM and all 50 paid BART spaces are reserved. Also near the station are several private park-n-ride lots (with daily rates ranging from $2 to $6) and available on-street parking that are used by BART riders. Based on 1992 BART survey data, the West Oakland Transit Village Action Plan notes that approximately 1,600 BART patron cars are parked somewhere in the vicinity of the West Oakland BART Station.

In the future, the City hopes to develop residential and retail uses on the private parking lots in the area, reducing the supply of surface parking spaces. Concerns have been raised that the reduction in parking would further constrain auto access to the West Oakland BART Station. However, with the development of a parking structure (as called for in the *West Oakland Transit Village Action Plan*), which can accommodate BART and private parking, loss of surface parking spaces could be offset by the new spaces provided in the parking structure.

V. RECOMMENDATIONS

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

- Implementing the Transit Village Plan;
- Creating a network of safe walking routes to the station and improving public safety at the station;
- Implementing the City of Oakland's bike network in the West Oakland BART Station area and providing sufficient number of bike lockers at the station;
- Increasing transit feeder service to the station; and
- Managing BART parking to increase efficient use of the spaces and consider developing a Community Parking District to generate revenue that can be used to fund access improvements.

As noted, the local ridership is relatively small and most of the West Oakland passengers live outside of West Oakland. However, in the future, when the transit village is realized and the BART airport extensions are completed, the West Oakland station will likely serve a larger percentage of local passengers.

Table 5 and Map 2 detail the full list of access recommendations. These recommendations are intended to encourage BART patrons to walk, bike and ride transit to the BART station and maximize efficient use of the BART parking spaces to accommodate BART patrons that choose to drive. Each recommendation addresses implementation and funding. However, the recommendations have not been prioritized based on any set critieria. 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**
WALK				
Access to Station	W1: **Mandela Parkway** *(from Emeryville to 3rd Street)* - Provide pedestrian facilities, continuous clear walking pathways, curbcuts, safe street crossings, streetscape improvements and wayfinding signs. If new traffic signals are installed, consider providing audible and countdown signals when appropriate.	S	Caltrans	**FUNDED (Capital $13)** Tier 1: Caltrans MTC, City of Oakland
	W2: **8th Street** *(from Pine to Union)* - Same as W1.	S	City of Oakland	**FUNDED (Capital $)** Tier 1: MTC
	W3: **7th Street** *(from Market to Peralta)* - Same as W1.	M	City of Oakland	**FUNDED (Planning $185,000)** Tier 3: TBD
Pedestrian Safety Improvements	W4: **Lighting** - Upgrade parking lot lighting, maintain level of .75 foot-candles, 5 to 6 feet above lot surface.	M	BART	Tier 2: BART
	W5: **Security Cameras** - Install surveillance cameras and monitor the station area.	M	BART	Tier 2: BART
Transit-Oriented Development Guidelines	W6: **Residential Development** - Provide medium-high density residential near the station.	S, M, L	City of Oakland, BART, OHA	**PARTIALLY FUNDED (Capital $50M)** Tier 3: OHA, Developers
BIKE				
Access to Station	B1: **Mandela Parkway** *(from Emeryville to 3rd Street)* - Provide bike lanes and wayfinding signs. If new traffic signals are installed, consider providing bike loop detectors when appropriate.	S	Caltrans	**FUNDED (Included in Project W1 funding)** Tier 1: Caltrans, MTC, City of Oakland
	B2: **8th Street** *(from Pine to Union)* and **Center Street** *(from 8th to 7th)* - Same as B1.	S	City of Oakland	**FUNDED (Included in Project W2 funding)** Tier 1: MTC

Access to Station, cont.	B3: **3rd and 2nd Streets** *(from Jack London Square to Mandela Parkway)* – Connect Mandela Parkway to 3rd Street. Include bike lanes or routes and wayfinding signs.	M	City of Oakland	**PARTIALLY FUNDED (Capital $1.5M)** Tier 3: TBD
	B4: **14th Street** *(from Downtown Oakland to Mandela Parkway)* - Same as B3.	L	City of Oakland	Tier 3: TBD
Bike Parking	B5: **Bike Lockers** - Provide at least 5 additional metal perforated bike lockers which provides a total of 10 parking spaces.	S	BART	Tier 2: BART
	B6: **Outdoor Bike Station** - When demand is sufficient, develop a Bike Pavilion.	L	BART	Tier 3: Developer, BART
Promotion	B7: **Free Brochure** - Develop a Bike & BART systemwide brochure that illustrates the regional bike network to all BART stations.	M	BART	Tier 3: MTC, BART
Transit-Oriented Development Guidelines	B8: **Future Bike Parking Location** - In the transit village, accommodate bike parking in the immediate area of the BART station.	M, L	BART	Tier 2: Developer, BART
TRANSIT				
AC Transit Service Improvements	T1: **AC Transit Center** – Provide new bus shelters and pedestrian amenities along 7th Street in front of the BART station. The Center should accommodate future bus stops. The shelters should accommodate wheel chairs and display transit schedules.	L	AC Transit	Tier 3: AC Transit
	T2: **Bus to BART Indicator** – Develop a "Bus to BART" visual indicator to display at bus stops.	M	AC Transit	Tier 2: TBD
	T3: **Service Expansion** - Provide additional AC Transit night, owl and weekend service.	L	AC Transit	Tier 3: AC Transit
New Feeder Service	T4: **Shuttle Study** - Conduct a neighborhood shuttle planning study and seek funding for implementation. All new service options will complement existing transit services.	S	BART, AC Transit	Tier 2: TBD
	T5: **Emery-Go-Round -** Explore the feasibility of expanding Emery-Go-Round services to West Oakland and the BART station.	S	City of Oakland	Tier 1: City of Oakland, Emery-Go-Round
	T6: **Alameda Gondola Study** - Explore the feasibility of a Gondola service from Alameda to the BART station.	M	City of Alameda, Alameda Point Developer	**FUNDED (Planning and Capital $50M)** Tier 1: Developer

Transit Transfer Improvement	T7: **Universal Fare Card** – Support efforts to develop universal fare instruments (e.g. Translink and FastPass) for all transit systems.	L	MTC	Tier 3: MTC
Information	T8: **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
Loading Zone	T9: **Signage** - Provide clear signage for Paratransit, Bus and shuttle loading zones.	S	BART	**FUNDED (Capital $5K-10K)** Tier 1: BART
	T10: **Bus Facility Capacity** – Work closely with transit operators to accommodate sufficient bus service to the BART station.	S, M, L	BART	Tier 1: BART, Transit Operators
Transit-Oriented Development Guidelines	T11: **Future Loading Zones** – Include paratransit and shuttle zones in the immediate area of the BART station with appropriate signage with future development.	M, L	BART	Tier 2: BART, Developer
AUTO				
Access to Station	V1: **Wayfinding Signs** - Install wayfinding signs on 7th Street, Mandela Parkway, 3rd Street , 14th Street, I-880 and I-980 to the station.	S, M, L	City of Oakland, Caltrans, BART	Tier 2: TBD
BART Parking	V2: **Dedicated Spaces** - Designate carpool parking spaces and mid-day parking spaces.	M	BART	Tier 2: BART
	V3: **Additional Spaces** - Restripe to increase the number of parking spaces and assess the need for additional ADA parking spaces.	M	BART	Tier 2: BART
	V4: **Community Parking District Feasibility** - Explore the feasibility of creating a community parking district and using the generated revenue for access improvements.	M	City of Oakland	Tier 2: City of Oakland
	V5: **Real Time BART Parking Information** – Provide real-time information at the BART parking lot and/or garage on availability of spaces.	L	BART	Tier 3: BART
	V6: **Highway and Arterial Real Time Parking Information** – Provide real-time information about BART parking availability on key auto access routes.	L	Caltrans, City of Oakland	Tier 3: Caltrans, City of Oakland
	V7: **Enforcement** – Enforce appropriate usage of BART parking.	S	BART	Tier 2: BART
Loading Zones	V6: **Signage** - Provide clear signage for taxi and passenger drop-off zones.	S	BART	**FUNDED (Included in Project T9 funding)** Tier 1: BART

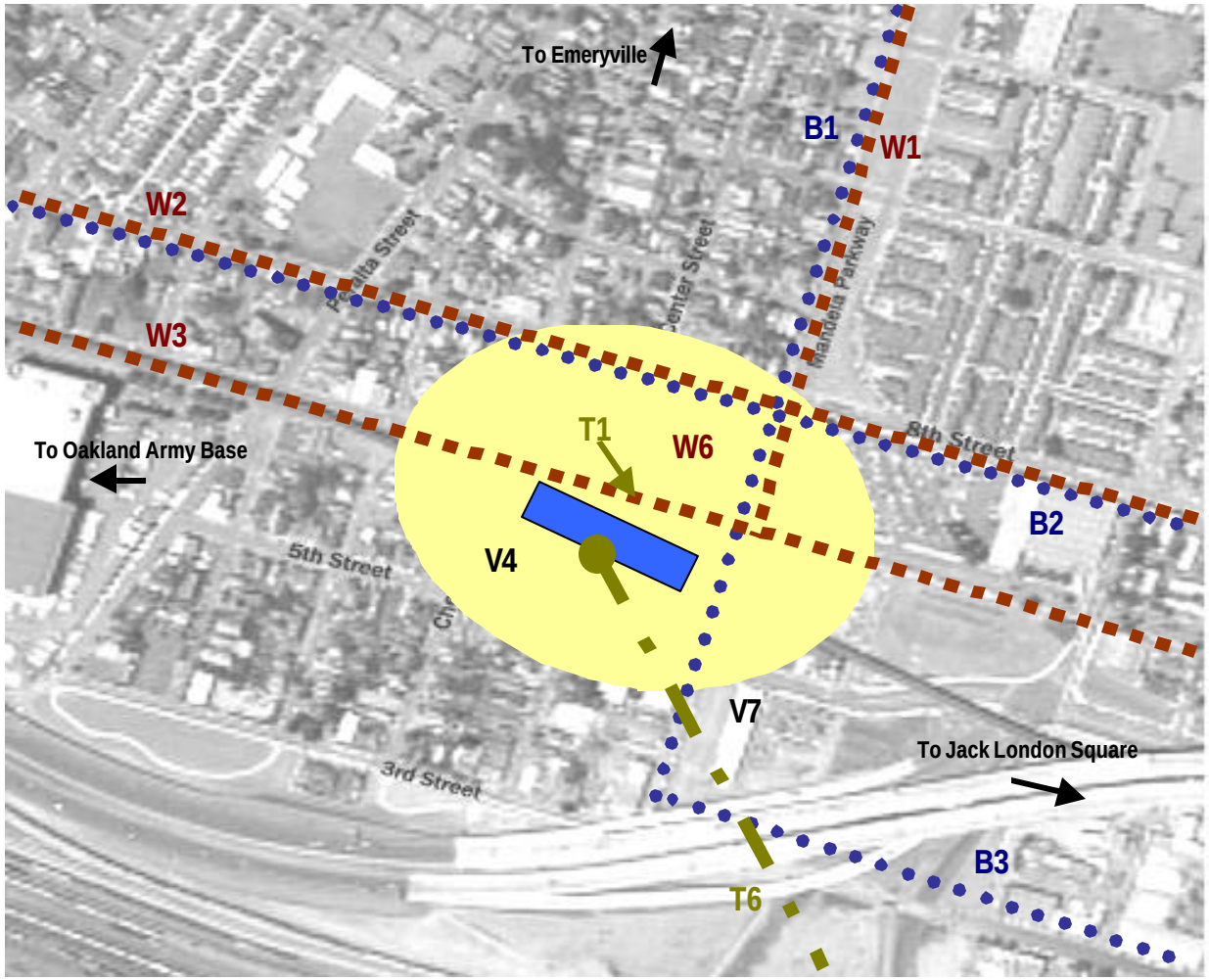
Transit-Oriented Development Guidelines	V7: **Future Parking Garage** - Develop a new parking garage off-site. Provide pedestrian-friendly streets linking the garage to the BART station with additional wayfinding signs.	L	BART, City of Oakland	Tier 3: Developer
	V8: **Future Loading Zones** - Provide ADA Parking, passenger drop-off and Taxi zones in the immediate area of the BART station.	L	BART	Tier 3: 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 Oakland	Tier 2: BART, City of Oakland, Developer
	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

Available Non-BART funding sources appropriate for access improvements include *Alameda County Measure B* and *Community Parking District (if established in the future).*

Map 2: Access Plan Recommendation and Future Development Highlights



BART Station
Transit Village
Gondola Alignment (Conceptual)
Key Pedestrian Routes
Key Bike Routes

WALK

Key Pedestrian Routes to Station
- **W1:** Mandela Parkway
- **W2:** 8th Street
- **W3**: 7th Street

Other Key Improvements
- **W6:** Residential Development

BIKE

Key Bike Routes to Station
- **B1**: Mandela Parkway
- **B2**: 8th Street
- **B3:** 3rd Street

Transit

Key Recommendations
- **T1**: AC Transit Center
- **T6**: Alameda Gondola Study

AUTO

Key Recommendations
- **V4**: Community Parking District Feasibility
- **V7**: Future BART Parking