SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, Oakland, CA 94612 ● P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

NOTICE OF MEETING AND AGENDA
BART Bicycle Advisory Task Force (BBATF)

August 5, 2024
6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Jeremiah Maller (Vice Chair), Tyler Morris (Secretary), Maya Chaffee, Rick Goldman, Marc Hedlund, Phoenix Mangrum, Francisco Muñoz, Natalie Makhijani, Estrella Sainburg, and Sebastian Harper.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on August 5, 2024, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at https://bart.legistar.com

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 899 6534 3463; logging into Zoom.com and entering access code 899 6534 3463 or typing the following Zoom link into your web browser: https://us06web.zoom.us/j/89965343463

If you wish to make a public comment:

1) Submit written comments via email to hmaddox@bart.gov using "public comment" as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon August 2, 2024 in order to be included in the record.
2) Call (833) 548-0282, enter access code 899 6534 3463, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log into Zoom.com, enter access code 899 6534 3463 and use the raise hand feature; or join the Task Force meeting via the Zoom link (https://us06web.zoom.us/j/89965343463) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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AGENDA

1.	Self-Introductions of Members, Staff, and Guests: All. (*For information*)	5	min.
2.	General Discussion and Public Comment: Jon Spangler. (*For information*)	5	min.
3.	Approval of June 2024 BBATF Minutes: Jon Spangler. (*For action*)	5	min.
4.	Presentation on Bay Trail SFO Gap Study: Diane Dohm, Metropolitan Transportation Commission. (*For discussion and potential action*)	25	min.
5.	BART Next Generation Fare Gates Design and Operation: Michael Wong, BART Office of Infrastructure Delivery. (*For discussion and potential action*)	20	min.
6.	Presentation on West Oakland Link and Bay Skyway Phase 1 projects: Gavin Lohry, Bay Area Toll Authority. (*For discussion and potential action*)	25	min.
7.	BART Bicycle Preferred Path of Travel Capital Plan Update: Susie Hufstader, Fehr & Peers Associates. (*For discussion and potential action*)	20	min.
8.	BART Bike Program Updates: Heath Maddox, BART Customer Access. (*For Information*)	10	min.
9.	Future Agenda Items: All. (*For Discussion*)	5	min.
	TOTAL:	**120**	min.

Bay Trail SFO Gap Study

August 5, 2024

BART Bicycle Advisory Task Force

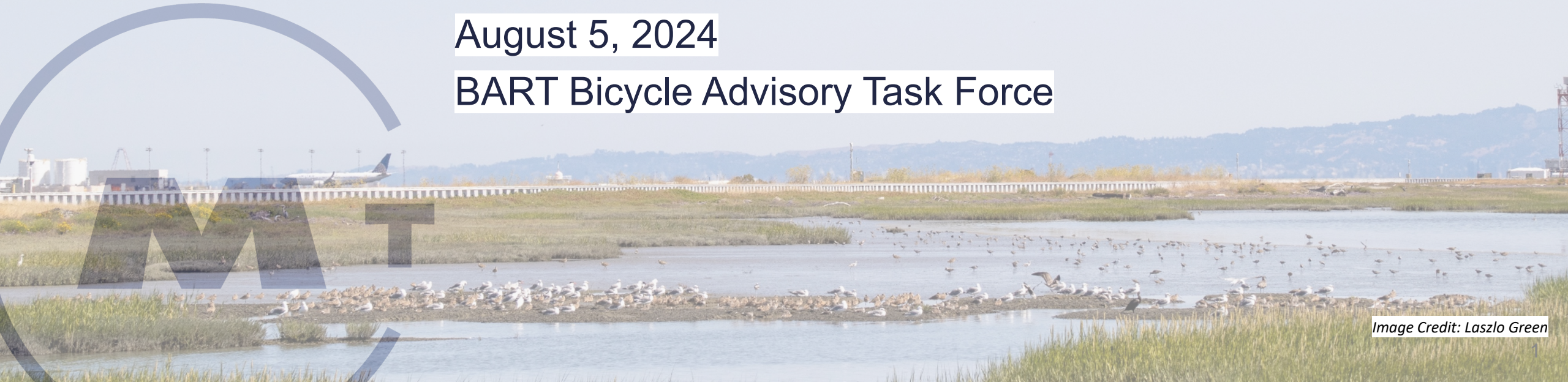


Image Credit: Laszlo Green

Trail Map for Tonight's Talk

- Overview of Bay Trail and Project
- Community Engagement
- Alignment Options
- Next Steps

Overview of Bay Trail and Project

Bay Trail Goals

Foster active transportation

Promote healthy communities

Facilitate environmental stewardship and education

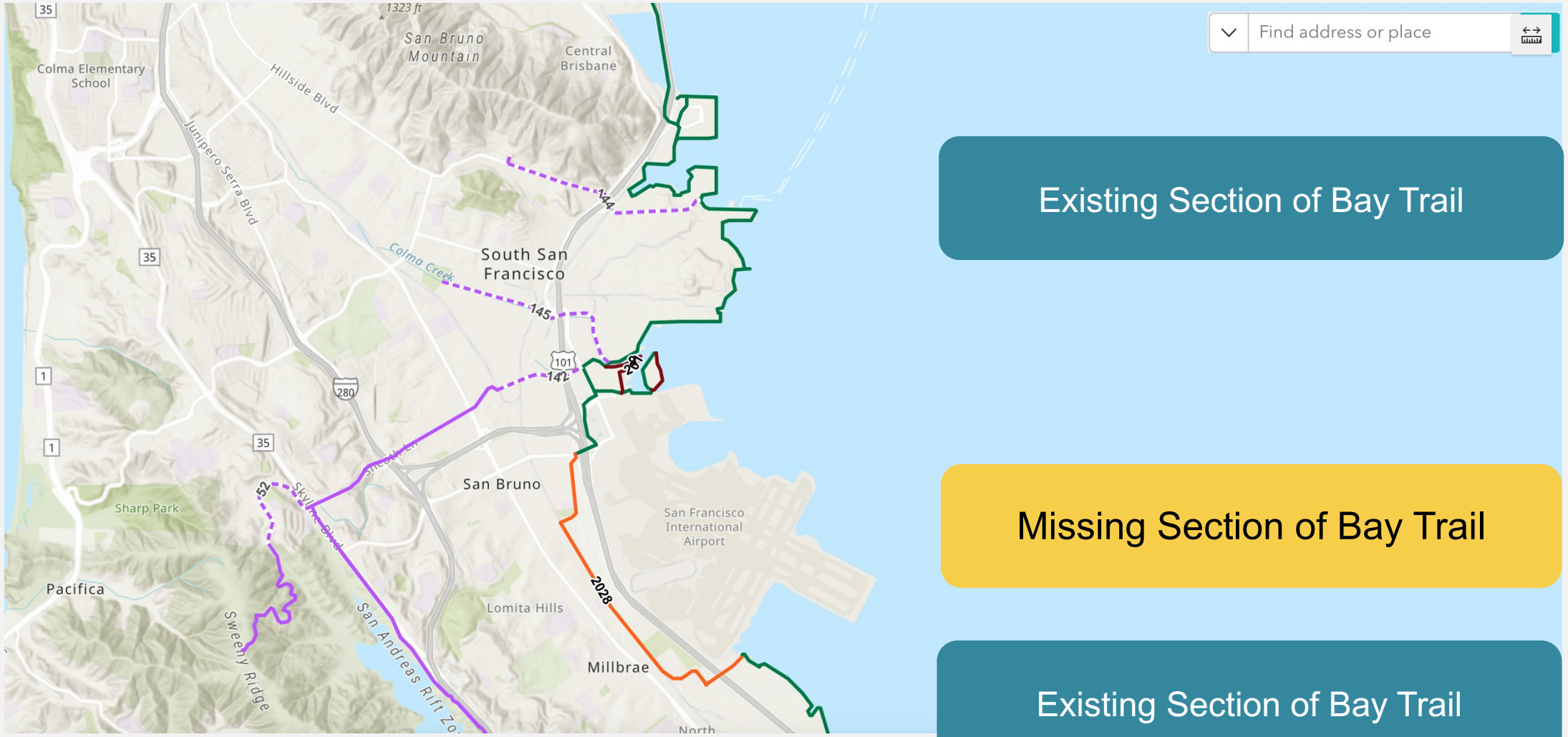
Increase equitable public shoreline access for all Bay Area residents and visitors

Existing Bay Trail next to San Francisco International Airport
Image Credit: Laszlo Green

Bay Trail

- 70% complete, ~350 miles
- 5½ Toll Bridges
- Public access to the Bay
- Separated Path Where Feasible

Bay Trail SFO Gap Study Project Need



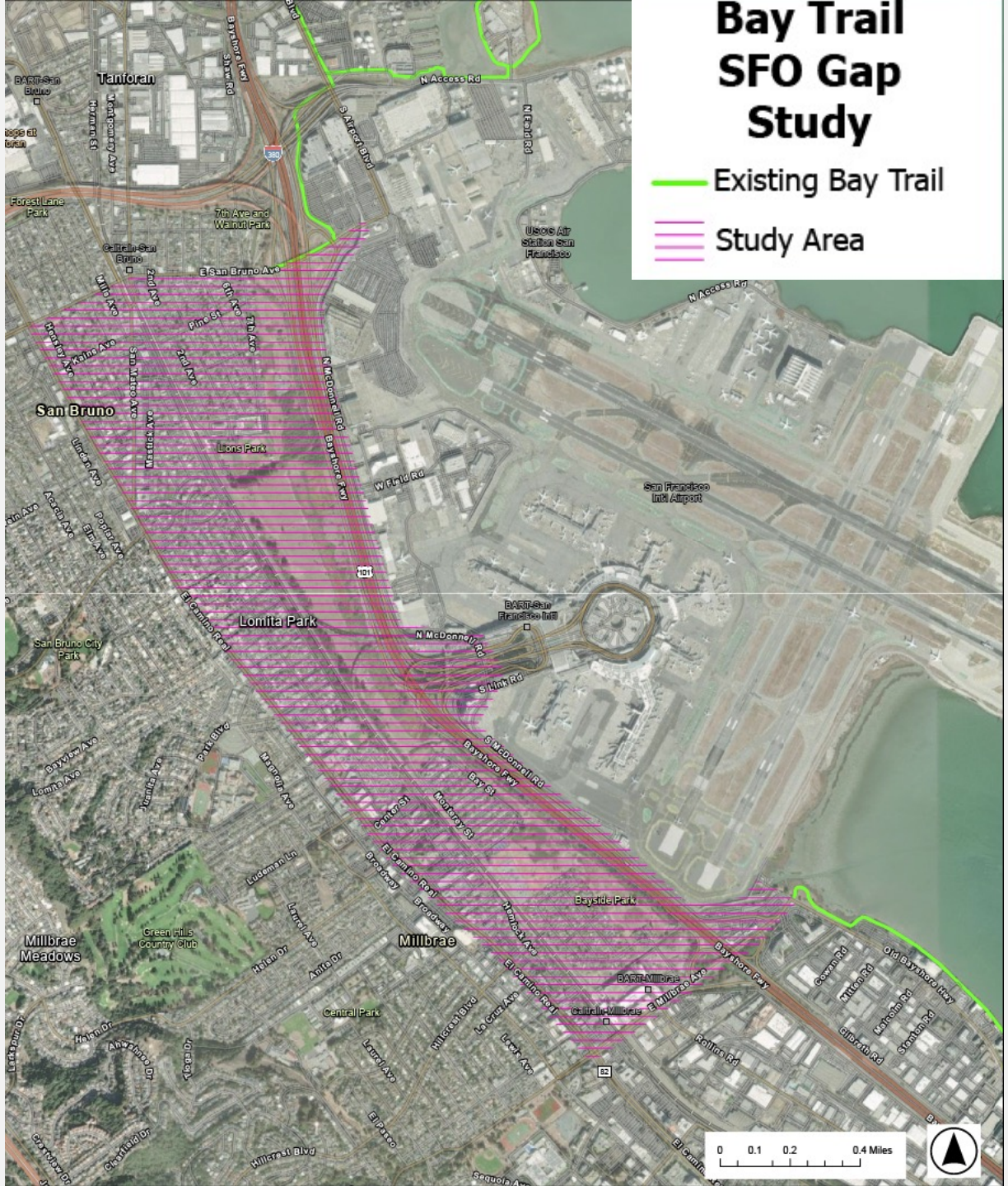
Study Area

San Bruno Ave (North)

Millbrae Ave (South)

SFO (East)

El Camino Real (West)



Project Description

SFO Gap Study is a *planning-level study* that will:

- Document **existing conditions**
- Identify **potential Bay Trail alignments** in vicinity of SFO
- Determine **preferred trail alignment** and develop concept design

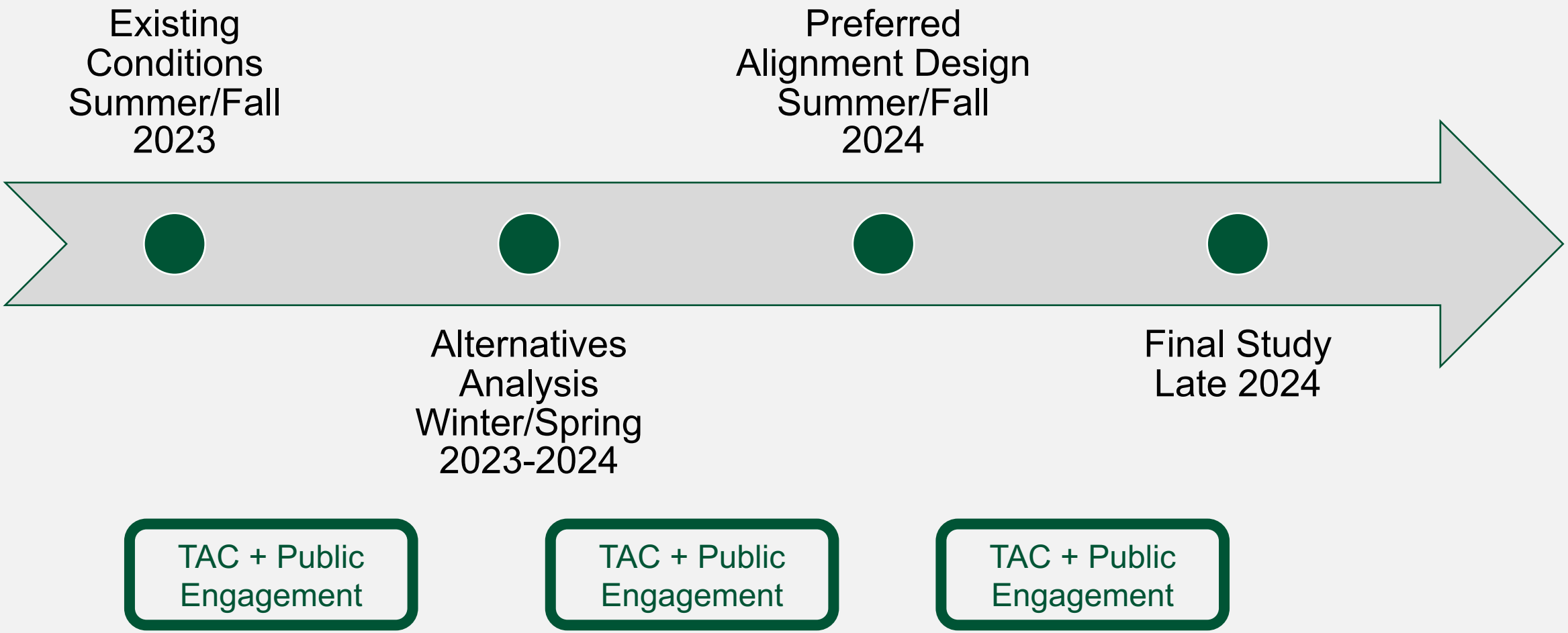
Budget: $160,000

Source: Donation from John and Gwen Smart Foundation

Additional Budget: $40,000 for additional environmental work, $13,500 for ROW analysis, $9,750 for additional engagement

Existing Bay Trail next to San Francisco International Airport
Image Credit: Laszlo Green

Project Timeline



Community Engagement

Community Engagement Overview

Phase 1: Fall 2023

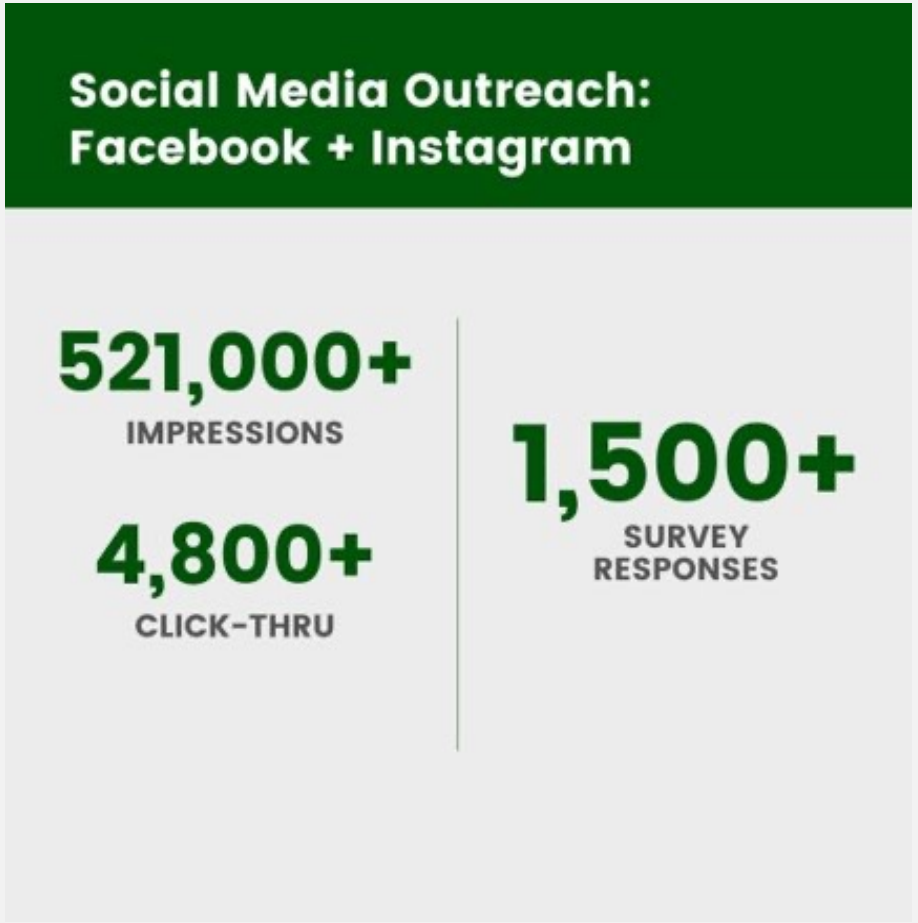
Understand general Bay Trail and active transportation usage within the study area; identify preferred trail user experience.

Phase 2: Summer 2024

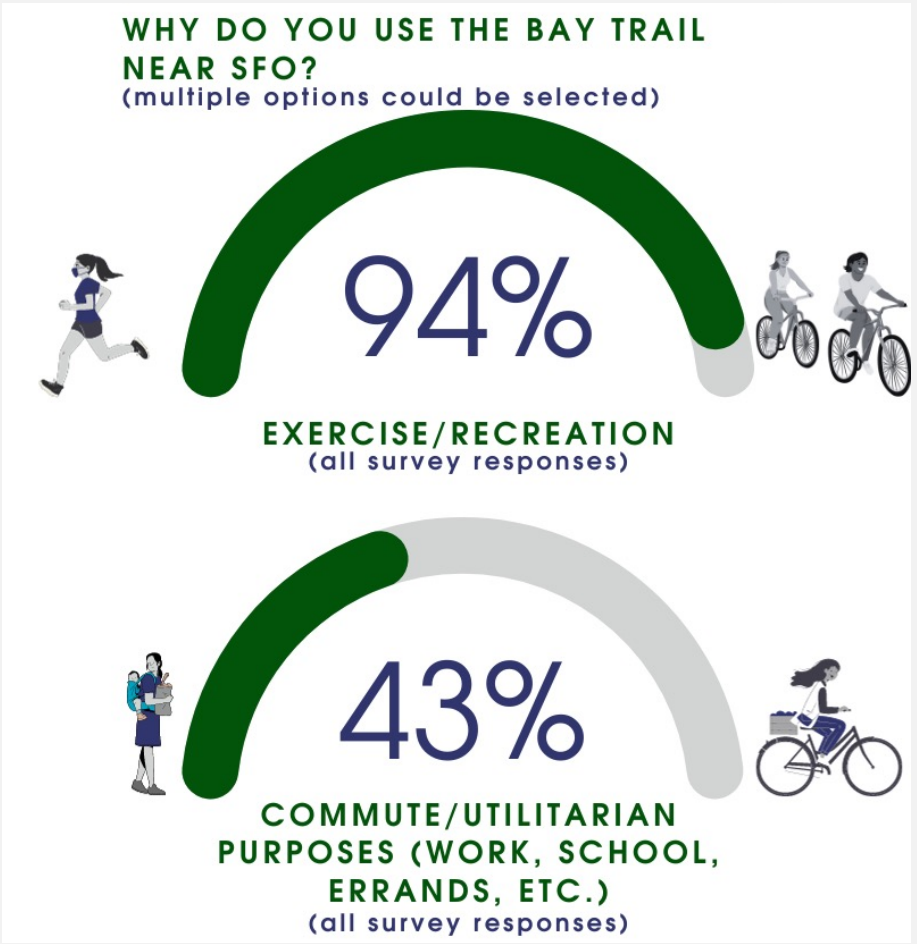
Gather input on the 3 potential alignments

Phase 3: Fall 2024

Gather input on the final preferred alignment



Phase 1 Community Engagement: Bay Trail Use & Purpose



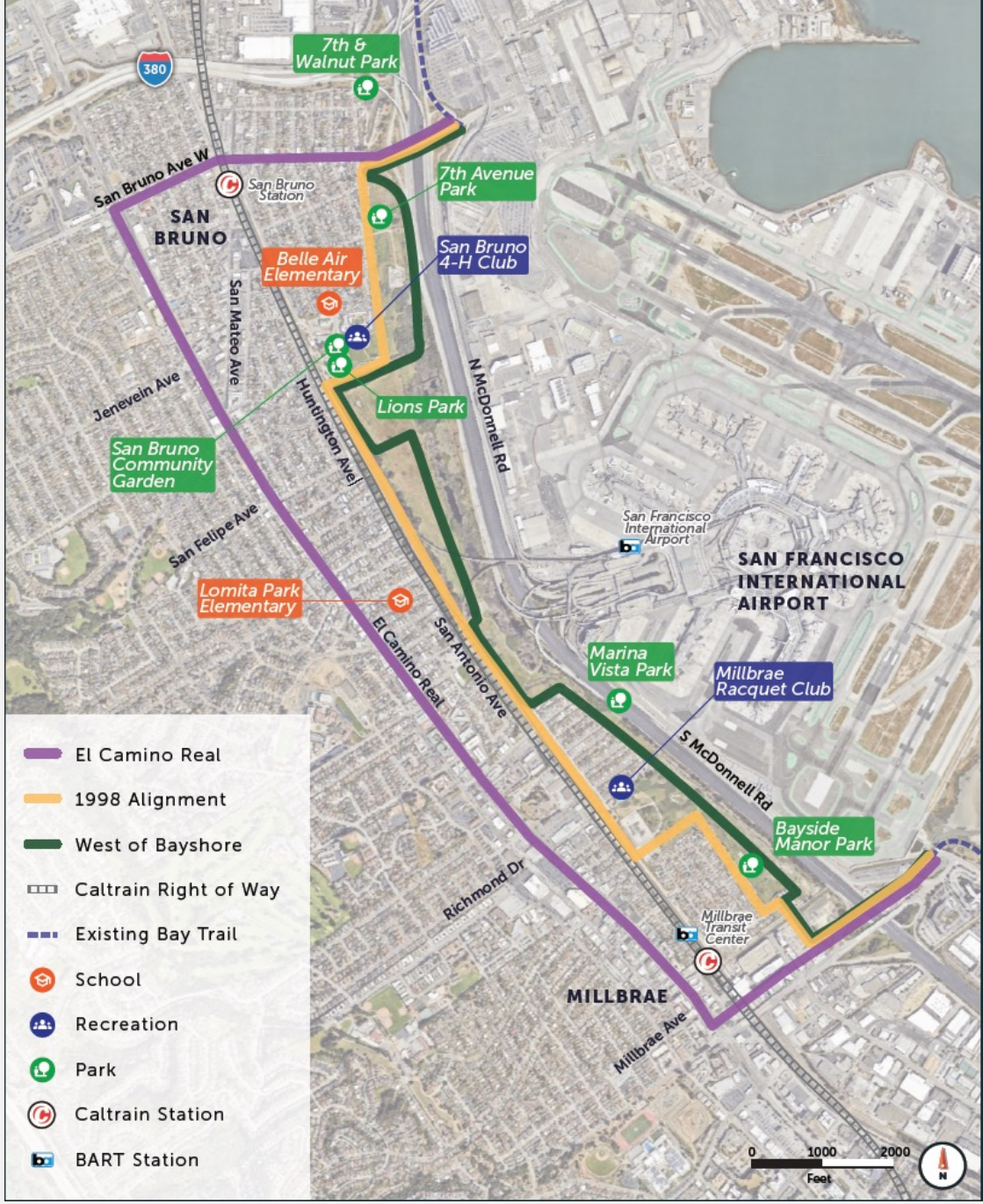
Alignment Options

Alignments

El Camino Real - on-street facility

1998 Plan - off-street path

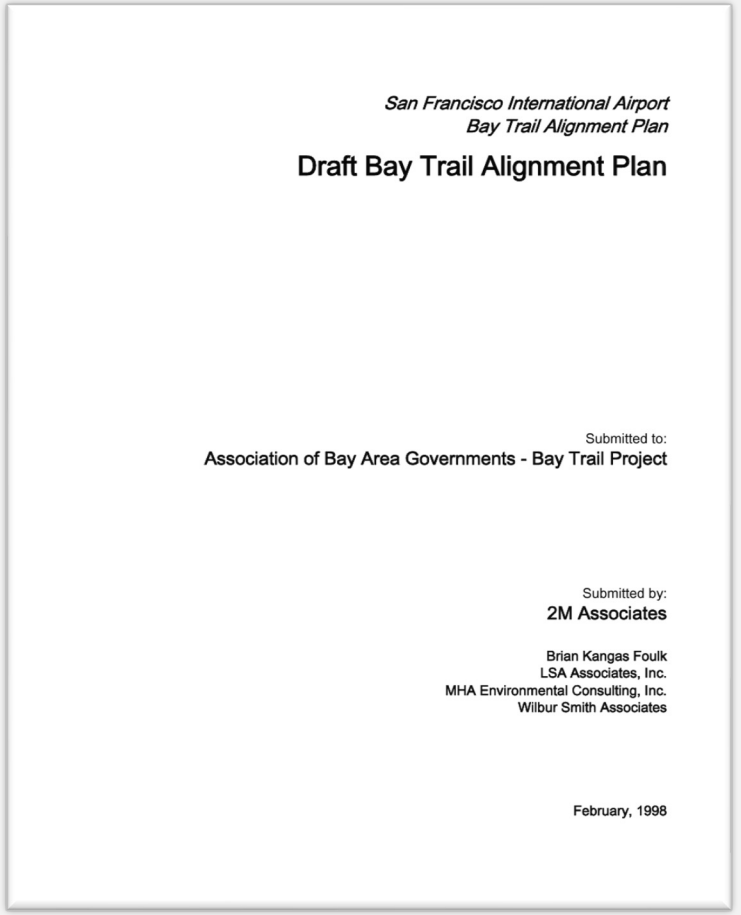
West of Bayshore - off-street path



1998 SFIA Bay Trail Alignment Plan (BTAP)

The BTAP developed a "preferred permanent alignment" around SFO on the West-of-Bayshore property.

However, 25 years have passed since the 1998 plan, so the study team is analyzing this alignment along with other potential alignments.



San Francisco International Airport
Bay Trail Alignment Plan

Draft Bay Trail Alignment Plan

Submitted to:
Association of Bay Area Governments - Bay Trail Project

Submitted by:
2M Associates

Brian Kangas Foulk
LSA Associates, Inc.
MHA Environmental Consulting, Inc.
Wilbur Smith Associates

February, 1998

Benefits & Challenges of Alignment Options

El Camino Real

Benefits

- Direct connections: commercial areas and transit
- No known sensitive habitats or species

Challenges

- Longest route
- Furthest from the Bay
- No “Bay Trail” nature experience
- Substantial safety challenges

1998 Plan

Benefits

- Direct connections: parks, neighborhoods, and schools
- “Bay Trail” nature experience
- Opportunities for vista points and education kiosks about sensitive species

Challenges

- Potential impact to sensitive habitats and species
- Moderate permitting process

West of Bayshore

Benefits

- Best “Bay Trail” nature experience
- Opportunities for vista points and education kiosks about sensitive species

Challenges

- Limited connections
- Substantial impact to sensitive habitats and species
- Most lengthy permitting process
- Most costly
- Longest timeline

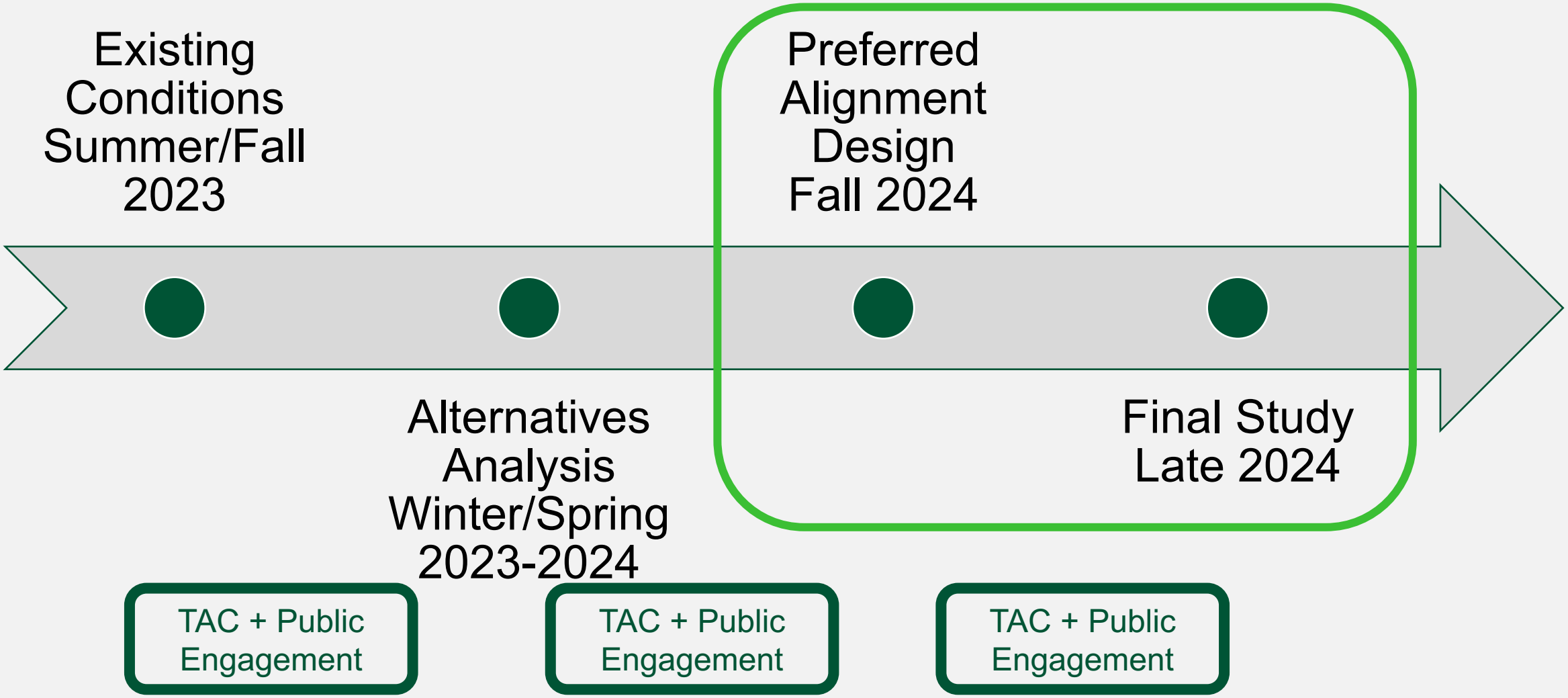
Next Steps

Summer 2024 Community Engagement

- August 13 – Off the Grid, San Bruno, Tanforan Mall, 5-8 pm
- August 15 – Millbrae “Beats, Brews, & Vines” event, downtown Millbrae, starts at 6 pm
  https://www.ci.millbrae.ca.us/354/Beats-Brews-Vines
- **Free bike tune-ups from BikeMobile at 8/13 and 8/15 events!**
- Online survey, open through August 31
  - Supported by Facebook + Instagram outreach

https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-sfo-gap-study

Project Timeline



Thank you!

Bay Trail SFO Gap Study

Dee (Diane) Dohm
Project Manager, Bay Trail SFO Gap Study
Design and Project Delivery Section
Metropolitan Transportation Commission (MTC)
ddohm@bayareametro.gov

Study Web Page:
https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-sfo-gap-study

Next Generation Fare Gates Update

July 11, 2024 | BART Board of Directors Meeting

Highlights

- Next Generation Fare Gate Barriers
  - Insights & Findings: The West Oakland Pilot
  - Our Journey Continues
  - Civic Center Deployment
  - Station Sequencing
- Other Types of System Barriers

Insights & Findings: The West Oakland Pilot

- Monitoring Control System (MCS) Software
- Barrier Design
  - Gate Speeds
  - Barrier Alignment
  - Mechanical Locking Mechanism Refinement
  - Metal frame with Polycarbonate Insert (Districtwide)
  - Bidirectional Barriers
- Updated Sensor Functionality for Safe Zone
- Public/Media Feedback

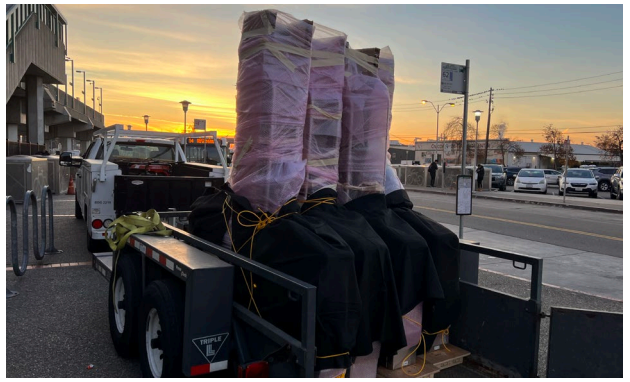
"We were there for nearly two hours. Let's just say, we've never seen so many people buying or adding money to their clipper cards," ~KGO reports

West Oakland

Our Journey Continues

Ongoing Activities System Wide

- Communication and Outreach
- Site Survey/Engineering/Infrastructure Design
- Deployment Strategies
  - Storage
  - Sequencing Scenarios
  - Delivery
- Ongoing Fabrication and Production
- Training
  - Station Agents
  - Maintenance (AFC)
- Moving Contract – Awarded
- Installation Contract – Active Solicitation



Delivery of Gates at West Oakland

Testing at the Lab

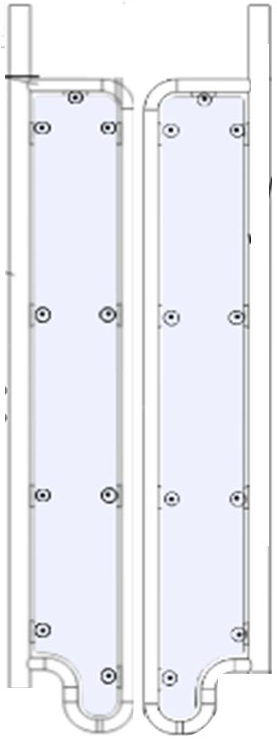
Training for Maintenance Team

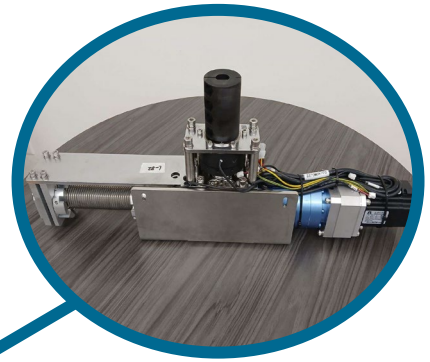
Our Journey Continues – Finalizing Design

Barrier Design Decision

Option 3 - Selected:

Stainless Steel Frame with Polycarbonate Panel



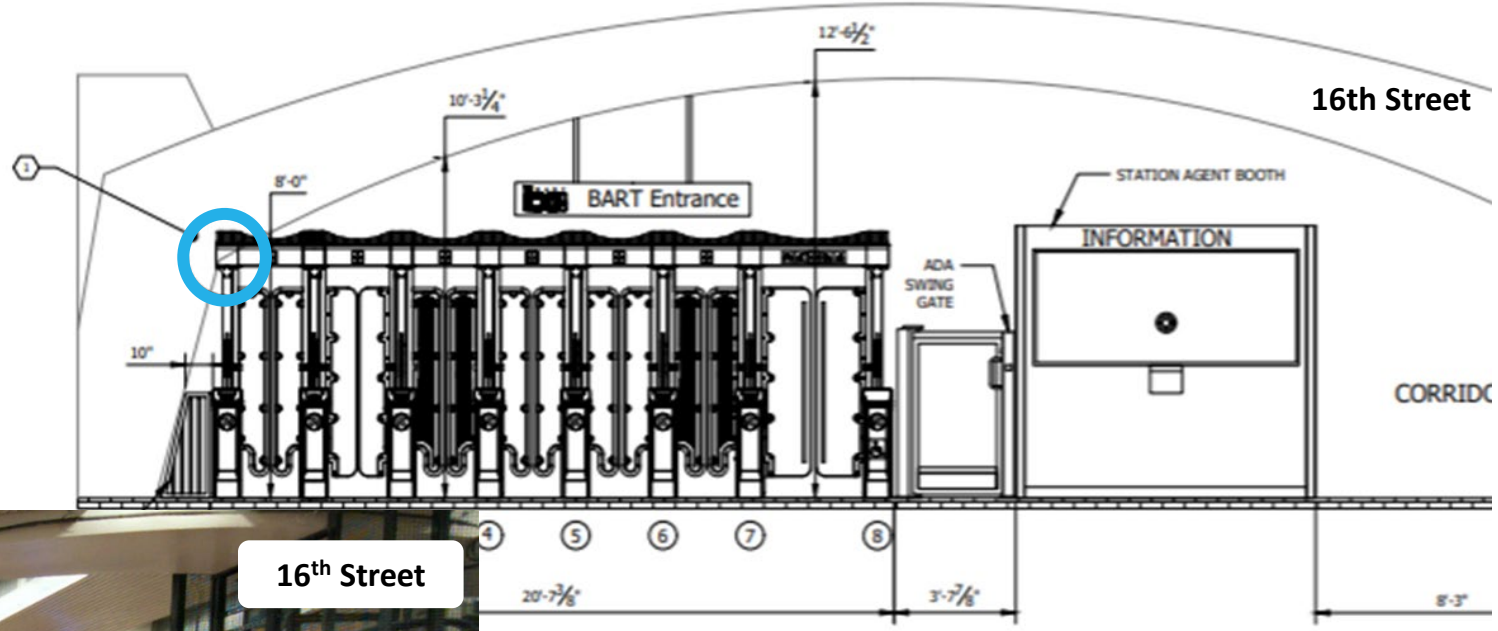


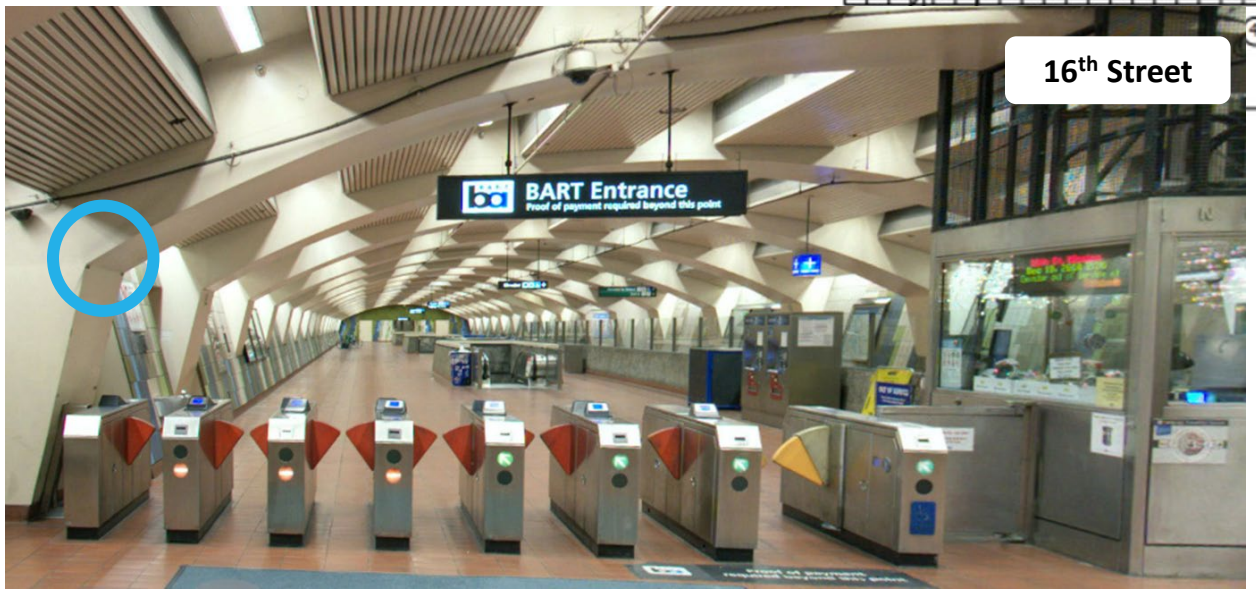
Mechanical Locking Mechanism

Our Journey Continues

Site Surveys & Observations
Additional considerations for:

- Optimized Passenger Circulation
- Enhanced Visibility
- Improved Safety and Security
- Resolve Structural Conflicts





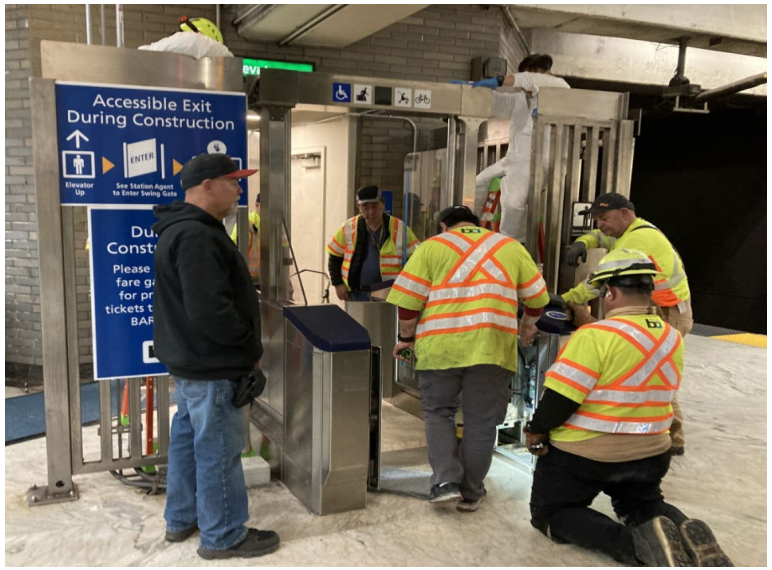
Structural conflict with archway

Civic Center Deployment

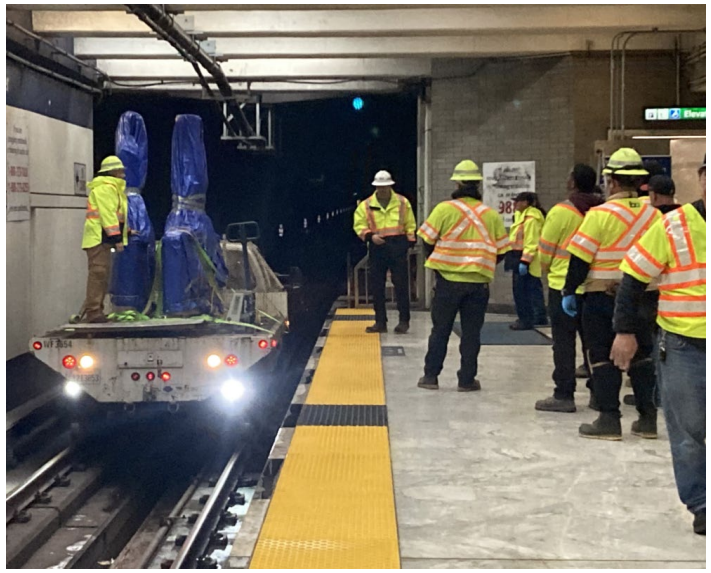
Platform Elevator

- Installed Civic Center Platform Level Accessible Gate
- Modified Elevator Enclosure
- Worked Performed by BART Forces

Before



Installation

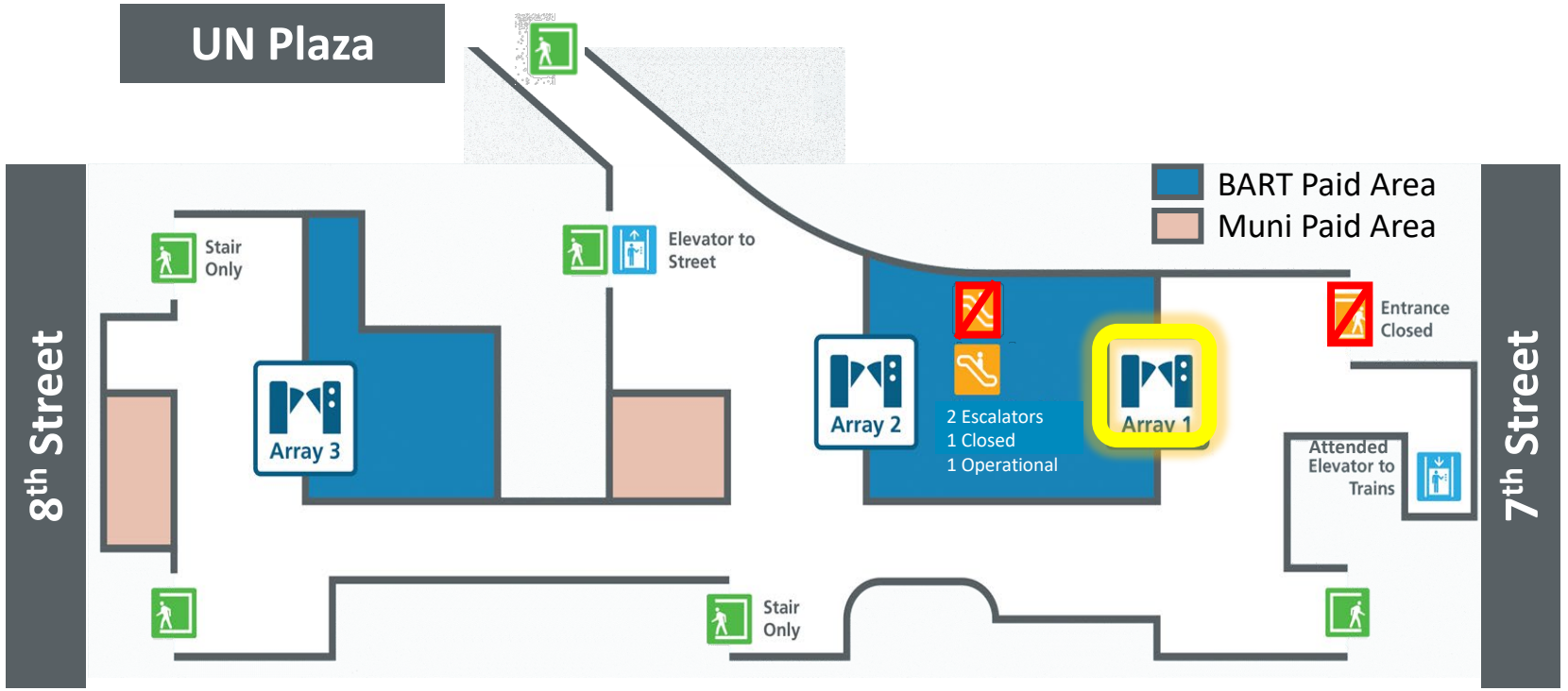


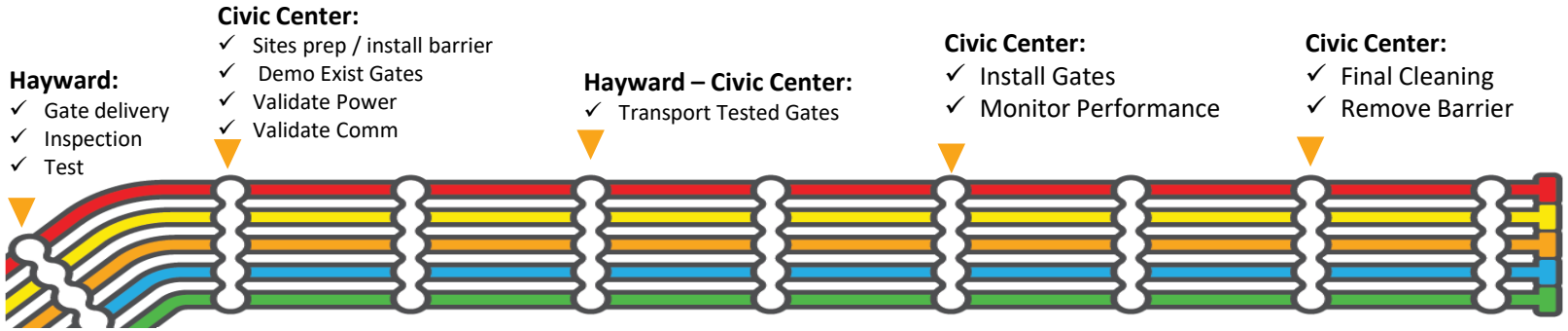
Gate Delivery

After

Civic Center Deployment

Concourse Level





- 7th Street entrance (North end)
  - 1 Accessible Fare Gate (AFG)
  - 4 Standard Fare Gates
- Work performed by BART forces
- Array Sequence
  - Array 1
  - Array 2
  - Array 3

Next 12 Stations

Civic Center | Fruitvale | 24th Street | Richmond

SFO | Antioch | Powell Street | Montgomery

12th St | 16th St | Coliseum | Warm Springs

Next 8 Stations as shown Jan 11th, 2024

- 12 Starting this Calendar Year
- First 4 Sequence confirmed
  - Civic Center
  - Fruitvale
  - 24th St
  - Richmond

Other Types of System Barriers

Platform Screen Doors (PSD)

BART has, and continues to, evaluate

- Industry Review
- Feasibility Study
- Proof-of-Concept Design at 12th Street Station
- On going discussions with agencies around the world
- Continual review of advancement in technologies
- Maintenance Impacts
- Structural Infrastructure Impacts

Tokyo, Japan

Paris, France

Platform Screen Doors

Technology is Rapidly Advancing

- Door Operation Concepts
- Full Height and Partial Height
- Green Field vs Brown Field

Construction / Engineering Considerations

- Funding
- Supervisory Control and Data Acquisition (SCADA)
- Communication Based Train Control (CBTC)
- Ventilation Strategies
- Constructability within an operating environment

Paris, France

Elizabeth Line, London, England

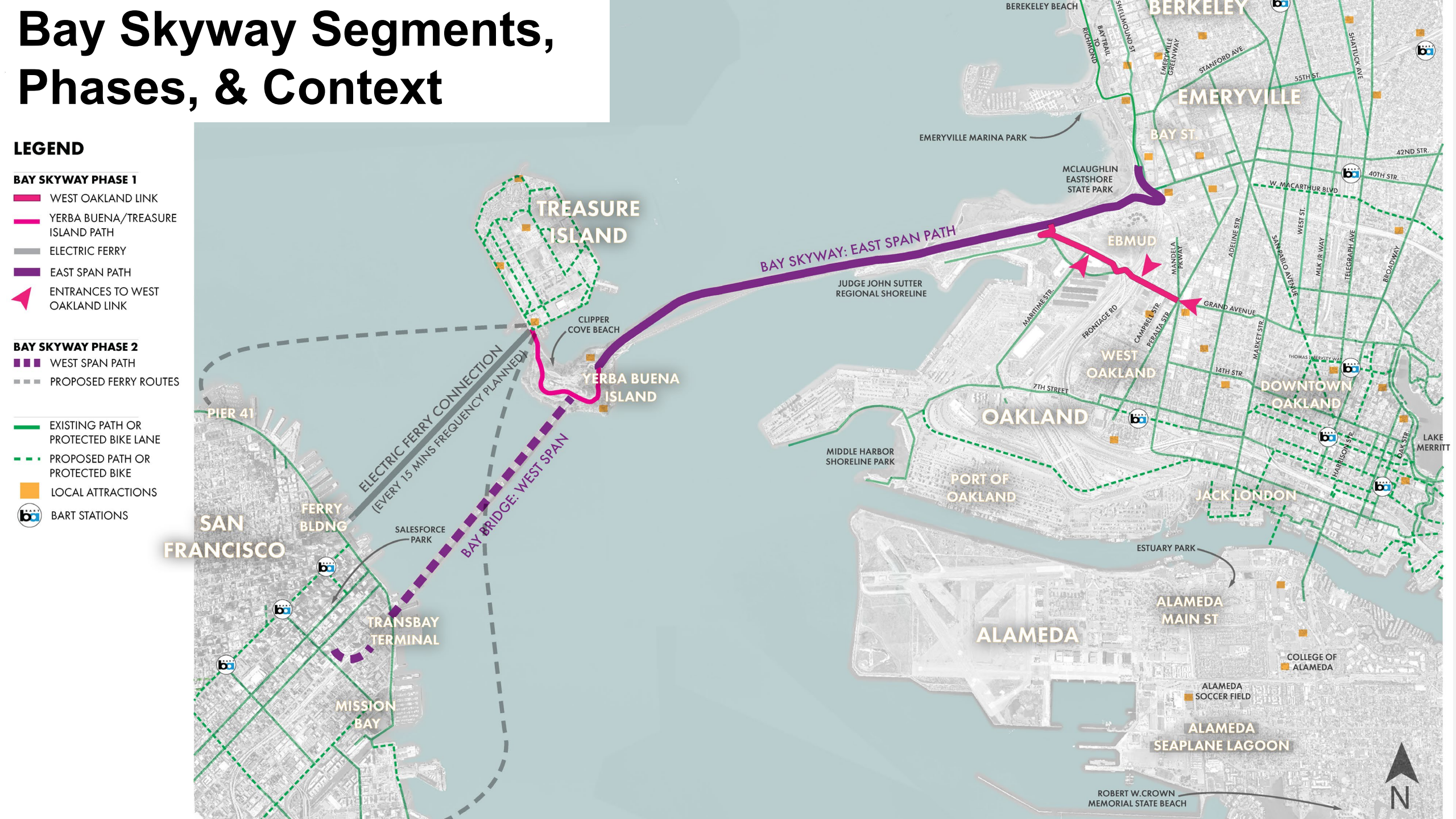
Thank You

Bay Skyway Phase 1: Bicycle & pedestrian connection between San Francisco and the East Bay

BART Bicycle Advisory Task Force (8/4/2024)

Gavin Lohry – MTC/BATA Project Manager

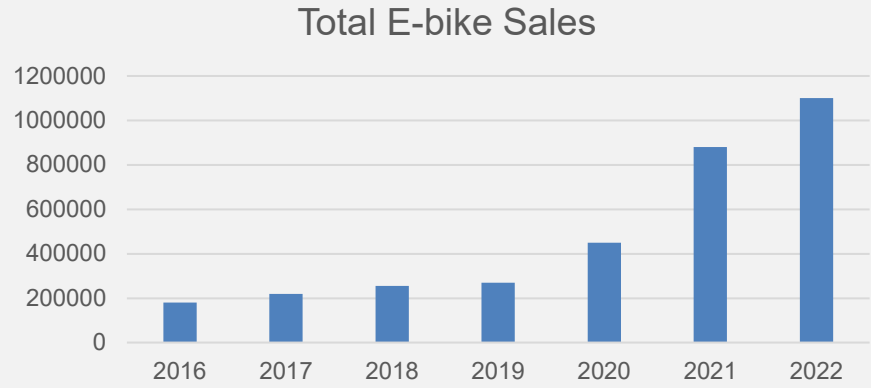
Bay Skyway Segments, Phases, & Context

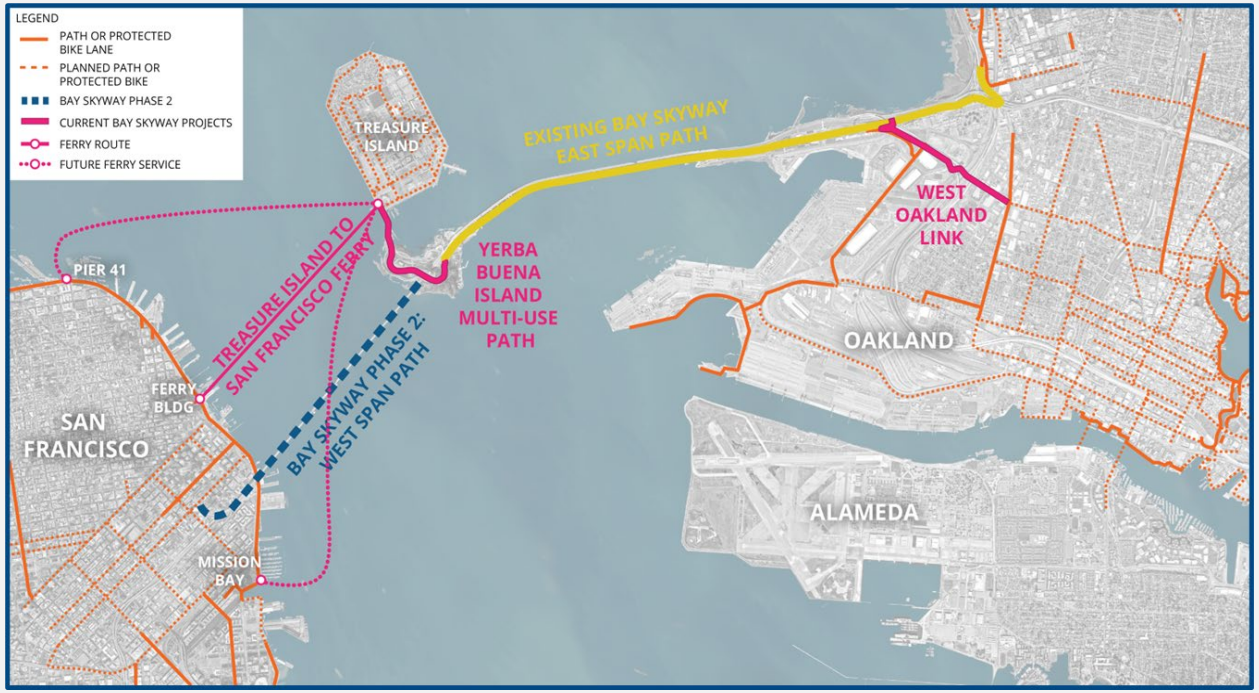


Bay Skyway: New transportation mode on the Transbay Corridor

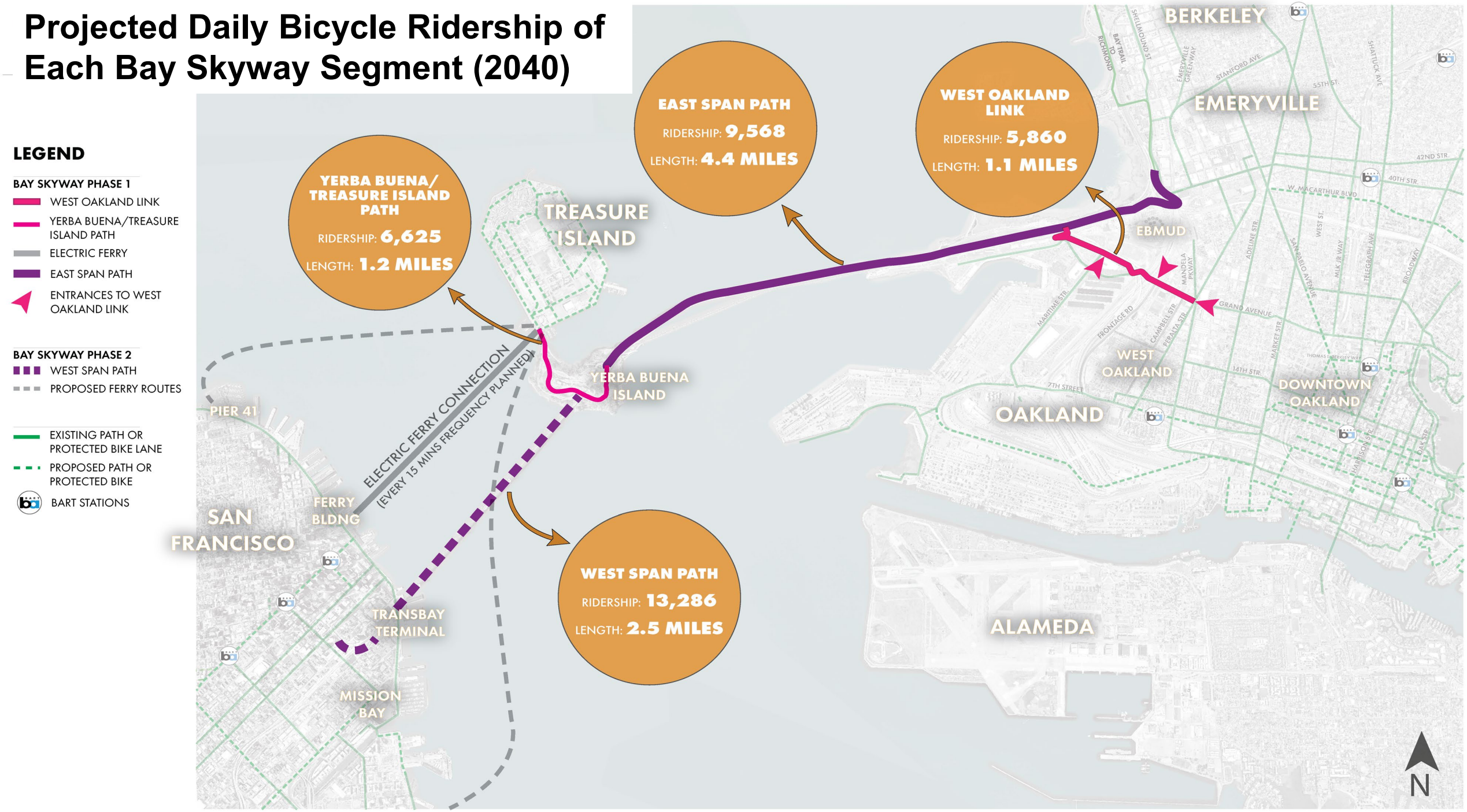
Bay Skyway will link Oakland and the greater East Bay with Treasure Island and downtown San Francisco.

- 1.3 million people will be within an hour's e-bike ride of crossing the Bay
- Connects two areas with the highest bike mode share and lowest car ownership rates in California
- Increase peak Transbay capacity by 7,500 trips/hour





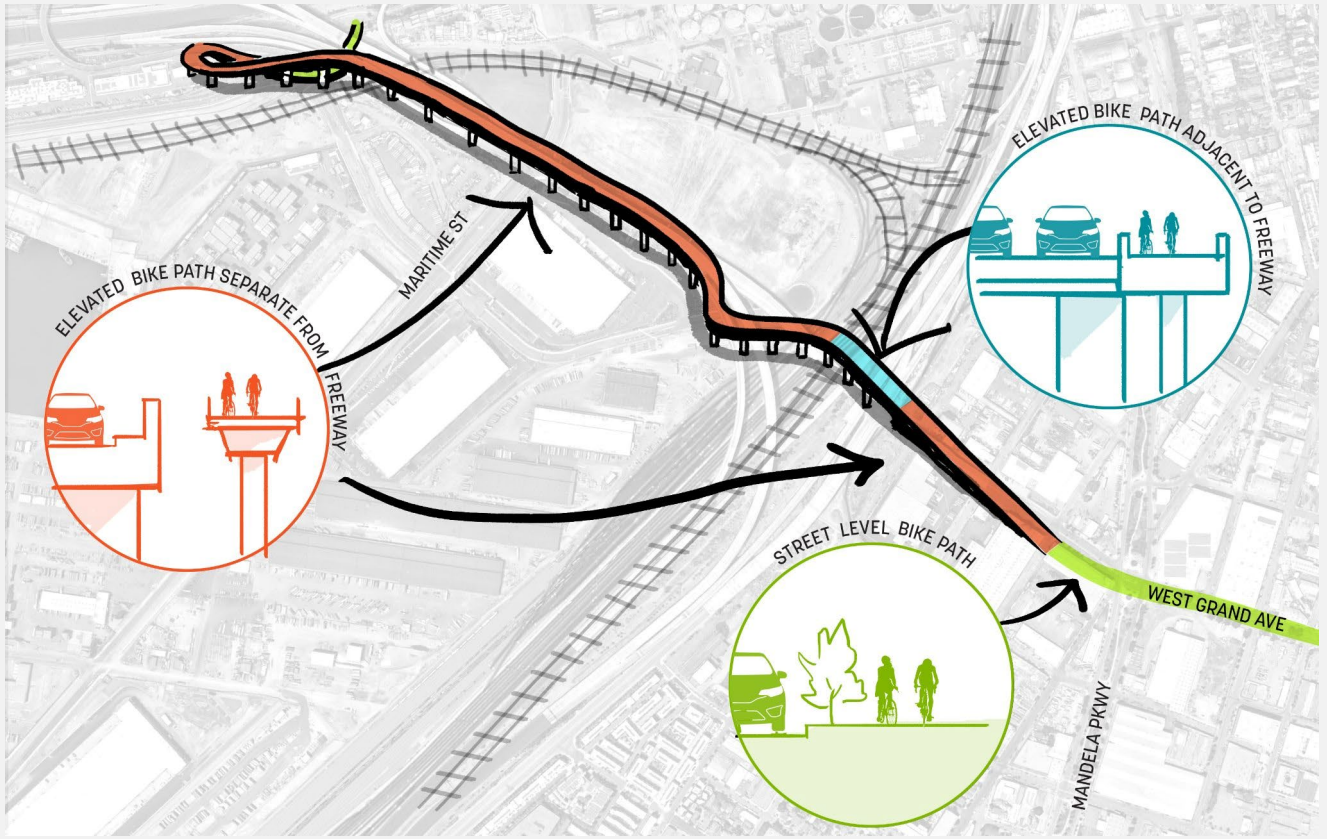
Projected Daily Bicycle Ridership of Each Bay Skyway Segment (2040)



The West Oakland Link of the Bay Skyway (Phase 1)

The West Oakland Link is a 15-foot-wide path for bicyclists and pedestrians between West Oakland, the Port of Oakland, and the Bay Bridge Trail (Bay Skyway) currently in design.

- 1.1 miles of separated, elevated low-stress multi-use path
- Connects with the planned Grand Ave protected bike lane (to downtown) at Mandela/Grand intersection
- Landscaping and community amenities based on community led input



West Oakland Environmental Indicators Project: Community Engagement Partner

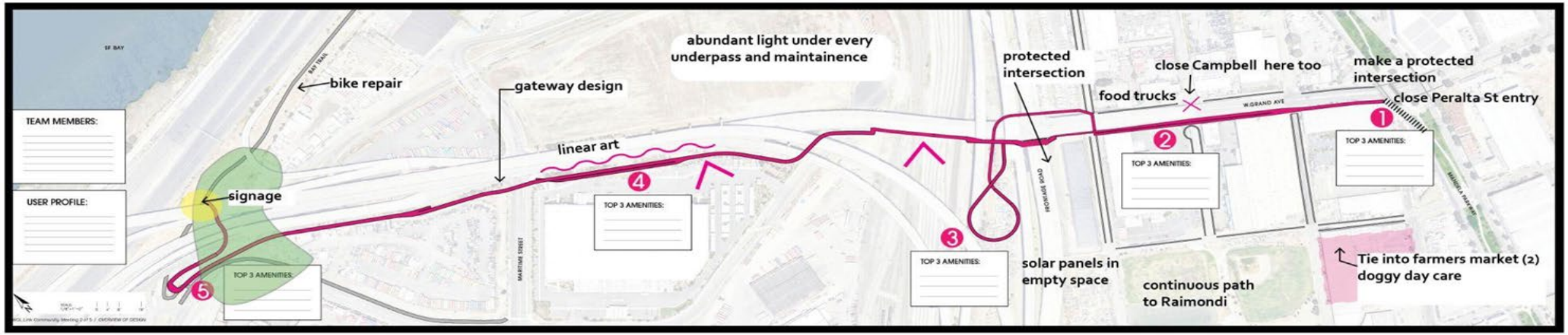
The **West Oakland Environmental Indicators Project**, a resident-led, community-based environmental justice organization, was brought on to engage the community on the project design (PS&E)

WOEIP *is dedicated to achieving healthy homes, healthy jobs and healthy neighborhoods for all who live, work, learn and play in West Oakland, California.*

- Adding a community voice to the project team
- Engaging the community with the community
- Capacity building for a community-based organization

What We Heard:

"tell stories - including transportation - both wrongs and opportunities to make it right"



5

- Signage (2)
- Strong lighting (2)

- Urban forest
- Digital display counter (bike+ped)
- Metrics - trees saved
- Opportunity for play (mini golf)
- Trash cans
- Water fountains
- Mini golft
- Accessibility for people w/ disabilities on this grade
- Memorial plaques (military/army)
- View point(scenic view)
- Bench
- Trash cans? Recycling

4

- Signage to seperate entrance + exit + wayfinding (2)

- No hostile seating (bench)
- Water
- Interactive space
- Way finging
- Bike counting device
- Gateway design for the port

3

- Make this stand out, visually/ architecturally (x3)
- Quiet ride calm (x2)
- Visually appealing underpass (2)

- Street art on columns
- Skate park attracts (daring users)
- Union point pask
- Spiral structure
- Stronger lighting
- Make space for dancers or other performing groups
- Can this be an attraction
- Lighting
- Sound (ped bridge in san diego)
- Poop bags
- Picnic table
- Wayfindings
- Fun intuitive
- What about a "tube" for aqi? Esp. At Frontage Rd

2

- Street lighting (2)
- Planting (2)
- Wind sound screen (2)
- Gathering space (2)

- More housing + jobs= lunch zone
- Clear view sights no blind spots
- Left unmaintained this corridor could be a disaster
- Bench
- Cameras
- Linear park
- Walking path connected to mandela pkwy

1

- Arch way large welcoming/ attractive entry (4)
- Map + wafinging (3)
- Storytelling (3)

- Could it span over west grand?
- Gateway
- Restrooms
- Shade structure
- Food coffee
- Safe intersection to enter
- Continuity with the rest of the community & future development

Local Stories:

1. History of west Oakland cypress freeway removal story
2. Memory of the neighborhood removed
3. Earthquake of 89 "Black Wall Street" of 7th st, Jazz Clubs, continued railroads, Black Panthers, etc.

Community informed design

Improved intersections, additional bike lane connection, and bus stop improvements

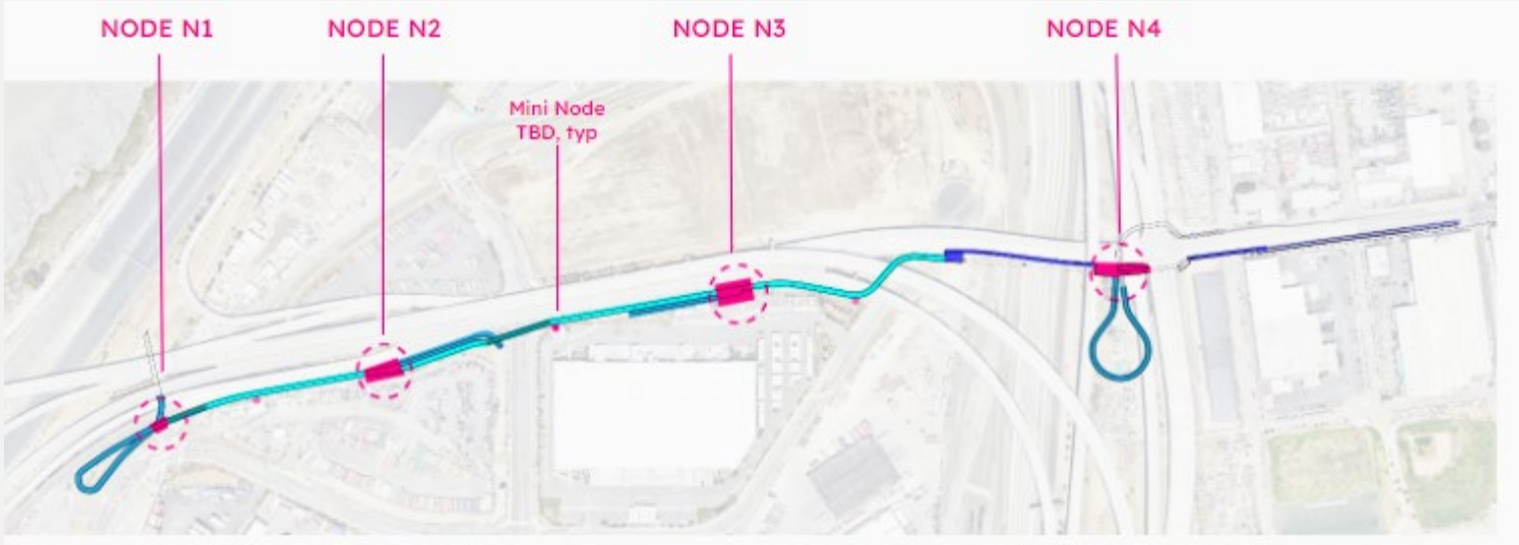
A second entrance was added to increase access

Car-free alleyway and potential activation under Grand Ave

* Design currently under review

Community informed design

An entrance announcing the West Oakland Link at the Bay Trail junction



Elevated 15-foot-wide path across the main structure

Rest areas (nodes) added every ¼ mile alone the elevated structure

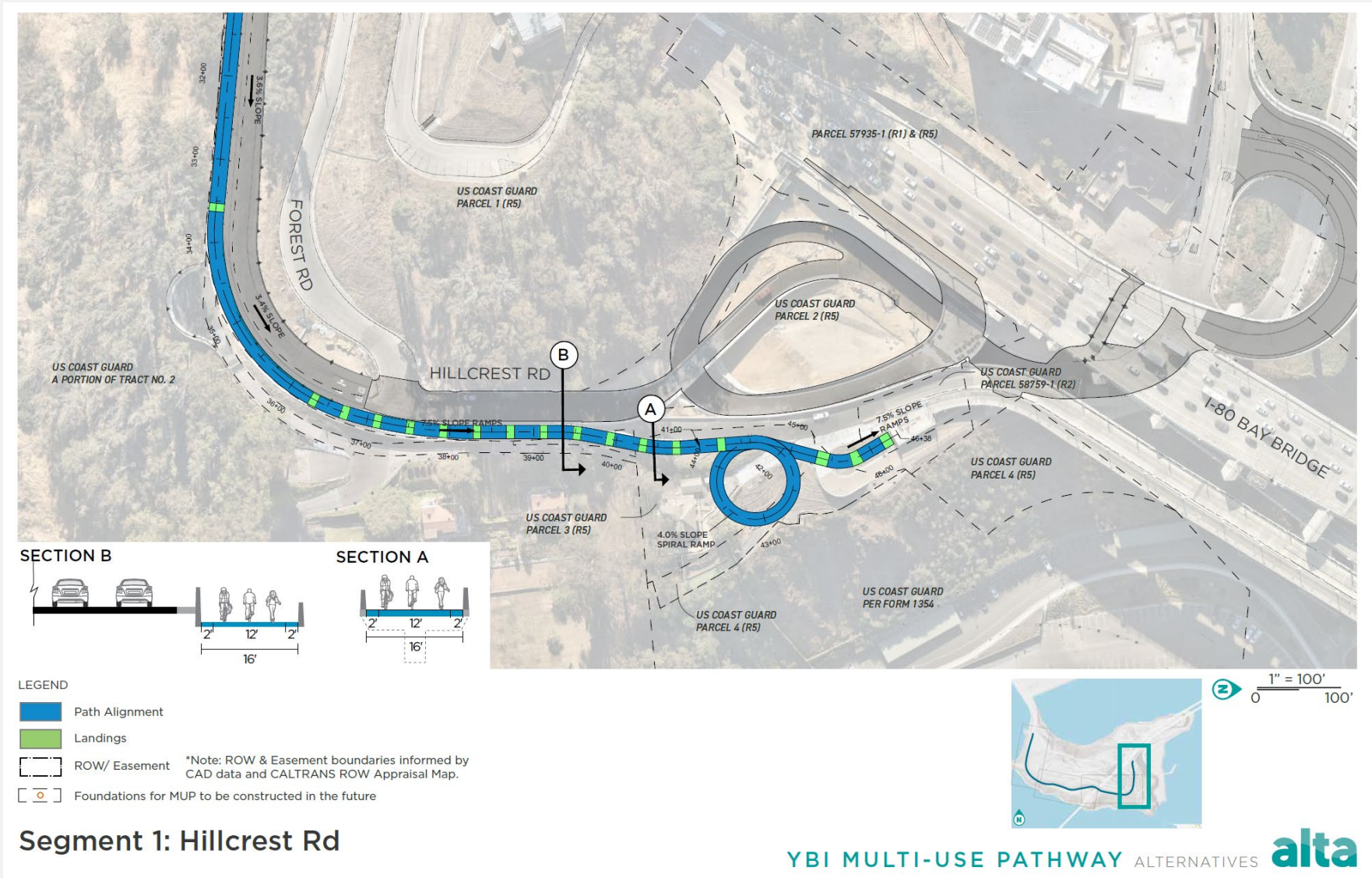
* Design currently under review

The Yerba Buena Island Multi-use Path of the Bay Skyway

The Yerba Buena Island multi-use path connects bicyclists and pedestrians between the existing East Span Path (to the East Bay) and Treasure Island, with frequent ferry service to downtown San Francisco.

- 1.3 miles of separated, low-stress multi-use path
- Connect the 20,000 future residents with the East Bay and BART.
- Path is required for the future West Span Path (Bay Skyway Phase 2)

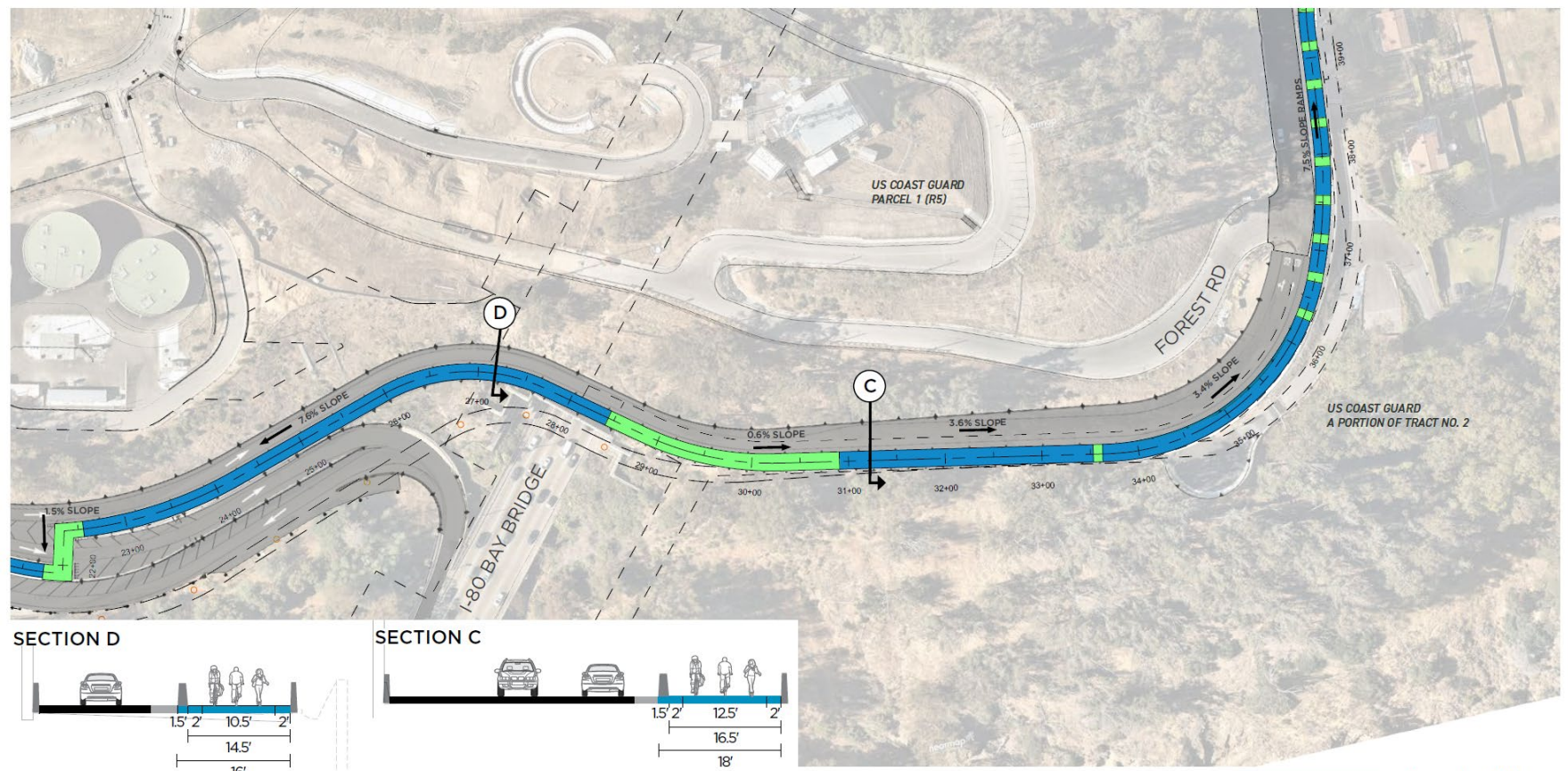
Yerba Buena Island Multi-use Pathway: Segment 1



Segment 1: Hillcrest Rd

YBI MULTI-USE PATHWAY ALTERNATIVES alta

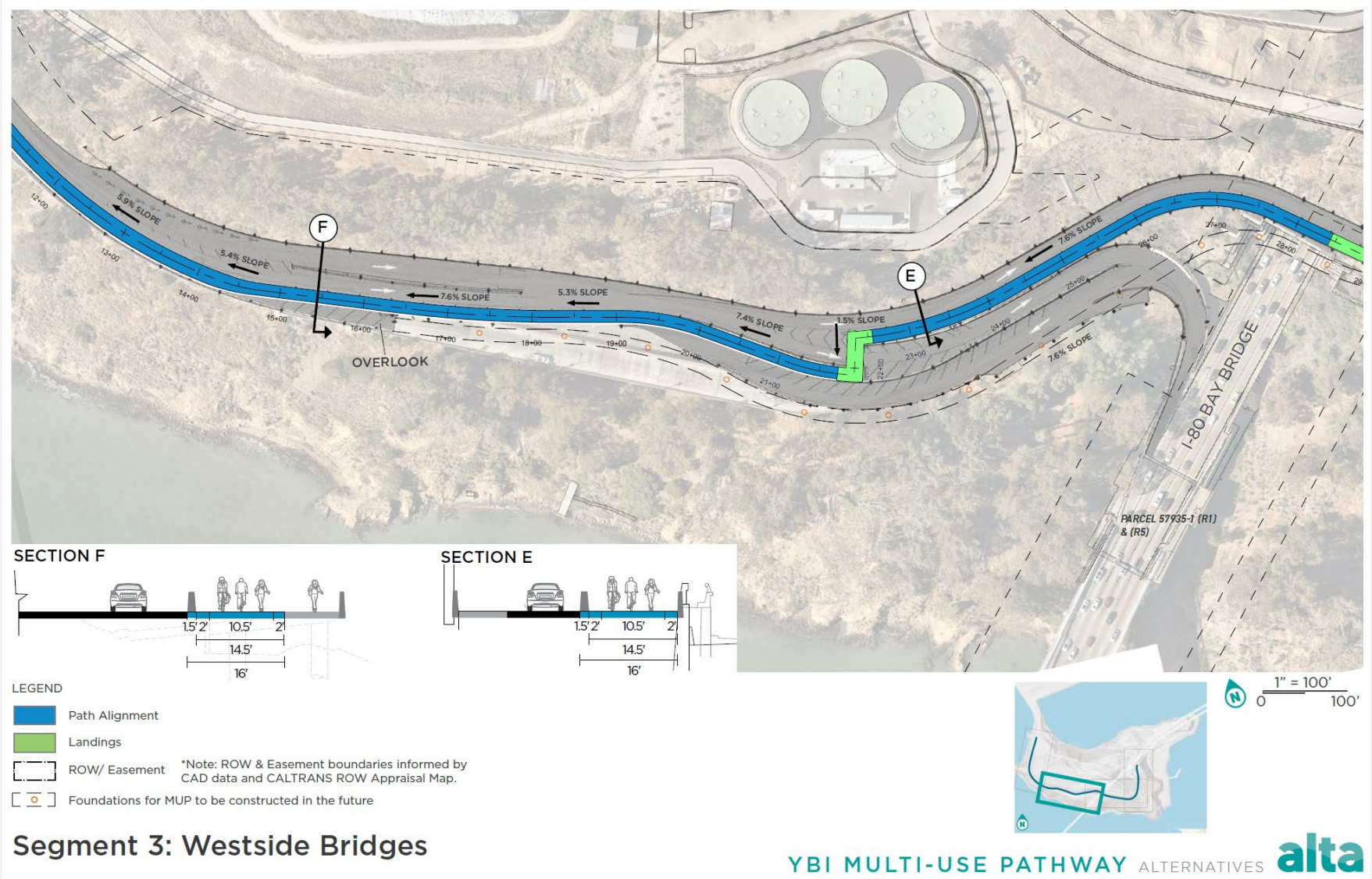
Yerba Buena Island Multi-use Pathway: Segment 2



Segment 2: Hillcrest Rd

YBI MULTI-USE PATHWAY ALTERNATIVES alta

Yerba Buena Island Multi-use Pathway: Segment 3

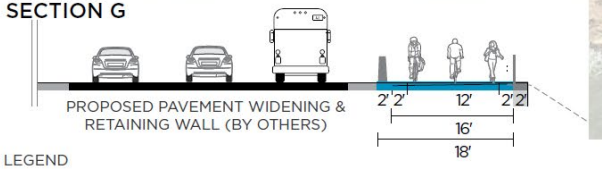


Segment 3: Westside Bridges

YBI MULTI-USE PATHWAY ALTERNATIVES alta

Yerba Buena Island Multi-use Pathway: Segment 4

SECTION G



LEGEND

- Path Alignment
- Landings
- ROW/ Easement — *Note: ROW & Easement boundaries informed by CAD data and CALTRANS ROW Appraisal Map.
- Foundations for MUP to be constructed in the future

1" = 100'
0 100'

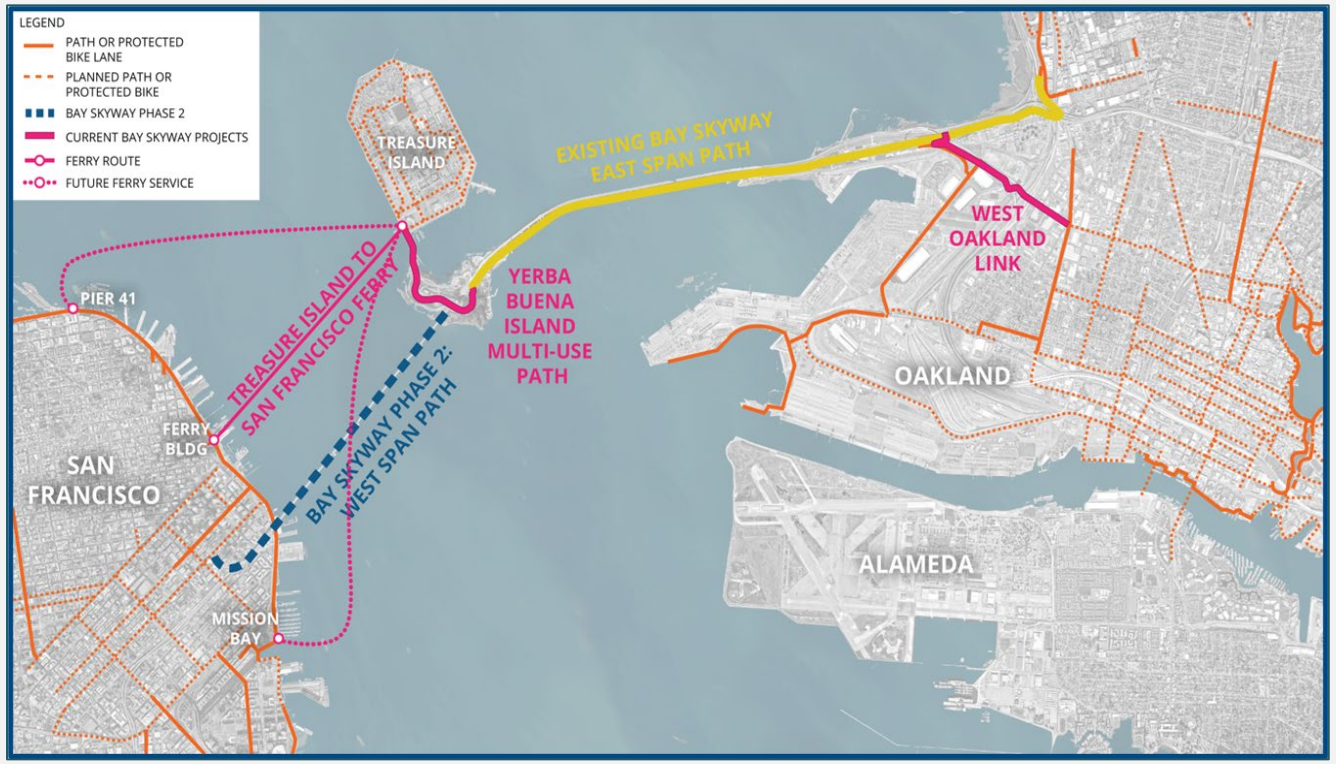
Segment 4: TICD

YBI MULTI-USE PATHWAY ALTERNATIVES alta

Bay Skyway Phase 1: Building momentum for the West Span Path (Phase 2)

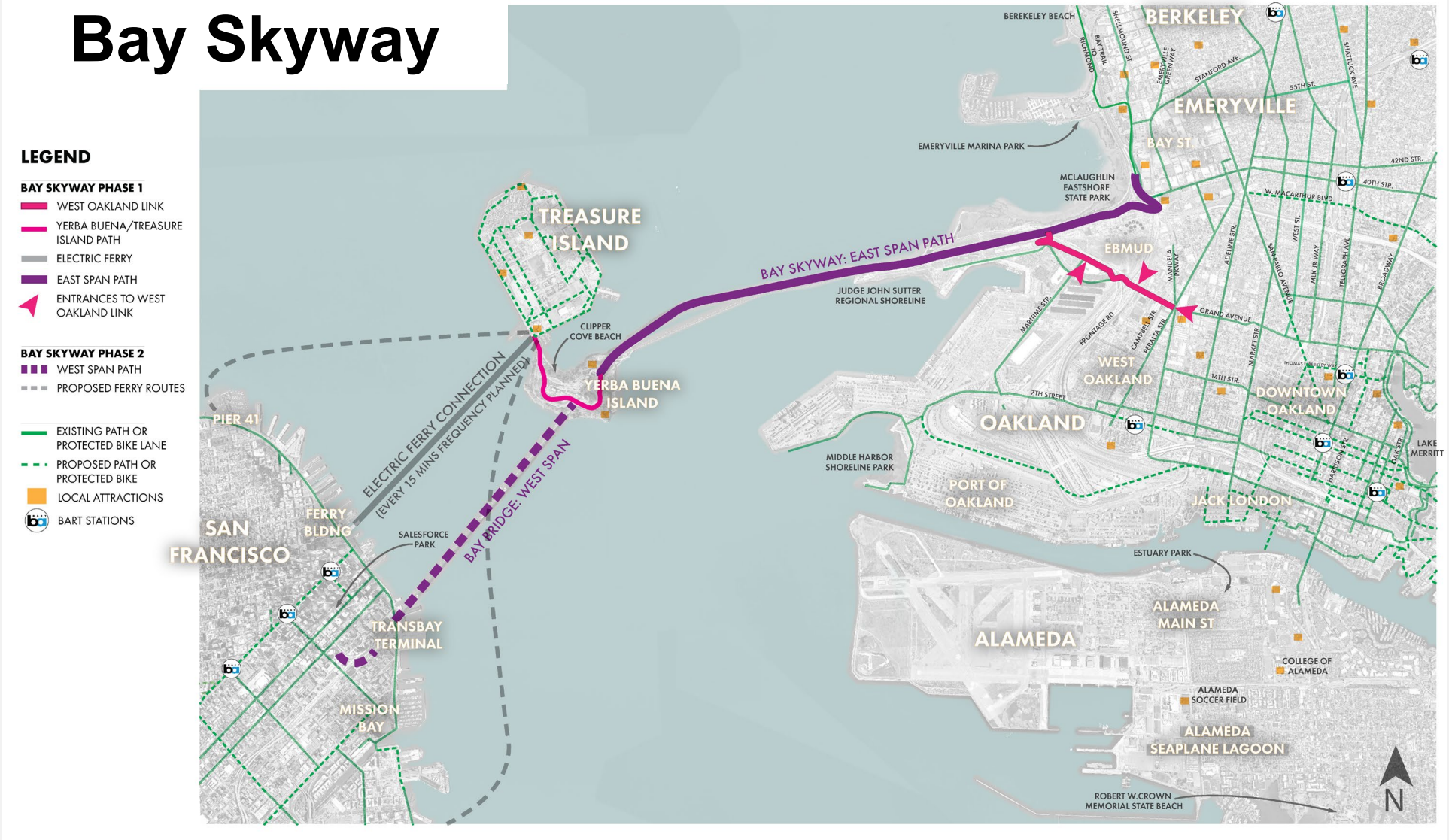
Bay Skyway Phase 1 includes the West Oakland Link, Yerba Buena Island Multi-use Path, and electric ferry service.

- Phase 1 is a $200M project to complement the East Span Path ($400M investment), expected to **open in 2028**
- Independent utility & necessary for Phase 2 West Span Path
- West Span Path to complete the Bay Skyway ($550M+)



Q & A

Bay Skyway



BART Bicycle Preferred Path of Travel Capital Plan

Phase 1

BBATF Update

8/5/24

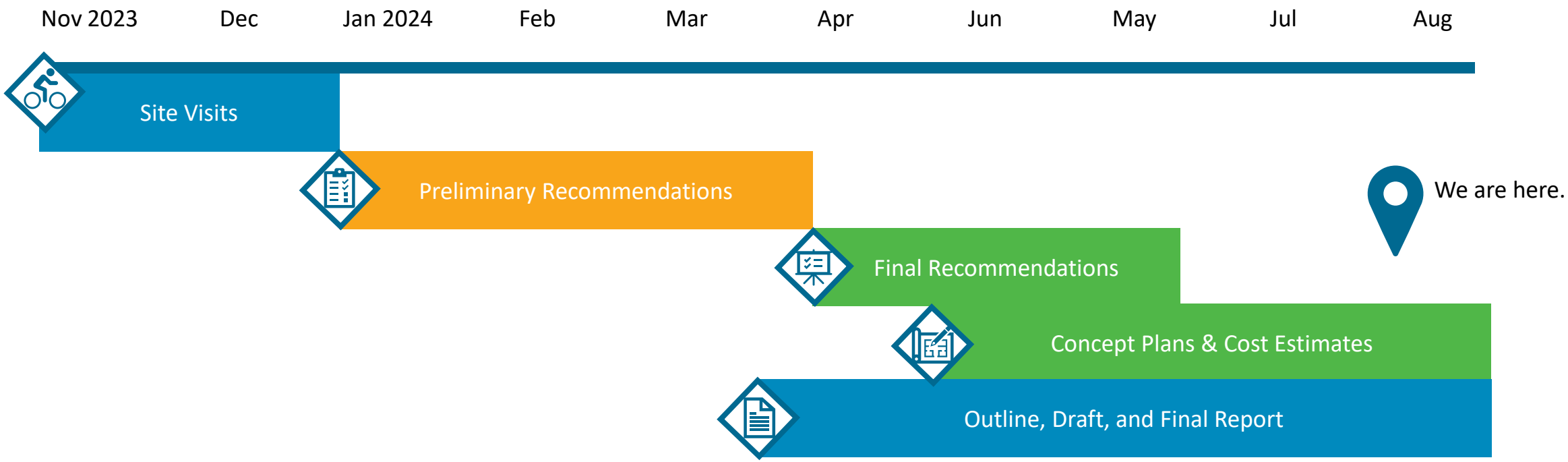
What is a Preferred Path of Travel?

The project aims to support clear, predictable bicycle access between the edge of BART property to station platforms and bicycle parking.

The plan will include:

- Grant-ready concept plans
- Cost estimates
- Recommendation lists

Project Schedule



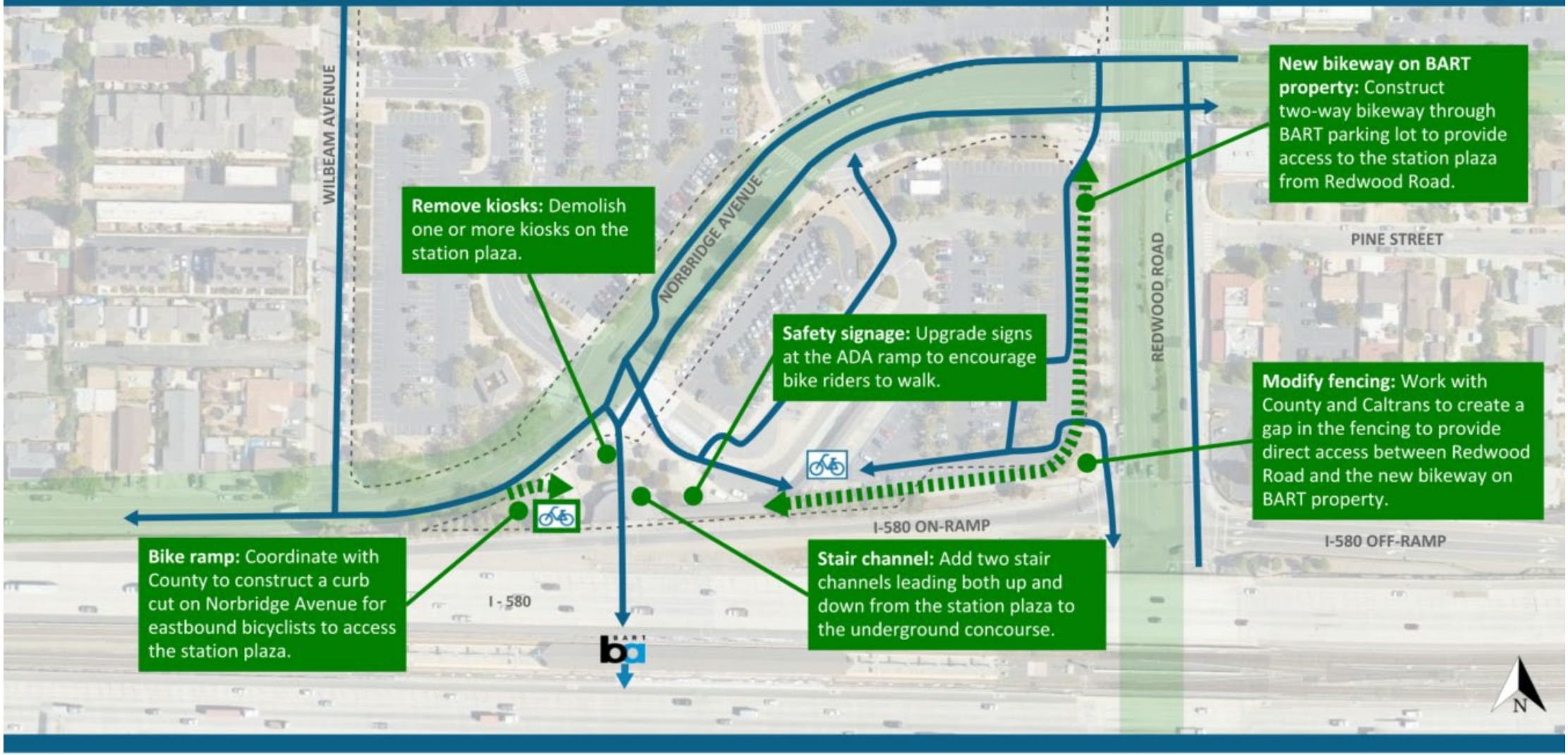
Phase 1 will cover 10 stations.

- Balboa Park
- Bay Fair
- Castro Valley
- Coliseum
- Concord
- Daly City
- Hayward
- MacArthur
- San Leandro
- Walnut Creek

12 more to come in Phase 2!

Castro Valley BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates (under freeway)
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

BART

Sample Updated Figure

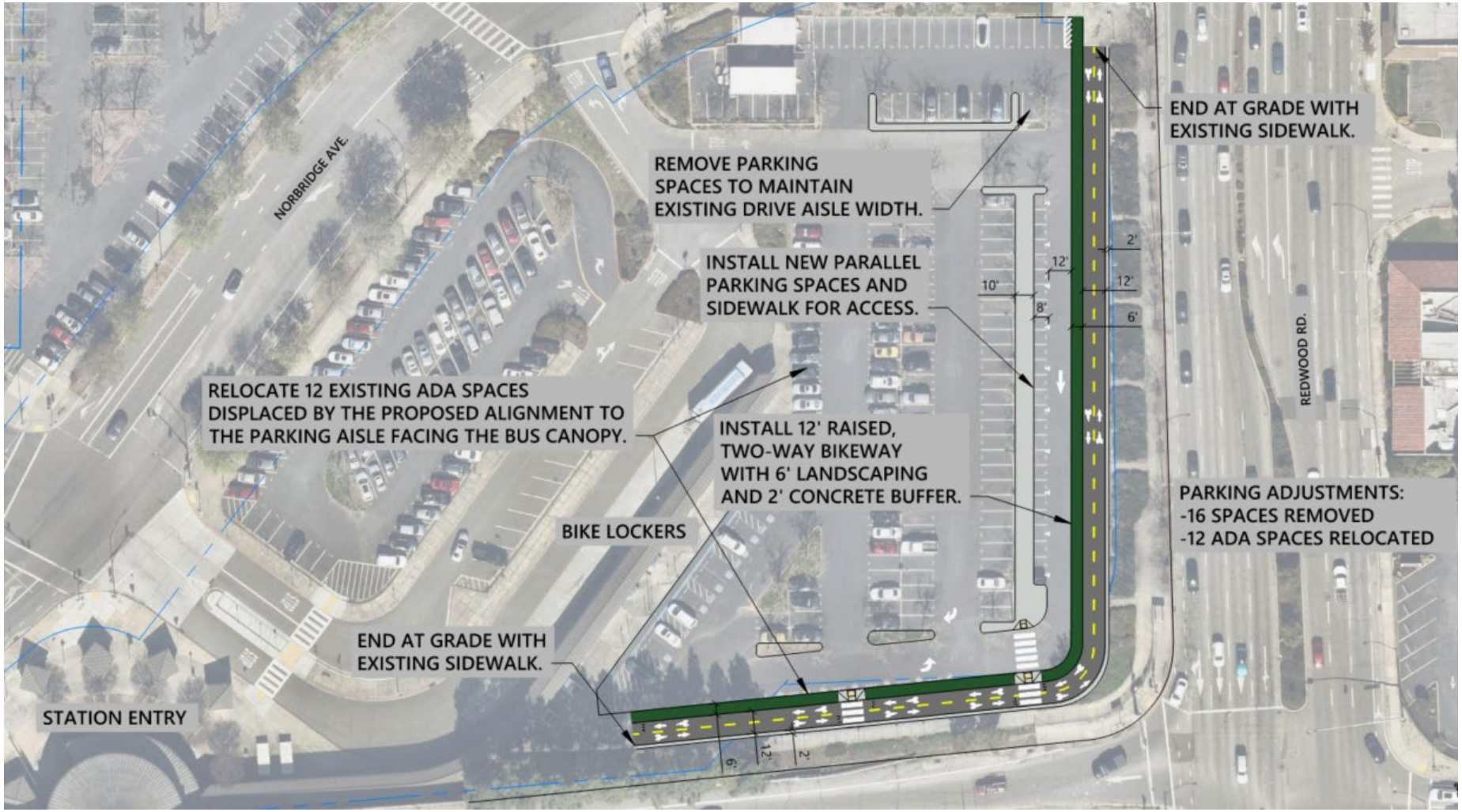
Castro Valley BART Station

Bicycle Access Recommendations

LEGEND

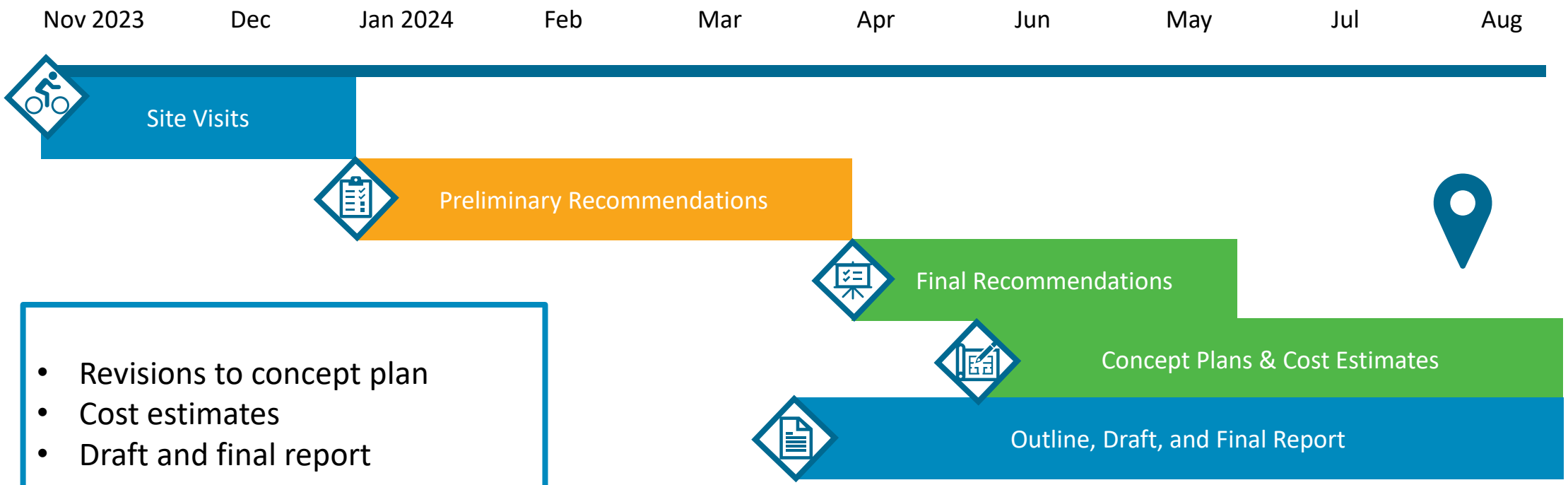
- Bicycle Paths of Travel
- Station Fare Gates (under freeway)
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

Sample concept plan: Castro Valley



Recommendations with a draft concept are marked with a green box on project list tables.

Next Steps



- Revisions to concept plan
- Cost estimates
- Draft and final report

Introduction

The BART Bicycle Preferred Path of Travel (PPoT) Capital Plan guides BART staff's pursuit of safer and more intuitive and inviting paths of travel at ten stations. The Plan focuses on preferred paths—including those that BART intentionally constructed, others that cyclists use (e.g., through parking lots) and some that people who routinely bike to and from particular stations say they would use. These routes have in common that they are between the edges of BART property and secure bike parking (i.e., e-lockers, bike racks within the paid area, "smart" bike racks and Bike Stations) and fare gates. The plan will be used primarily for two purposes:

- To communicate improvements to be implemented by internal BART staff, either as a component of a larger project at a given station or as a stand-alone project. This category includes being prepared to participate in planning for future transit-oriented development/housing or station access and modernization projects at particular stations.
- To provide visual and narrative information that persuasively makes the case for particular improvements at specific stations, while providing concept-level plans and cost estimates for the purpose of grant applications.

The Preferred Path of Travel Plan (PPoT) primarily focuses on projects on BART property. Recommendations on or near City/County or Caltrans right-of-way but not directly on BART property note that coordination will be needed to implement, although it is assumed that BART staff will generally be the lead agency implementing the projects recommended in the report.

BART BPoT Stations

Stations with recommendations and bikeway concept plans

- Balboa Park
- Bay Fair (northwest)
- Bay Fair (southeast)
- Castro Valley
- Coliseum
- Concord
- Hayward
- San Leandro
- Walnut Creek

Stations with recommendations only

- Daly City
- MacArthur

After this introductory chapter, the capital plan provides a chapter with ideas that pertain to all stations ("global" recommendations). The final plan chapter includes ten sections, each with specific ideas for each of ten stations. Eight of these stations include a design concept and cost estimate for recommended improvements (see box above). These

The impact of Covid-19 on BART ridership

Beginning in March 2020, the Covid-19 pandemic had a profound impact on BART ridership and, thus, station access. Lower ridership, while placing an enormous burden on BART's finances, has a silver lining for bike access. Fewer riders have meant fewer riders driving to BART, translating to less car traffic, and, due to the corresponding reduced demand for parking, opportunities to repurpose or reconfigure space for safe bike access that was formerly dedicated to parked cars.

From a planning perspective, another consequence of the pandemic is that any data on BART riders' mode of access gathered since early 2020 is of limited use in planning for the future. Systemwide ridership is continuing to recover. Even though ridership is not expected to fully return to pre-pandemic levels for some time, this plan relies on data collected in the latest pre-pandemic year, 2015, because it is expected to rebound within the plan horizon.

sections each present an overview of the station, a summary of its access challenges, and a set of recommended improvements to encourage more people to bike, and to bike safely, to BART.

Process

The process of developing the BART Bicycle Preferred Path of Travel Capital Plan involved selecting the ten stations to be studied; touring these stations with BART staff and other transportation professionals and community members familiar with each station; identifying barriers to bicycle access and egress at each station; developing recommendations that address the barriers; vetting the recommendations (and barriers) with the people who toured each station and others; and finalizing the list of barriers and recommendations set forth in the plan.

The designs presented in this plan are conceptual. Police and fire fighters who protect BART property and the surrounding jurisdictions,

Collision Data

Almost any measure of how dangerous a given area is for bicycling will incorporate data on collisions involving cyclists. To understand relative danger, or risk, however, the number of people bicycling in that area is also needed to normalize the collision data. The ratio of collisions to bicyclists provides a collision rate (collisions per cyclist over a given period of time) indicating bicyclists' "exposure" and allowing comparative analysis.

Local police departments submit collision reports to the California Highway Patrol (CHP) for inclusion in the Statewide Integrated Traffic Records System (SWITRS). BART's own police department typically tracks collisions on BART property separately, so SWITRS rarely includes these collisions. Even in the absence of complete collision and exposure data, compared to nearby streets and highways, we know that cars typically move at low speeds and volumes on BART property, so collisions with bikes are less common than those occurring outside BART property.

People on bikes are generally not being injured in large numbers on BART property, but this does not mean that biking around BART stations feels safe or inviting. In addition to identifying and correcting conditions on BART property that contribute to injury collisions, the PPoT Plan intends to create an environment that is comfortable for customers of all ages and abilities to access stations by bike.

and AC Transit will be consulted during the process of developing more detailed plans.

Station selection

BART's 50 stations were screened down to 19 for potential inclusion in the Bicycle PPoT plan using factors such as: presence of above-ground property; age of station (i.e., recently constructed stations were filtered out); and planned/completed TOD or station access improvement projects. The remaining 19 were then ranked initially by total weekday bike access, calculated from the latest BART Station Profile Study (2015).

The top ten ranked stations were then mapped and a geographic analysis of proximity to Equity Priority Communities and distribution across political jurisdictions, districts and the BART system was performed to see if any adjustments were necessary. Finally, the ranked list was reviewed by BART Station Planning and Customer Access staff and minor adjustments were made to account for stations with low, but potentially much higher, bike ridership .

Site visits

Once the ten stations that are the subject of the PPoT Capital Plan were chosen, site visits to each station were planned. The project team identified key stakeholders who should be involved with this exercise. Site visit participants included the following:

- **BART staff**, including Access Planning staff who led the effort, and Station Planning, Safety and Transportation division staff, who assisted.
- **BART Bicycle Advisory Task Force** (BBATF), a volunteer committee that advises BART staff and the Board on matters related to bicycle access to and at stations, as well as onboard trains;
- **Local and transit agency staff**, who represent the jurisdictions surrounding each station and the transit agencies that serve them;
- **Bicycle advocacy organizations**, represented by local community members who use the stations regularly; and
- **Consultant team members**, who managed the process of developing and vetting this plan's recommendations.

The site visits at each station began with identifying the key station access points that BART riders use when they arrive and depart by bike, as well as the routes they are known to take to reach bike parking and the fare gates (called "desire lines"). This information was later recorded on site plans of each station as bicyclists' Preferred Paths of Travel (PPoTs). Site visit participants then pointed out existing barriers to these paths and discussed with the project team recommendations to improve existing and create new paths of travel that follow cyclists' desire lines.

Challenges & Solutions

After the site visits, the project team synthesized the feedback that participants had provided with their own observations and historic knowledge at each station. One product of this step was a list of Bicycle Access Needs & Barriers for each station, which are the challenges BART customers face when accessing BART by bike. Next, they developed a list of Bicycle Access Recommendations that was also based on the feedback of site visit participants and experience at each station, plus guidance from the following documents (see Appendix A):

- BART Multimodal Access Design Guidelines (2017)
- Federal Highway Administration (FHWA) Bikeway Selection Guide (2019)

These lists were then translated into two maps for each of the ten stations that are the subject of this study: one that depicts the challenges/barriers and a second that shows the improvements needed to create safer and more intuitive paths of travel for cyclists. The BART Bicycle Advisory Task Force reviewed these maps and commented on needed adjustments. BBATF comments were incorporated and BART Customer Access and Station Planning staff and site visit participants reviewed and commented on the 20 revised maps, resulting in the final pair of maps for each station that appear in this plan.

Designing design concepts

In order to facilitate funding and implementation of the projects recommended in this plan, the Plan scope included developing conceptual designs and estimates for the recommendations at eight stations (see Figure I.1). These designs show alignment, width, bikeway type, raised or not raised, material and basic geometry. These conceptual designs do not show construction detail and are subject to changes during the final design phase. The designs were informed by the following guidelines:

- BART Multimodal Access Design Guidelines (2017)
- National Association of City Transportation Officials (NACTO) Designing for All Ages and Abilities (2017)

- FHWA Separated Bikeway Planning and Design Guide (2015)
- BART Station Experience Guidelines (2017)
- Massachusetts Department of Transportation (MassDOT) Bikeway Design Guide

Global Recommendations

This chapter outlines improvements that are needed to make it safer and more intuitive to bike between BART station entrances and bike parking and fare gates at all stations.

Wayfinding Signage

Wayfinding is a specific recommendation for some stations where the need to provide directions to bike parking and fare gates were particularly evident on the site visit, or where a new bikeway is recommended on the property.

Wayfinding signage is also a global recommendation for all stations as part of the Regional Mapping and Wayfinding Project, which is making maps, signs and screens more consistent and easier to identify. Prototypes were being tested while this plan was under development; final designs and installation are expected beginning in 2027. In the BART system, these efforts should especially consider the best ways to access BART bike parking and fare gates, and how best to travel between BART stations and major bikeways like the East Bay Greenway, the Ohlone Greenway and the Iron Horse Trail.

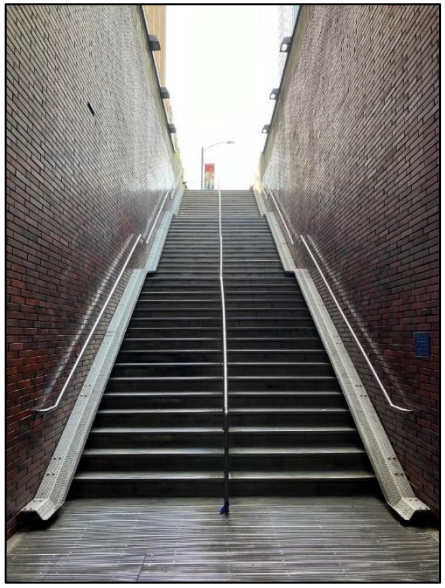
Bike Stations

BART Bike Stations are secure facilities for BART customers to safely store their bicycles. BART has valet Bike Stations, which are staffed and offer retail and repair services, and self-park Bike Stations, which are accessible through the same means as BART's electronic lockers. Valet and self-park Bike Stations are both popular with BART passengers, are more space-efficient than electronic lockers, and provide a much higher level of security than simple unenclosed bicycle racks.

The best opportunity to add Bike Stations to the BART stations profiled in this plan is when a station's surface parking is converted into a transit-oriented development (TOD). Therefore, this plan does not make specific recommendations for Bike Stations because their location, size and design are best determined during the TOD design process; however, general recommendations are made at stations that would benefit from a Bike Station if and when a TOD is built.

Stairway Channels

Bicycle stairway channels are ramps at the edges of stairways that allow cyclists to push, rather than carry, their bikes up and down stairs. Eight BART stations currently feature stairway channels and four more are expected to be complete by the end of 2025. At most stations, at least one stairway connecting to bike parking, fare gates and/or platforms should be outfitted with channels. Station-specific recommendations in this plan identify these stairways.

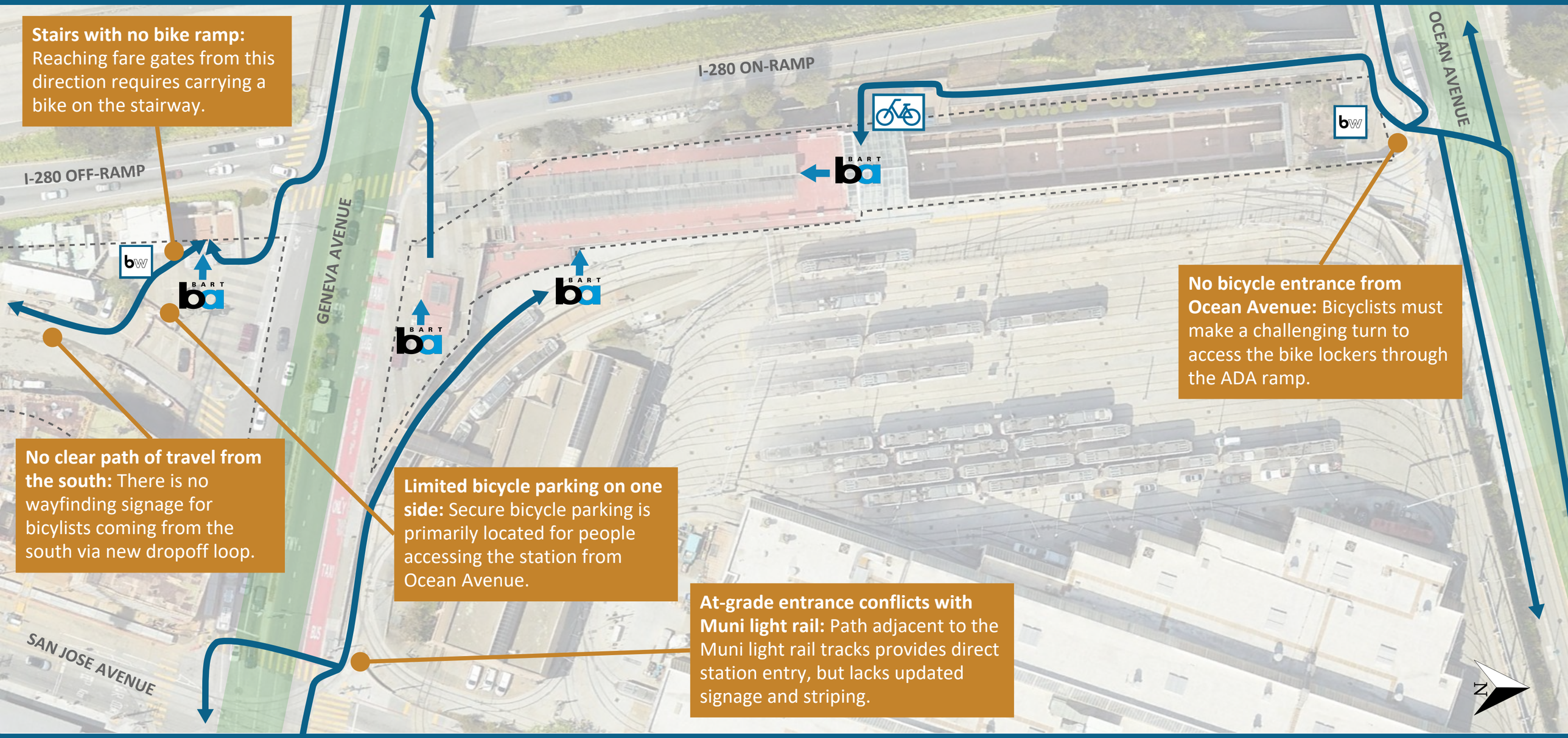


New bicycle stairway channels at 12th Street Station

Instructions for stairway channels

Balboa Park BART Station

Bicycle Access Needs and Barriers



Stairs with no bike ramp: Reaching fare gates from this direction requires carrying a bike on the stairway.

No clear path of travel from the south: There is no wayfinding signage for bicylists coming from the south via new dropoff loop.

Limited bicycle parking on one side: Secure bicycle parking is primarily located for people accessing the station from Ocean Avenue.

At-grade entrance conflicts with Muni light rail: Path adjacent to the Muni light rail tracks provides direct station entry, but lacks updated signage and striping.

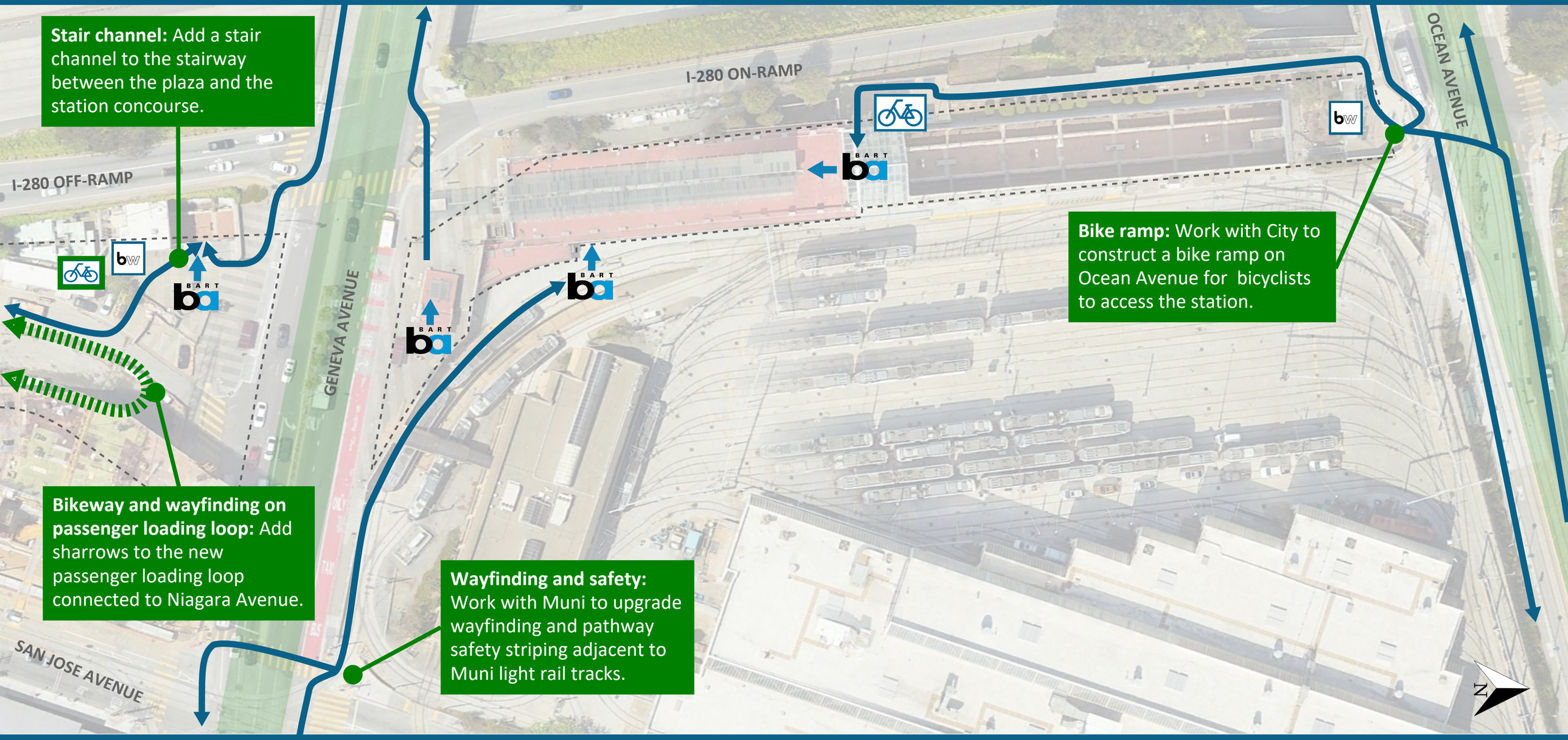
No bicycle entrance from Ocean Avenue: Bicyclists must make a challenging turn to access the bike lockers through the ADA ramp.

LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Baywheels
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Balboa Park BART Station

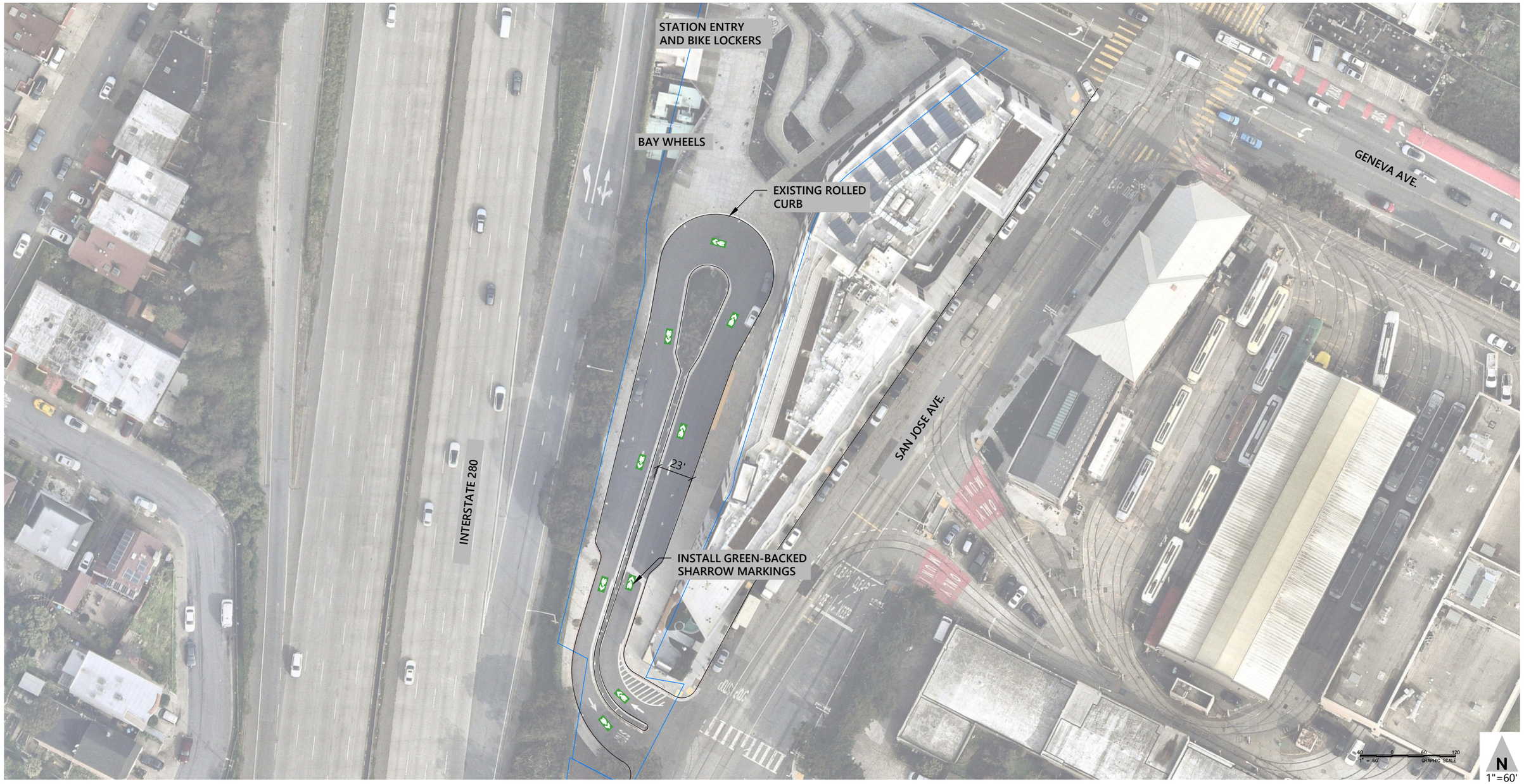
Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Baywheels
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
BP01	Balboa Park	Bike Parking	Plaza on south side of Geneva Avenue	Add bike lockers on Plaza.
BP02	Balboa Park	Stair Channels	South entrance	Add stair channel to the stairway between the plaza and station concourse.
BP03	Balboa Park	Bike Ramp	Ocean Avenue	Work with City to construct a bike ramp on Ocean Avenue for bicyclists to access station.
BP04	Balboa Park	Bikeway	Ocean Avenue	Add sharrows to new passenger loading loop connected to Niagara Avenue.
BP05	Balboa Park	Signage/Wayfinding	Geneva Avenue/San Jose Avenue	Work with Muni to enhance and maintain wayfinding and safety striping at pathway adjacent to Muni light rail tracks.



LEGEND

EXISTING CURB LINE

PARCEL LINES

GREEN-BACKED SHARROWS

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 1

Balboa Park BART Station
Bicycle Access Recommendations
Bikeway Design Concept

Bay Fair BART Station (Northeast)

Bicycle Access Needs and Barriers

Creek crossing leads to confusing entrance: Bicyclists entering through Bayfair shopping center share a pedestrian bridge and have no clear path of travel from the edge of BART property.

No clear, direct path to fare gates: Bicyclists enter the station from this corner, where vehicles and buses also enter. Due to the one-way vehicle circulation, bicyclists struggle to navigate the site.

Unlabeled direct route to fare gates: Direct path to fare gates can be confusing due to lack of signage and wayfinding. Bicyclists generally must dismount in bus loading area.

No bikeway: Bicyclists must share internal streets with vehicles. Roadway under railroad tracks is narrow and steep.

BAYFAIR DRIVE

THORNALLY DRIVE

COELHO DRIVE

ELGIN STREET

BART

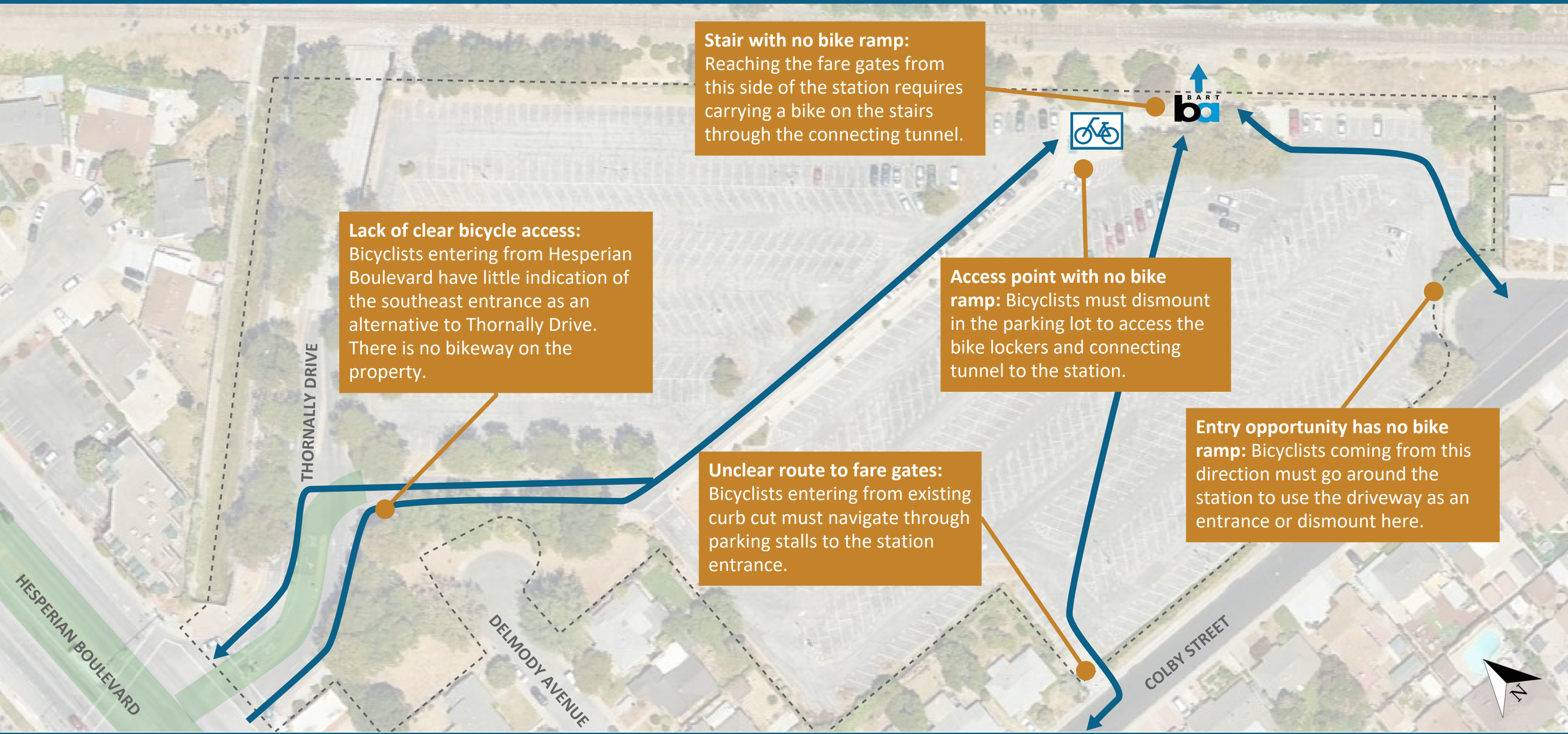
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

BART

Bay Fair BART Station (Southwest)

Bicycle Access Needs and Barriers

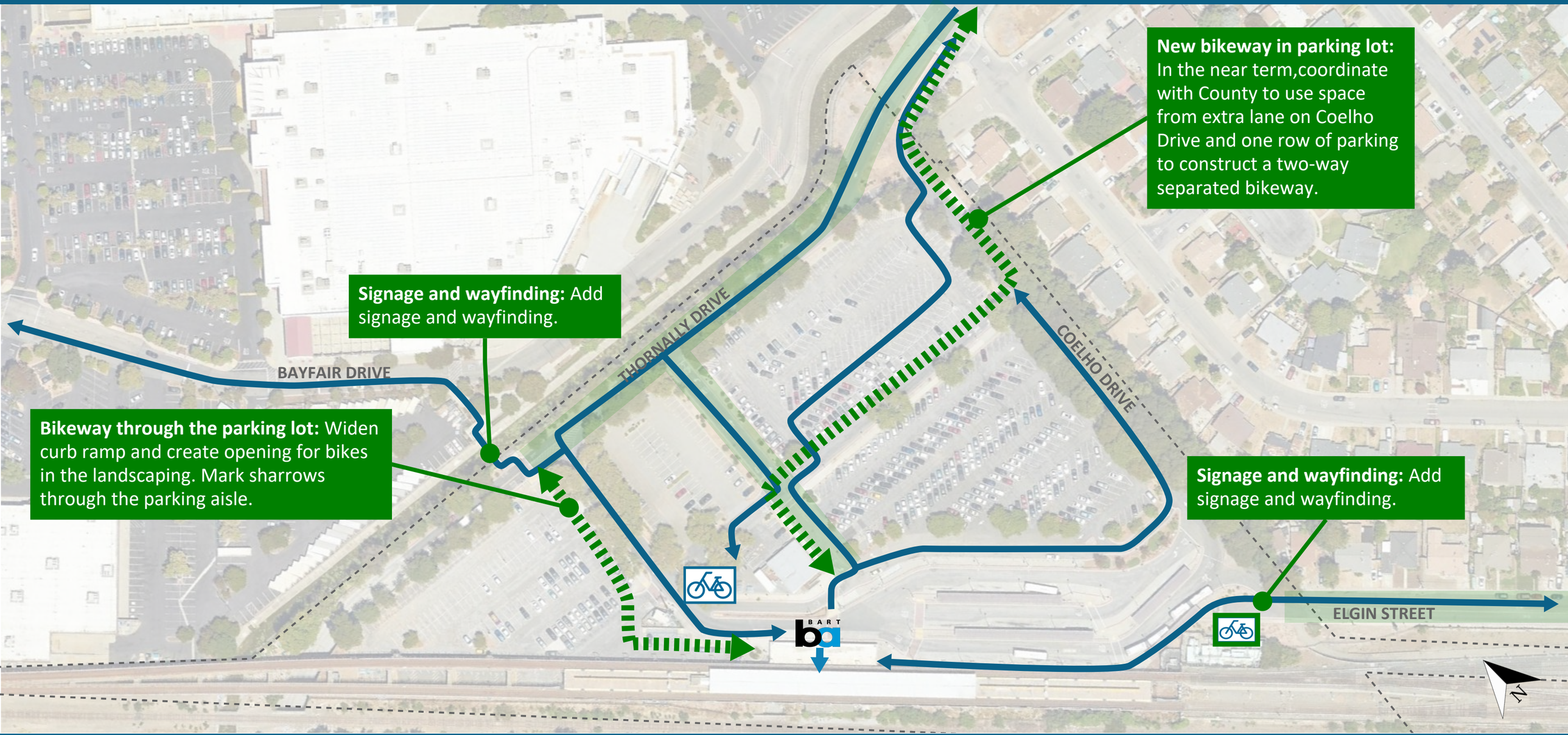


LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Bay Fair BART Station (Northeast)

Bicycle Access Recommendations



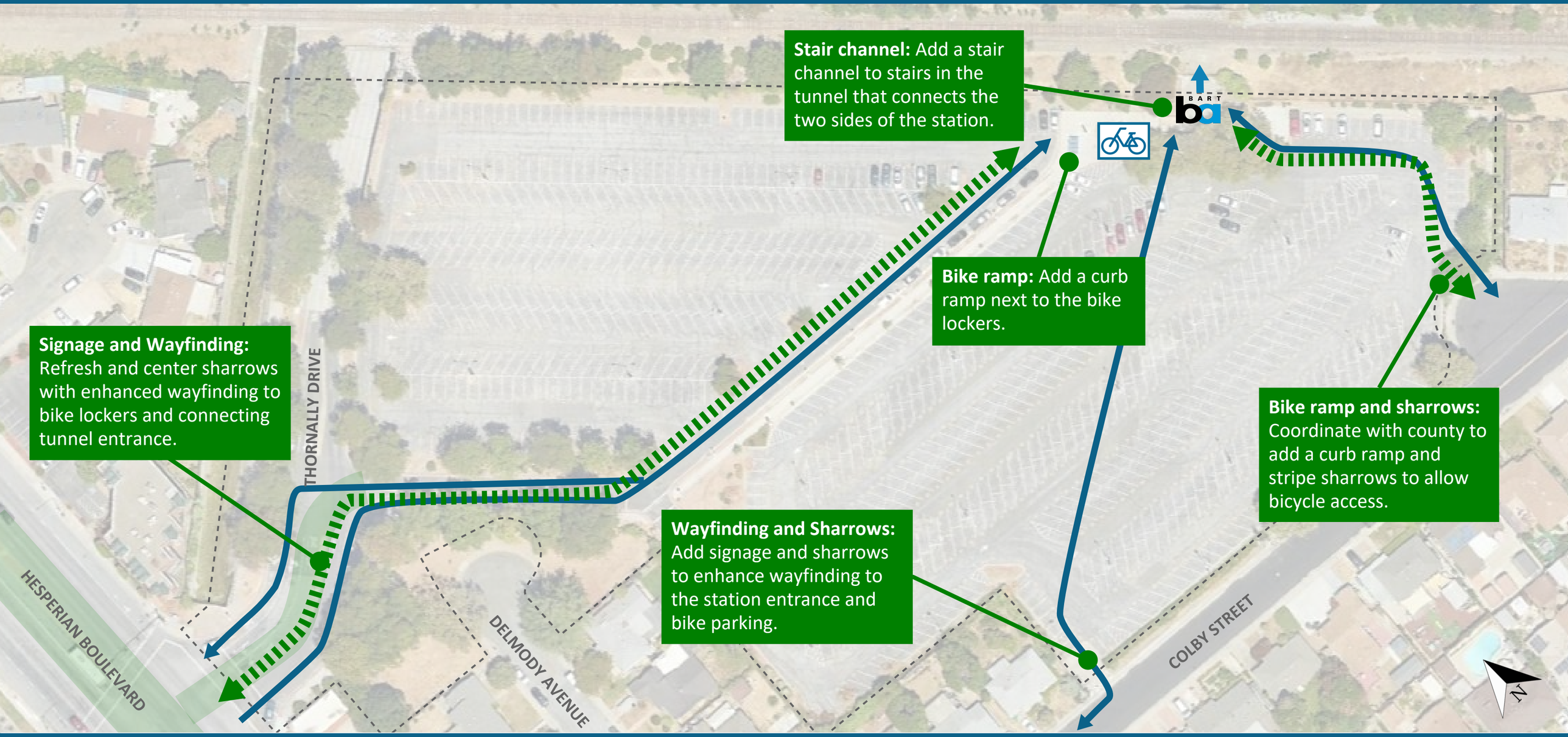
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

BART

Bay Fair BART Station (Southwest)

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
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- Recommended Bikeway
- BART Property Line

BART

ID	Station	Recommendation Type	Location Description	Project Description
BF01	Bay Fair	Stair Channels	Southwest entrance	Install stair channels at southwest entrance.
BF02	Bay Fair	Bikeway	Northeast parking lot	Widen curb ramp and create opening for bikes in the landscaping. Mark sharrows through the parking aisle.
BF03	Bay Fair	Signage/Wayfinding	Thornally Drive/Bayfair Drive	Add wayfinding and signage for entrance access through Bayfair Drive and the connecting pedestrian bridge.
BF04	Bay Fair	Signage/Wayfinding	Thornally Drive and BART driveway from Hesperian Boulevard to southwest entrance	Refresh and center sharrows with enhanced wayfinding to bike lockers and connecting tunnel entrance.
BF05	Bay Fair	Bike Ramp	Southwest entrance	Install a curb ramp at next to the bike lockers at the southwest entrance.
BF06	Bay Fair	Bikeway	Thornally Drive/Coehlo Drive and northeast parking lot	In the near term, repurpose some parking spaces and landscaping to construct a two-way separated bikeway from Coelho Drive at the northeast corner of the property to the faregates and bike parking. In the long term, incorporate a bike path along this path of travel through any future development.
BF07	Bay Fair	Signage/Wayfinding	Elgin Street	In the near term, improve signage and wayfinding from Elgin Street. In the long term, incorporate bike access from Elgin into a potential redesign of the bus terminal.
BF08	Bay Fair	Bike Ramp	Colby Street/Wagner Street	Construct a curb ramp and stripe sharrows to allow bicycle access from the curve at Colby Street/Wagner Street.
BF09	Bay Fair	Signage/Wayfinding	Colby Street/BART Driveway	Add signage and sharrows to enhance wayfinding to the station entrance and bike parking.

LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED BIKEWAY
- BIKE RAMP
- CURB STOP
- GREEN COLORED PAVEMENT
- PROPOSED RAMP
- FLEXIBLE TRAFFIC POSTS

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 2

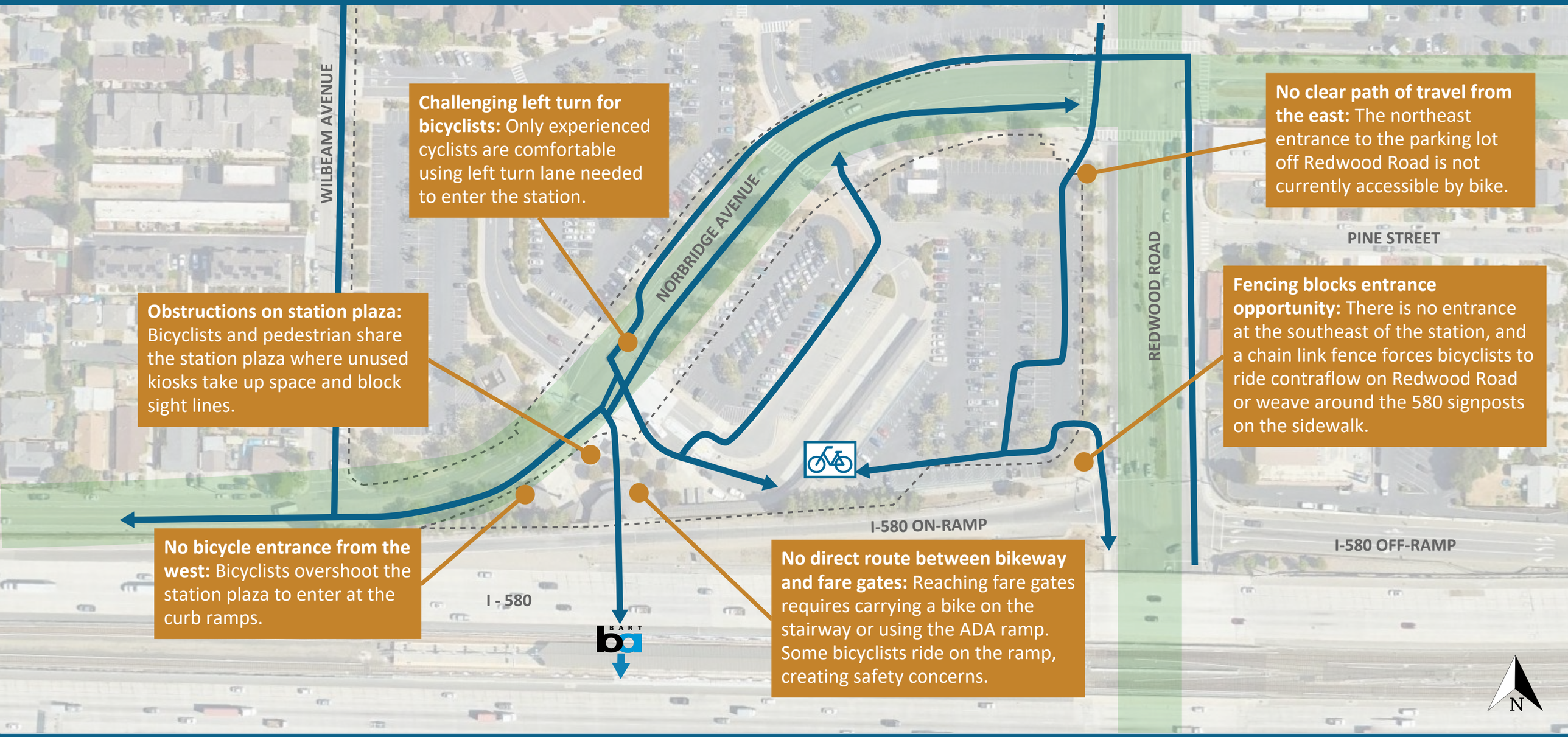
Bay Fair BART Station

Bicycle Access Recommendations

Bikeway Design Concept

Castro Valley BART Station

Bicycle Access Needs and Barriers



Challenging left turn for bicyclists: Only experienced cyclists are comfortable using left turn lane needed to enter the station.

No clear path of travel from the east: The northeast entrance to the parking lot off Redwood Road is not currently accessible by bike.

Obstructions on station plaza: Bicyclists and pedestrian share the station plaza where unused kiosks take up space and block sight lines.

Fencing blocks entrance opportunity: There is no entrance at the southeast of the station, and a chain link fence forces bicyclists to ride contraflow on Redwood Road or weave around the 580 signposts on the sidewalk.

No bicycle entrance from the west: Bicyclists overshoot the station plaza to enter at the curb ramps.

No direct route between bikeway and fare gates: Reaching fare gates requires carrying a bike on the stairway or using the ADA ramp. Some bicyclists ride on the ramp, creating safety concerns.

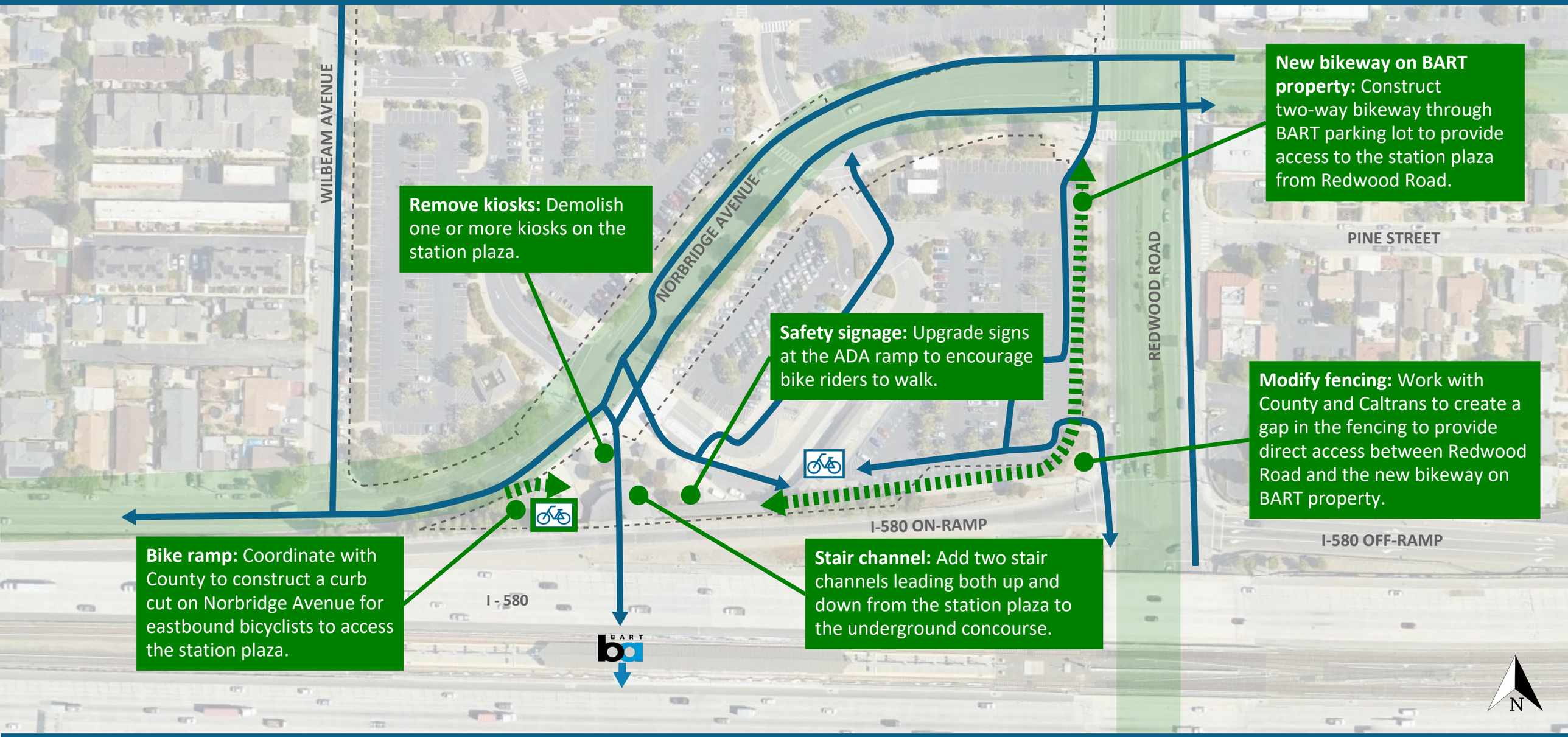
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates (under freeway)
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

BART

Castro Valley BART Station

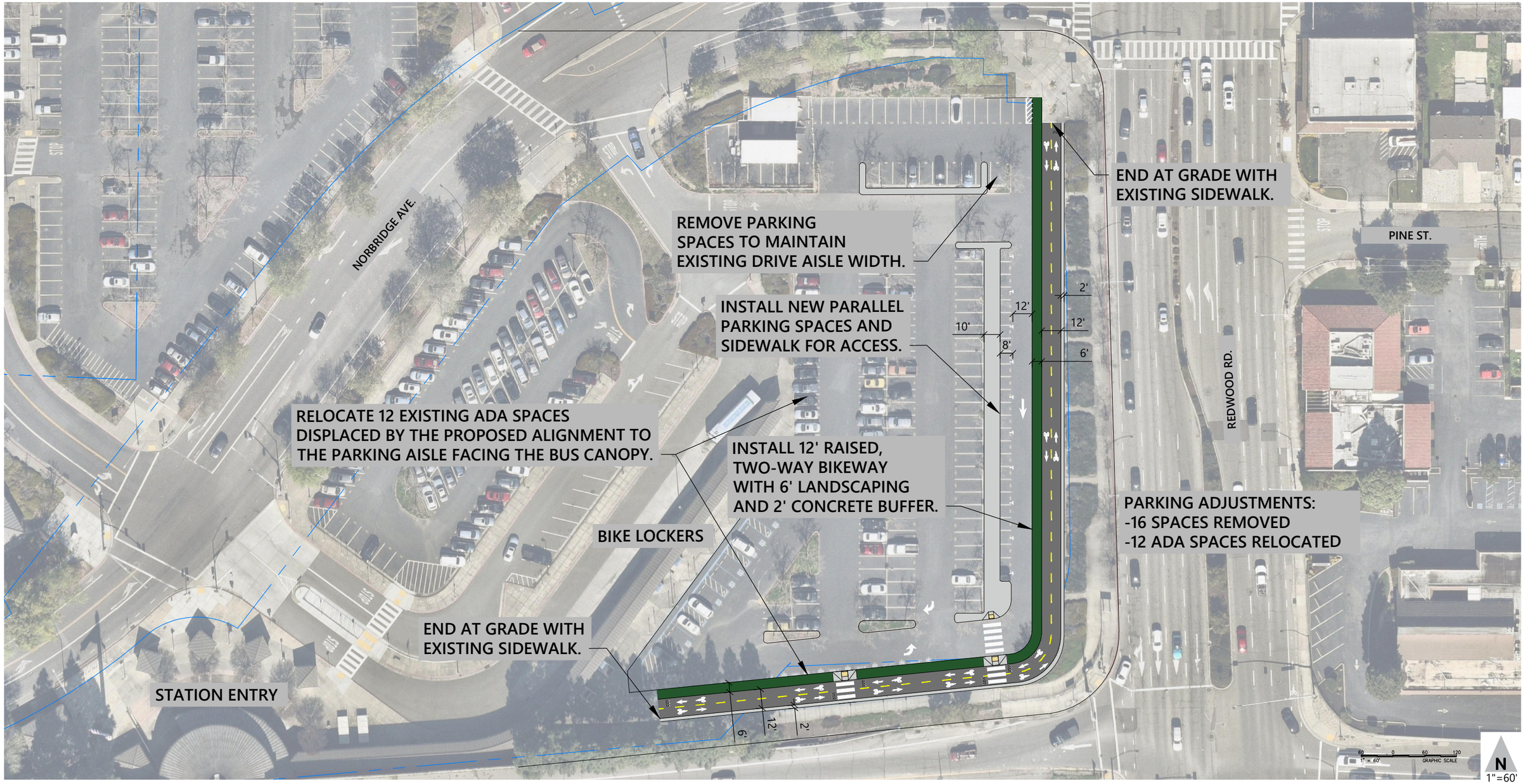
Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates (under freeway)
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
CV01	Castro Valley	Stair Channels	Station building entrance stairs	Add stair channels, one in each direction (up/down), leading from station plaza to to the underground concourse.
CV02	Castro Valley	Other infrastructure	Redwood Road/I-580 On-Ramp	Work with County and Caltrans to create a gap in the fencing to provide direct access between Redwood Road and the new bikeway on BART property.
CV03	Castro Valley	Bikeway	East and south edge of property	Construct two-way separated bikeway along edge of property between intersection of Redwood Road and station entrance, replacing parking to construct bikeway. Relocate accessible parking with input from ADA coordinator.
CV04	Castro Valley	Other infrastructure	Station plaza	Remove/demolish one or more kiosk buildings in front of the station building entrance to open up bicycle and pedestrian space and sight lines.
CV05	Castro Valley	Bike Ramp	Norbridge Avenue eastbound before driveway	Coordinate with County to construct a curb cut on Norbridge Avenue for eastbound bicyclists to access the station plaza.
CV06	Castro Valley	Bike Parking	West of station building entrance	Relocate some bike lockers to west of station building entrance.
CV07	Castro Valley	Other infrastructure	Station's internal ADA ramp	Install reflectors on metal barriers and update signage reminding bicyclists to walk bikes on ADA ramp.



LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED LANDSCAPING
- PARKING TEE
- PROPOSED BIKEWAY
- PROPOSED RAMP

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 3

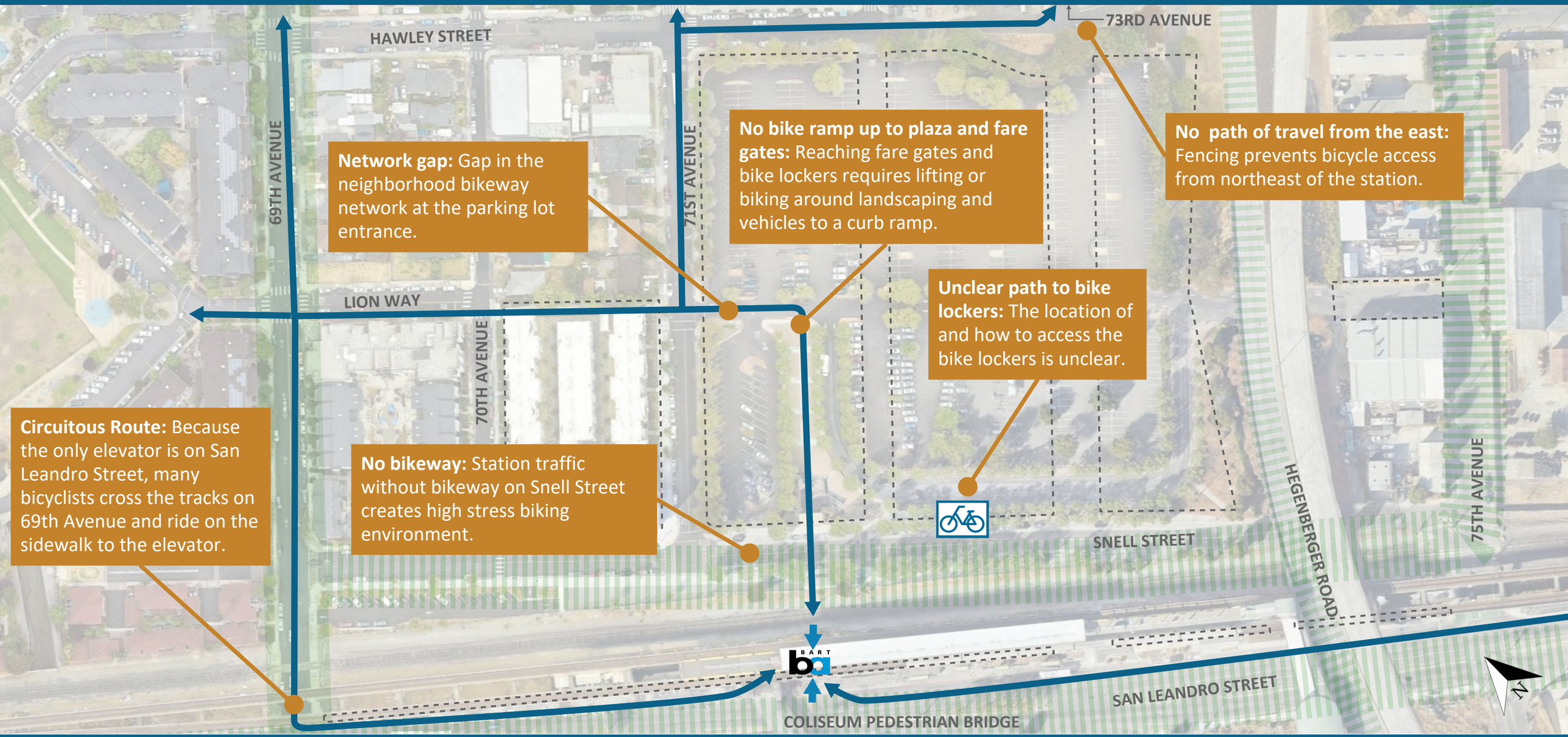
Castro Valley BART Station

Bicycle Access Recommendations

Bikeway Design Concept

Coliseum BART Station

Bicycle Access Needs and Barriers

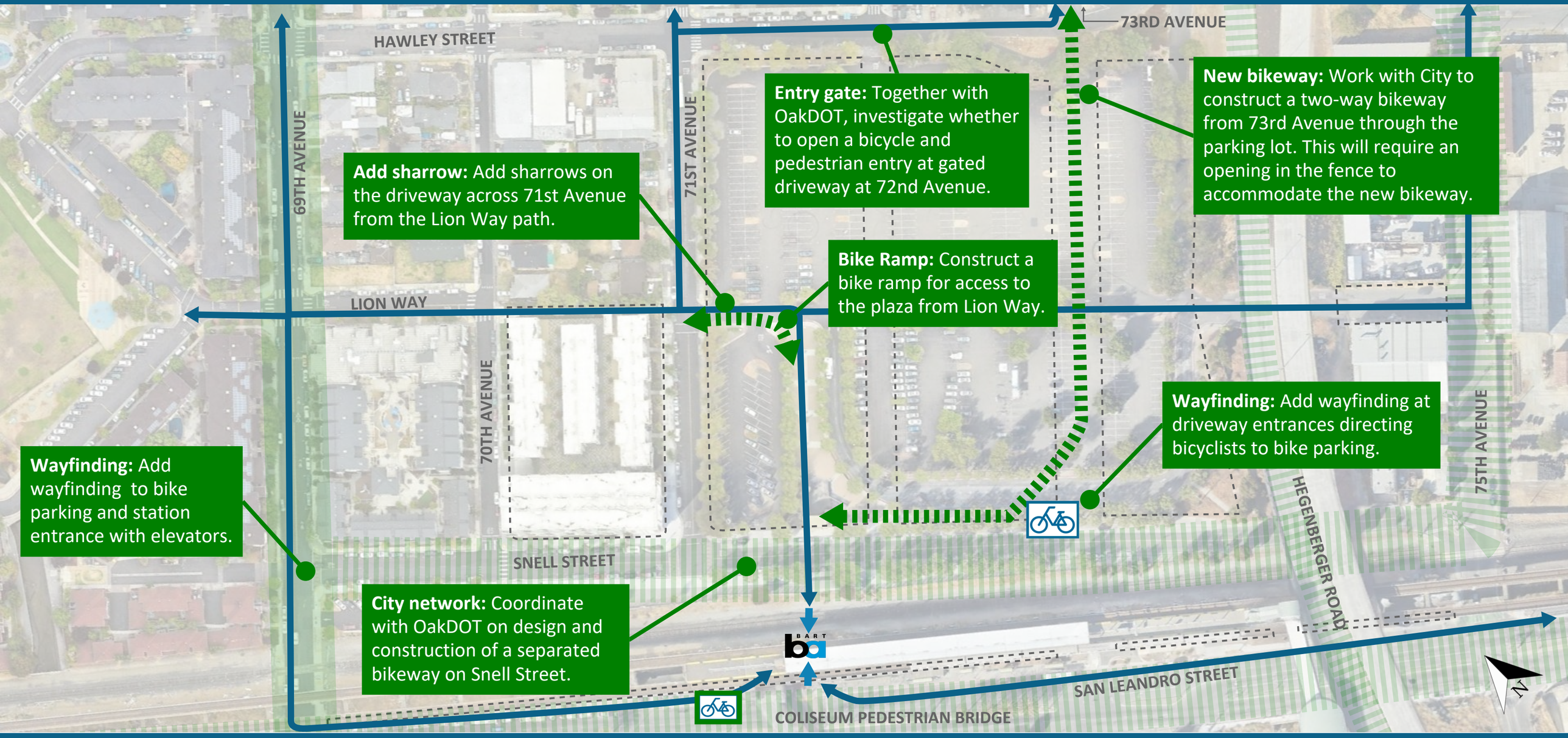


LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Coliseum BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
CL01	Coliseum	Bike Parking	South of the station by the entrance	After East Bay Greenway construction, move some bike lockers to south side along San Leandro Street. If bikeway is at street grade, coordinate with East Bay Greenway design to add bike ramp.
CL02	Coliseum	Bike Ramp	North side plaza at Lion Way driveway	Construct bike ramp for access to plaza and station entrance.
CL03	Coliseum	Bikeway	Driveway aligned with Lion Way	Add sharrows to driveway from Lion Way path to BART plaza.
CL04	Coliseum	Bikeway	Northeast parking lot	Construct a two-way bikeway through the parking lot in alignment with future City of Oakland bikeway on 73rd Avenue. Coordinate with City to determine appropriate design to maximize safety and personal security.
CL05	Coliseum	Other infrastructure	72nd Ave/Driveway	Together with OakDOT, investigate whether to open a bicycle and pedestrian entry at gated driveway at 72nd Avenue.
CL06	Coliseum	Signage/Wayfinding	Station Entranaces	Add wayfinding signage to station entrances that are accessible for bikes, including to elevator, bike parking and faregates from 69th Avenue and East Bay Greenway
CL07	Coliseum	Signage/Wayfinding	Driveway Entranaces and near ADA parking	Add wayfinding at driveway entrances and near ADA parking, directing bicyclists to use existing curb ramp.
CL08	Coliseum	Bikeway	Snell Street	In coordination with the City of Oakland, support construction of a separated bikeway on Snell Street. The alignment may include segments on BART and City of Oakland property.

STATION ENTRY

24'

END AT-GRADE WITH EXISTING SIDEWALK

2'

12'

BIKE LOCKERS

5'

INSTALL 12'RAISED, TWO-WAY BIKEWAY

4'

REMOVE 15 ADA PARKING SPACES. REPLACE WITH 8 ADA PARALLEL PARKING SPACES ALONG DROPOFF LOOP AND 7 SPACES ON SNELL ST.

SNELL ST.

18'

22'

INSTALL 12' TWO-WAY BIKEWAY AT STREET GRADE WITH 2' CONCRETE BUFFERS

12'

2'

2'

13'

PROVIDE OPENING IN FENCE FOR BICYCLE AND PEDESTRIAN ACCESS. INSTALL 12' RAISED TWO-WAY BIKEWAY WITH 2' CONCRETE BUFFERS THROUGH EXISTING LANDSCAPING

24'

HAWLEY ST.

72ND AVE.

CLOSE LEFT TURN LOOP AND INSTALL CONCRETE CURB STOPS AT 8' O.C.

10'

14'

INSTALL NEW STOP SIGN ON HAWLEY ST. APPROACH

INSTALL NEW "DO NOT ENTER" SIGN

INSTALL NEW STOP SIGN ON EXIT FROM HEGENBERGER RD.

2'

12'

2'

73RD AVE.

12'

RECONFIGURE EXIT TO ALIGN WITH NEW INTERSECTION GEOMETRY

HEGENBERGER RD.

60 0 60 120
1" = 60' GRAPHIC SCALE

N

1"=60'

LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED BIKEWAY
- REMOVE EXISTING CURB
- GREEN-BACKED SHARROWS
- CURB STOP
- GREEN COLORED PAVEMENT

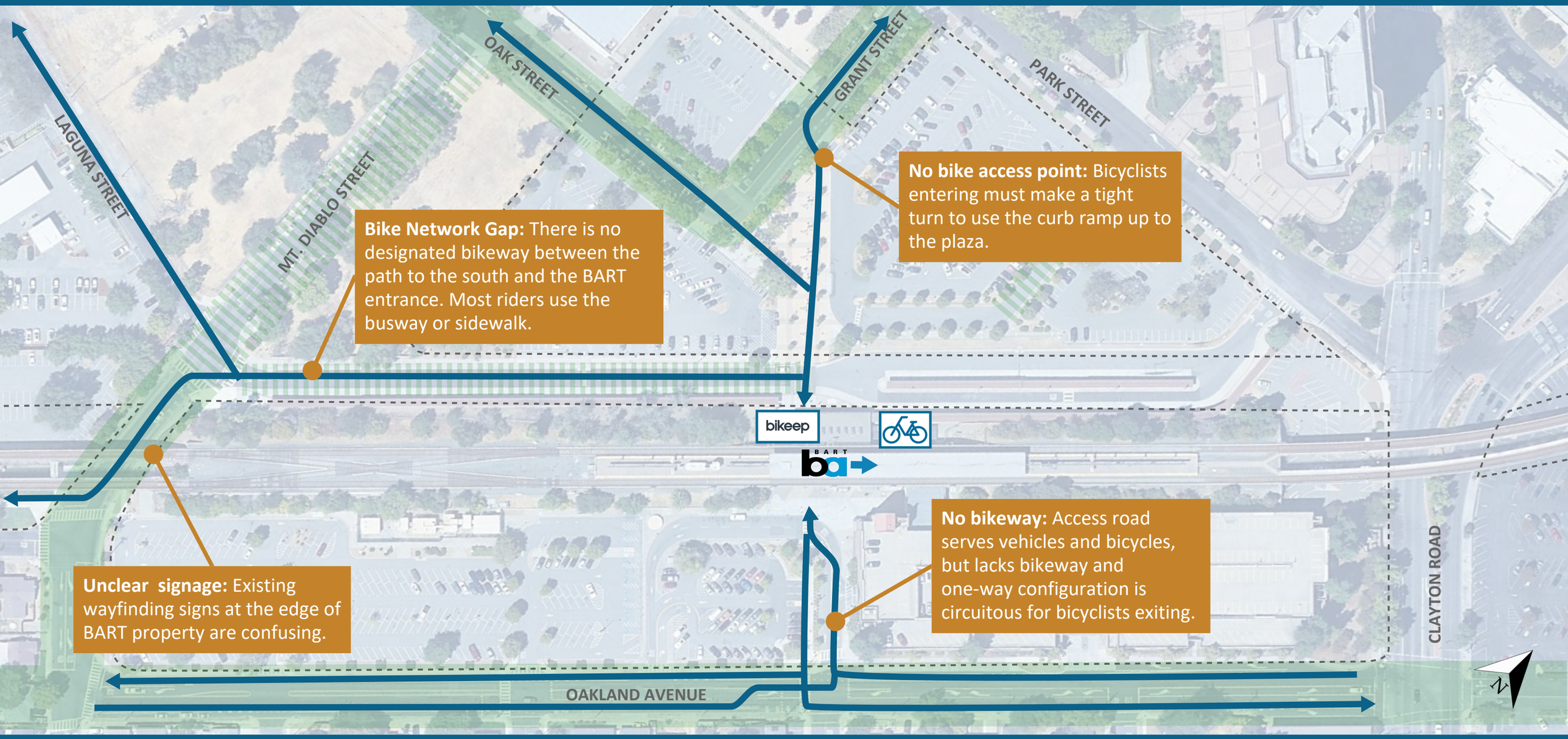
Figure 4

Coliseum BART Station
Bicycle Access Recommendations
Bikeway Design Concept

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Concord BART Station

Bicycle Access Needs and Barriers

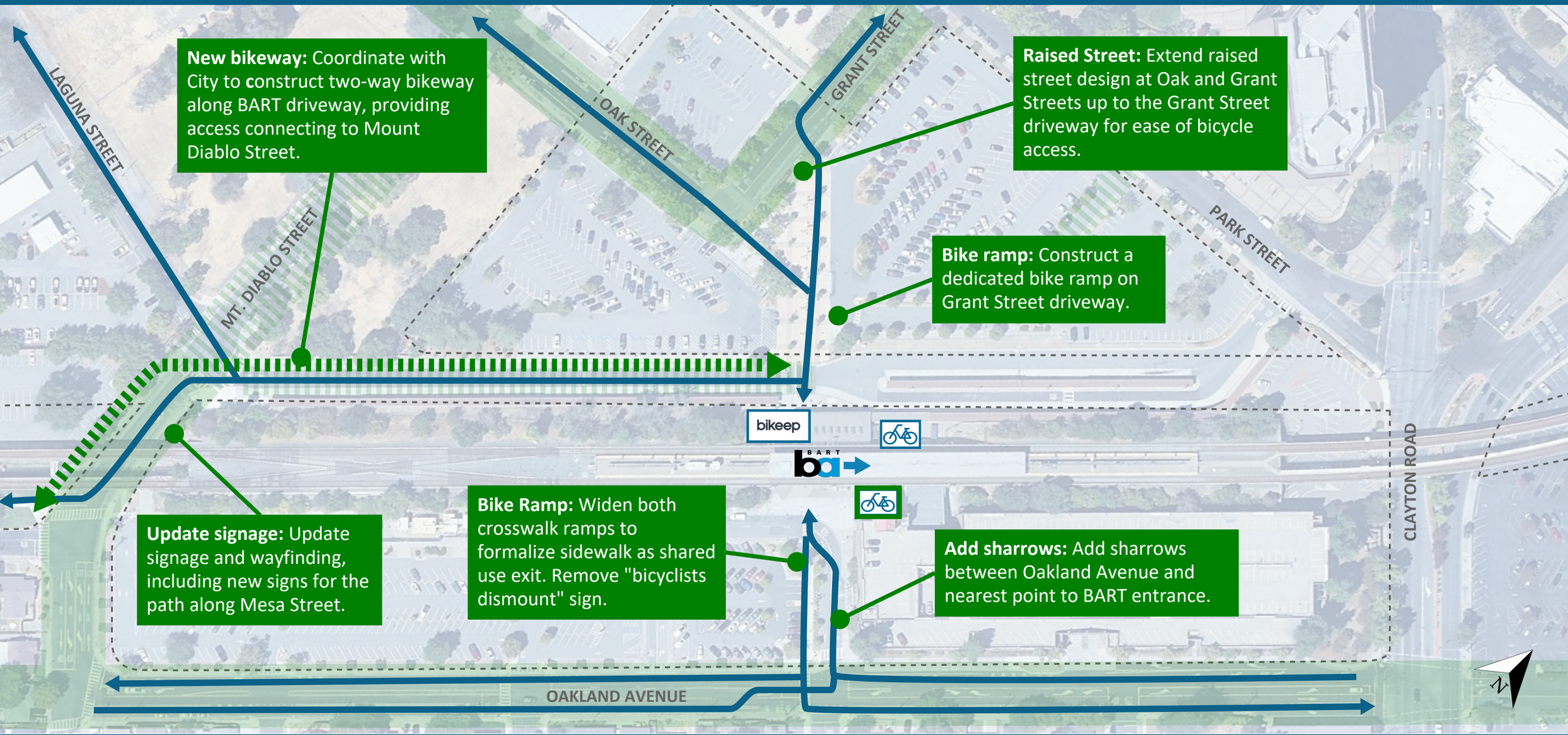


LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Bikeep
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Concord BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Bikeep
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
CN01	Concord	Bikeway	West side driveway between Mount Diablo Street and station entrance	Coordinate with City to construct two-way bikeway along BART driveway, providing access connecting to Mount Diablo Street.
CN02	Concord	Signage/Wayfinding	Mount Diablo Street/Internal road intersection	Update signage/wayfinding, including new signs to the existing path under the tracks along Mesa Street.
CN03	Concord	Bike Ramp	Grant Street	Install dedicated bike ramp on Grant Street driveway.
CN04	Concord	Other infrastructure	Grant Street	Extend raised street design at Oak and Grant Streets up to the Grant Street driveway for ease of bicycle access.
CN05	Concord	Bike Ramp	Driveway crosswalk on east side of station	Widen both crosswalk ramps to formalize sidewalk as shared use exit. Remove "bicyclists dismount" sign.
CN06	Concord	Bike Parking	East side of station entrance	Move some bike lockers to the east side of the station.
CN07	Concord	Signage/Wayfinding	South Entrance Driveway by Oakland Ave	Add sharrows between Oakland Ave and nearest point to BART entrance.

INSTALL NEW BULBOUTS

INSTALL 12' RAISED, TWO-WAY BIKEWAY WITH 2' CONCRETE BUFFER AND FENCE. DEMOLISH 2' OF EXISTING SIDEWALK

INSTALL 12' RAISED, TWO-WAY BIKEWAY IMMEDIATELY SOUTH OF EXISTING FENCE

TO BIKE LOCKERS

STATION ENTRY

END BIKEWAY AT GRADE WITH EXISTING SHARED-USE PATH ALONG BART ROW

INSTALL GREEN-BACKED SHARROW MARKINGS

MT DIABLO ST.

OAKLAND AVE.

8'
6'
12'
8'
12'
2'
22'
12'
6'

GRAPHIC SCALE
60 0 60 120
1" = 60'

N

1"=60'

LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- REMOVE EXISTING CURB
- PROPOSED BIKEWAY
- BIKE RAMP
- PROPOSED LANDSCAPING
- GREEN-BACKED SHARROWS
- PROPOSED RAMP
- PROPOSED CHEVRON FOR RAISED BIKEWAY
- GREEN COLORED PAVEMENT

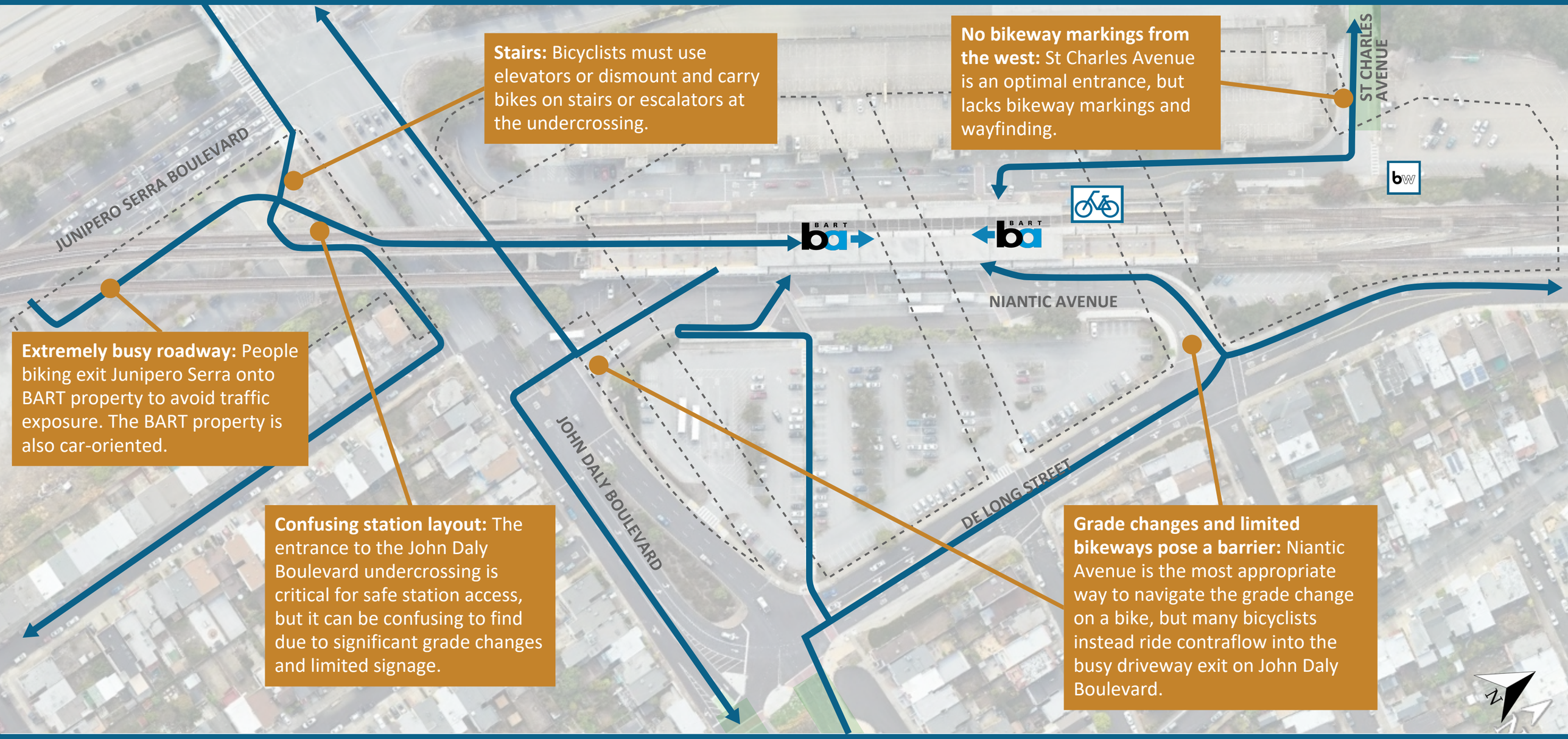
CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 5

Concord BART Station
Bicycle Access Recommendations
Bikeway Design Concept

Daly City BART Station

Bicycle Access Needs and Barriers



Stairs: Bicyclists must use elevators or dismount and carry bikes on stairs or escalators at the undercrossing.

No bikeway markings from the west: St Charles Avenue is an optimal entrance, but lacks bikeway markings and wayfinding.

Extremely busy roadway: People biking exit Junipero Serra onto BART property to avoid traffic exposure. The BART property is also car-oriented.

Confusing station layout: The entrance to the John Daly Boulevard undercrossing is critical for safe station access, but it can be confusing to find due to significant grade changes and limited signage.

Grade changes and limited bikeways pose a barrier: Niantic Avenue is the most appropriate way to navigate the grade change on a bike, but many bicyclists instead ride contraflow into the busy driveway exit on John Daly Boulevard.

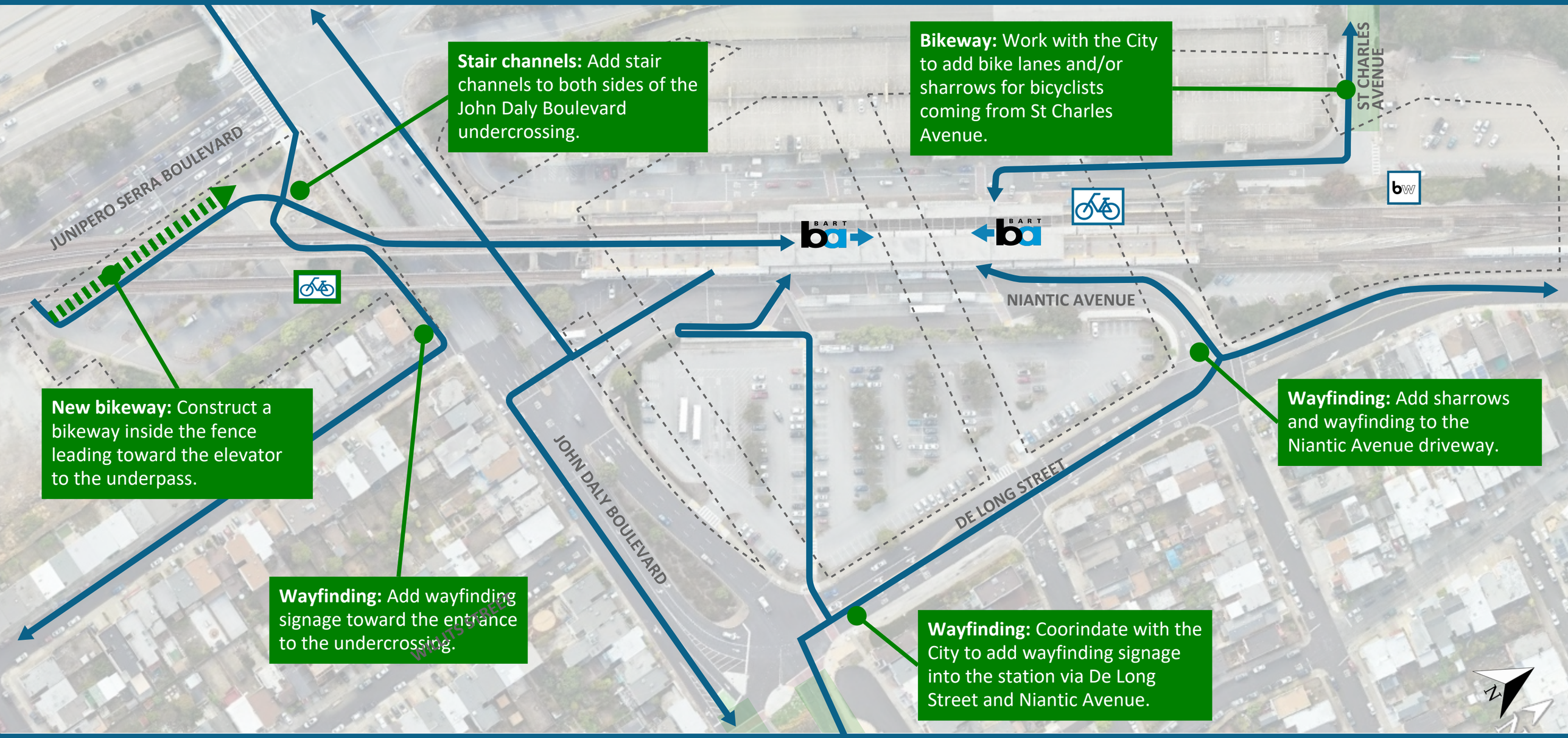
N

LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Baywheels
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Daly City BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Baywheels
- Secure Bike Parking
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
DC01	Daly City	Bikeway	Niantic Avenue Inbound	Stripe sharrows on driveway entrance along with bicycle wayfinding.
DC02	Daly City	Signage/Wayfinding	De Long Street/John Daly Boulevard	Install bicycle wayfinding to enter via Niantic Avenue to access bike lockers.
DC03	Daly City	Bikeway	St Charles Avenue at BART Driveway	Work with the City to add bike lanes and/or sharrows for bicyclists coming from St Charles Avenue.
DC04	Daly City	Bikeway	Junipero Serra Boulevard	Construct bikeway inside fence along Junipero Serra Boulevard leading from BART driveway to underpass elevator
DC05	Daly City	Stair Channels	John Daly Boulevard Underpass	Add stair channels to both sides of the John Daly Boulevard undercrossing.
DC06	Daly City	Signage/Wayfinding	John Daly Boulevard/Driveway	Add wayfinding signage toward the entrance to the John Daly Boulevard undercrossing.
DC07	Daly City	Bike Parking	Parking lot at Junipero Serra Boulevard	Install bike lockers near the underpass entrance in the Junipero Serra Boulevard parking lot

Hayward BART Station

Bicycle Access Needs and Barriers

No dedicated bicycle access: Access point at C Street is a two-lane (in each direction) vehicle-oriented driveway with no bicycle infrastructure.

Obstructions on sidewalk: Fencing near the curb ramp narrows the sidewalk path to the ramp and bike lockers.

No bicycle entrance from B Street: Bicyclists navigate from B Street a variety of ways, including in the busway, the ADA access aisle, and the sidewalk.

Stairs pose a barrier: Reaching fare gates requires carrying a bike on multiple sets of stairs if coming from the west. Some bicyclists ride through the garage to avoid the set of stairs leading to the tunnel entrance.

Contraflow riding: Bicyclists sometimes ride on the sidewalk or contraflow through the busway to reach the station, including around a blind corner.

B STREET

C STREET

GRAND STREET

MONTGOMERY STREET

ATHERTON STREET

C STREET

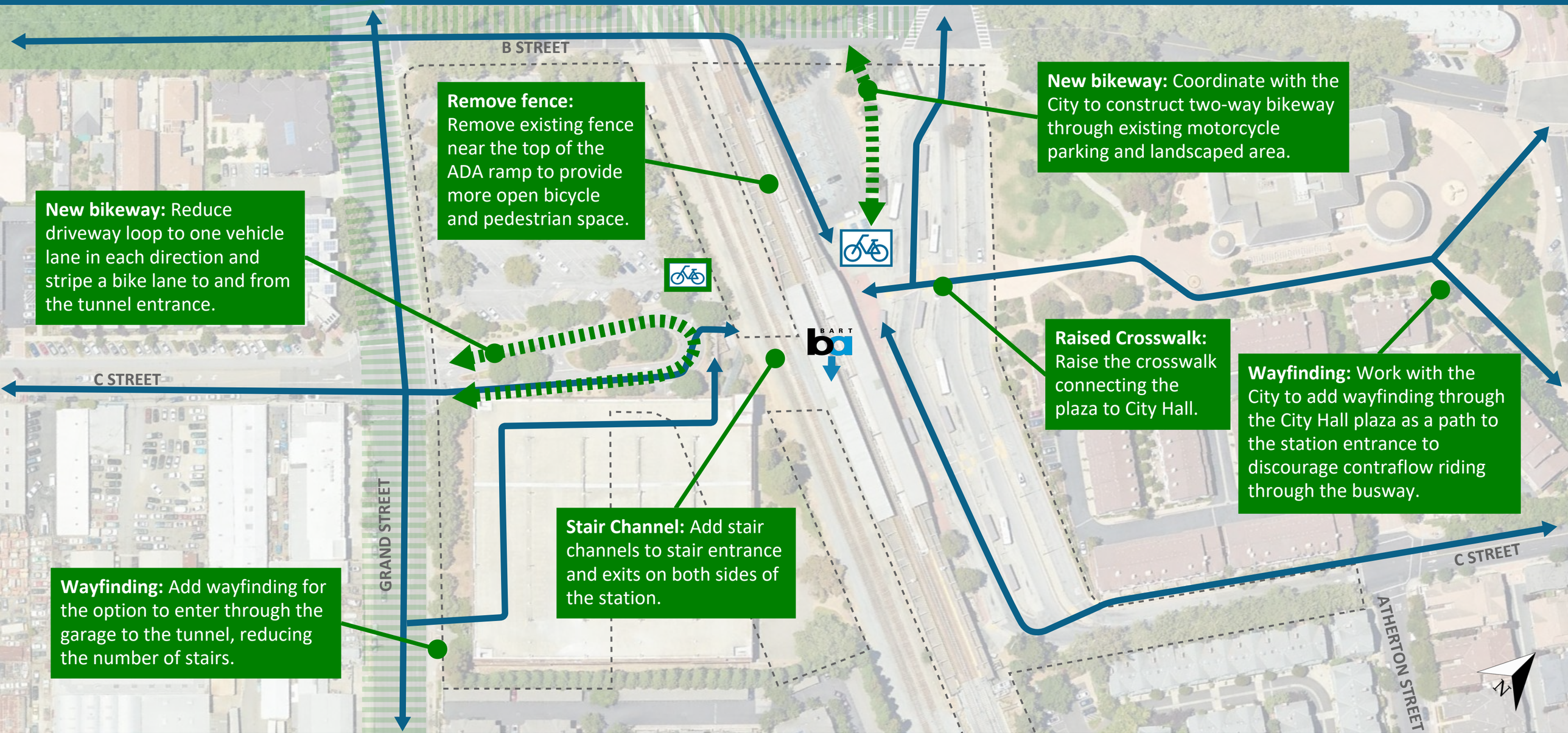
N

LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Hayward BART Station

Bicycle Access Recommendations



LEGEND

Bicycle Paths of Travel

Station Fare Gates

Secure Bike Parking

Existing/Proposed Bikeways

Recommended Lockers

Bicycle Access Recommendation

Recommended Bikeway

BART Property Line

BART

ID	Station	Recommendation Type	Location Description	Project Description
HY01	Hayward	Other infrastructure	East side of station entrance	Raise crosswalk in front of main station entrance between City Hall and BART station plaza.
HY02	Hayward	Bikeway	Northeast corner of site along B Street	Coordinate with the City to construct two-way bikeway through existing motorcycle parking and landscaped area. Add signage and wayfinding.
HY03	Hayward	Stair Channels	Station Entrance/Exit	Add stair channels at stair entrance/exits by the station entrance on both sides of the station.
HY04	Hayward	Bikeway	West side station driveway	Reduce driveway loop to one vehicle lane in each direction and stripe a bike lane to and from the tunnel entrance.
HY05	Hayward	Signage/Wayfinding	Parking structure entrance at Grand Street	Add wayfinding for the option to enter through the garage to the tunnel, reducing the number of stairs.
HY06	Hayward	Signage/Wayfinding	Watkins Street	Work with City of Hayward to provide wayfinding through City Hall plaza instead of contra flow on C Street into the station area.
HY07	Hayward	Other infrastructure	Northeast corner of site near ADA parking	Remove existing fence near the top of the ADA ramp to provide more open bicycle and pedestrian space.
HY08	Hayward	Bike Parking	Parking lot west of the station	Move some bike lockers to the parking lot west of the station.

B ST.

REMOVE EXISTING LAMP POST ON THE SIDEWALK.

INSTALL 12' RAISED, TWO-WAY BIKEWAY WITH 2' CONCRETE BUFFER. DEMOLISH CONFLICTING CURB.

COORDINATE ENTRANCE MARKINGS WITH CITY OF HAYWARD PENDING EAST BAY GREENWAY ALIGNMENT.

RELOCATE EXISTING LIGHT POLE.

END AT GRADE WITH EXISTING SIDEWALK.

REMOVE 28 MOTORCYCLE PARKING SPACES.

24'

BIKE LOCKERS

MONTGOMERY AVE.

GRAND ST.

INSTALL 7' BIKE LANE AND 3' STRIPED BUFFER WITH GREEN THERMOPLASTIC CONFLICT MARKINGS AT DRIVEWAYS.

INSTALL GREEN-BACKED SHARROW MARKINGS.

STATION ENTRY

7'

3'

22'

7'

12'

3'

7'

C ST.

60 0 60 120
1" = 60' GRAPHIC SCALE

N

1"=60'

LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- REMOVE EXISTING CURB
- PROPOSED BIKEWAY
- PROPOSED STRIPING
- FLEXIBLE TRAFFIC POSTS
- GREEN-BACKED SHARROWS
- PROPOSED RAMP
- GREEN COLORED PAVEMENT

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 6

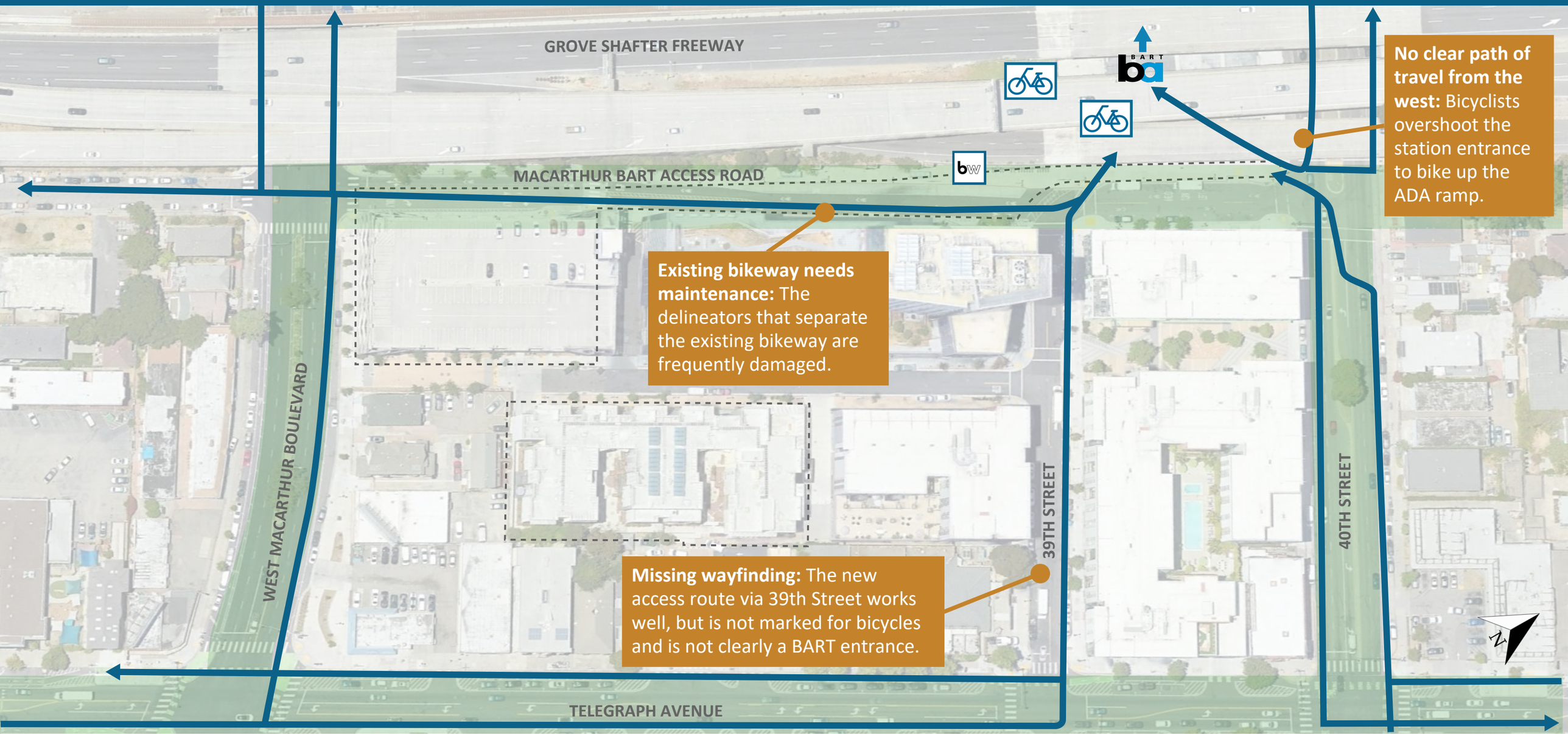
Hayward BART Station

Bicycle Access Recommendations

Bikeway Design Concept

MacArthur BART Station

Bicycle Access Needs and Barriers



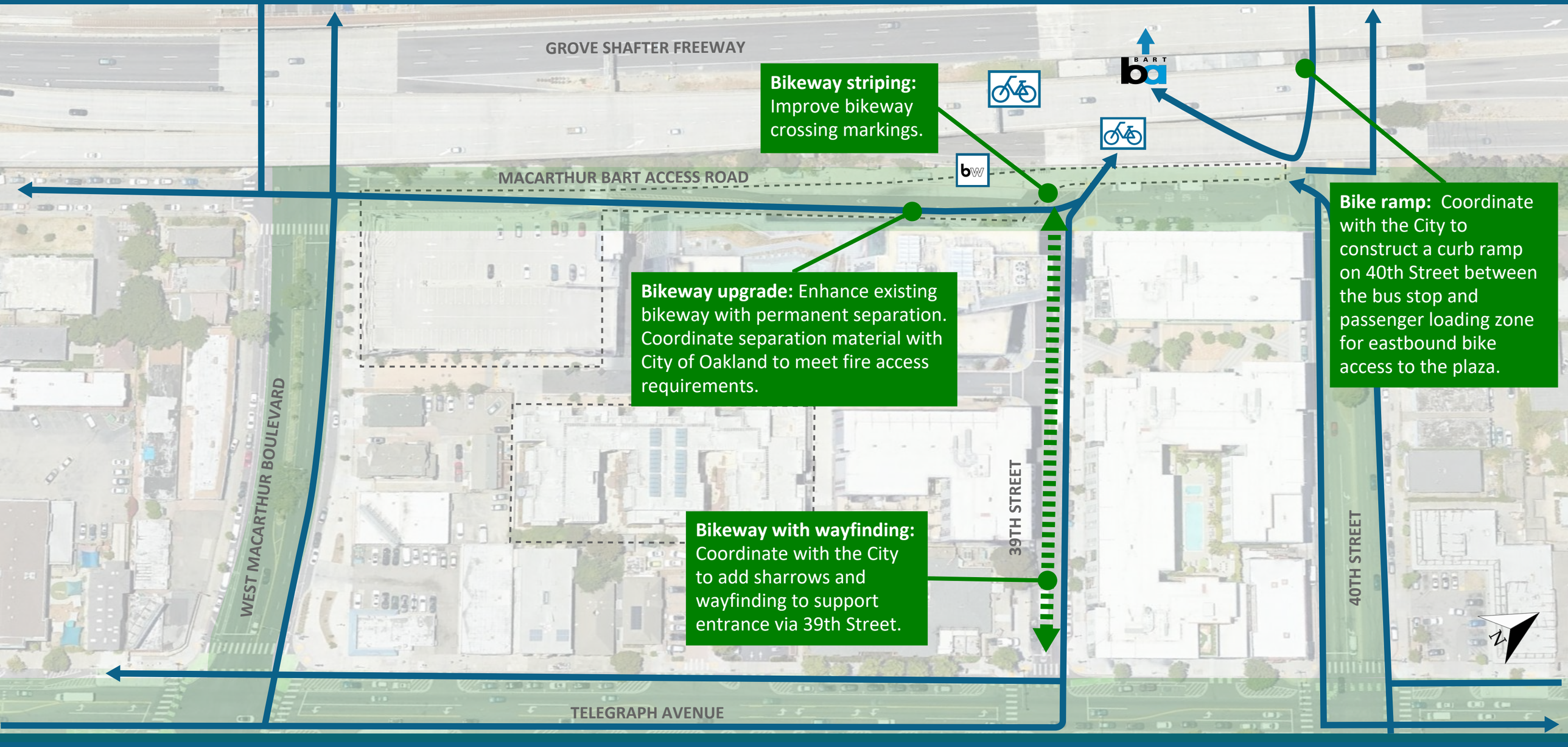
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Baywheels
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

BART

MacArthur BART Station

Bicycle Access Recommendations



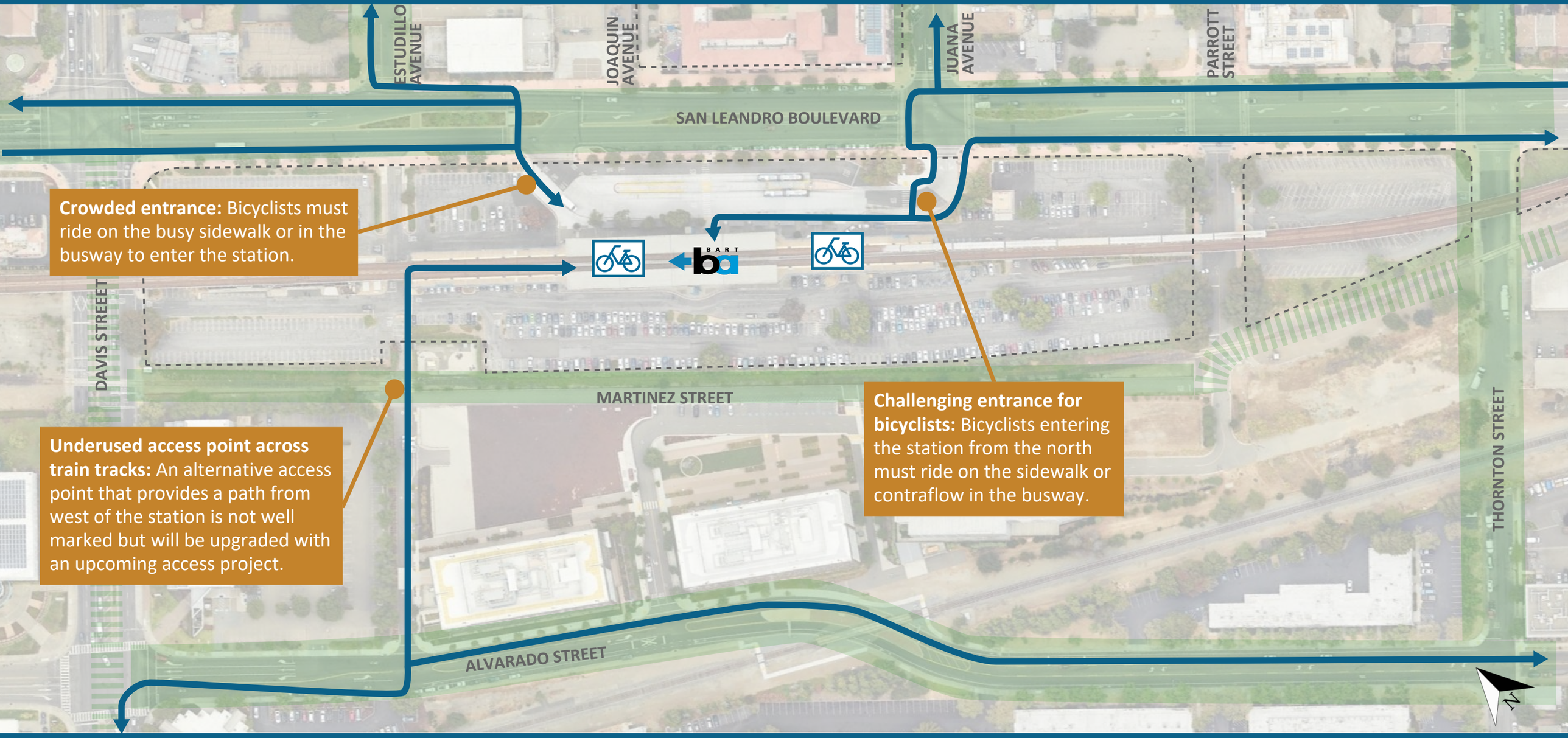
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Baywheels
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
MA01	MacArthur	Bike Ramp	40th Street at Station Plaza	Coordinate with the City to construct a curb ramp on 40th Street between the bus stop and passenger loading zone for eastbound bike access to the plaza.
MA02	MacArthur	Bikeway	MacArthur BART Access Road	Upgrade and harden bikeway separation on existing bike lane between MacArthur Boulevard and 39th Street. Coordinate separation material with Oakland Fire Department.
MA03	MacArthur	Bikeway	39th Street	Coordinate with the City to add sharrows and wayfinding to support entrance via 39th Street.
MA04	MacArthur	Signage/Wayfinding	39th Street/MacArthur BART Access Road	Improve bikeway crossing markings across MacArthur BART Access Road.

San Leandro BART Station

Bicycle Access Needs and Barriers

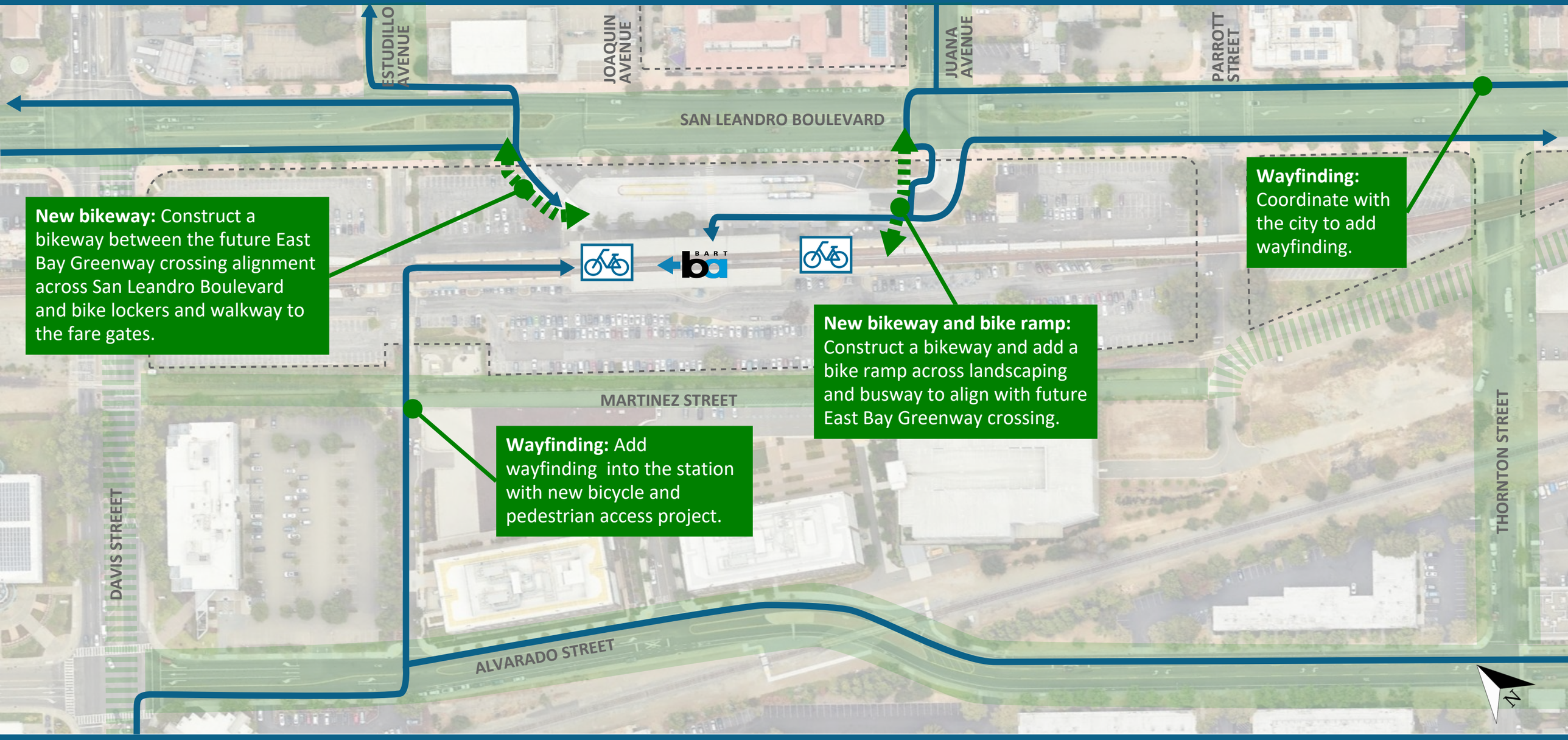


LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

San Leandro BART Station

Bicycle Access Recommendations

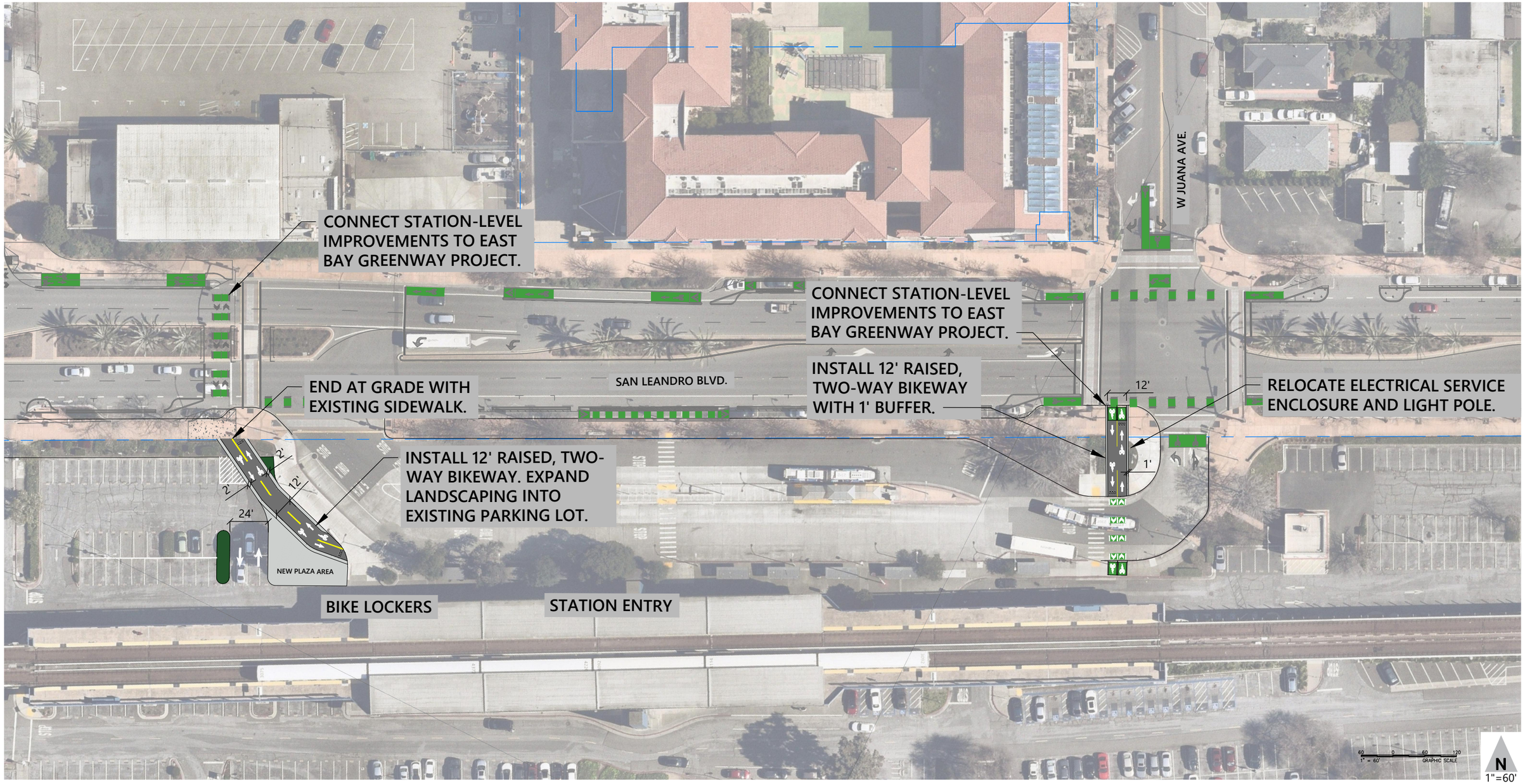


LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

BART

ID	Station	Recommendation Type	Location Description	Project Description
SL01	San Leandro	Bikeway	Juana Avenue/San Leandro Boulevard	Construct a bikeway and add a bike ramp across landscaping and busway to align with future East Bay Greenway crossing.
SL02	San Leandro	Signage/Wayfinding	Thornton Street/San Leandro Boulevard	Coordinate with the city to add wayfinding signage to BART from Thornton Street and San Leandro Bouelvard intersection.
SL03	San Leandro	Signage/Wayfinding	Estudillo Avenue/Martinez Street	Add wayfinding into the station with new bicycle and pedestrian access project.
SL04	San Leandro	Bikeway	San Leandro Boulevard/Estudillo Avenue	Construct a bikeway between the future East Bay Greenway crossing alignment across San Leandro Boulevard and bike lockers and walkway to the fare gates.



LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- REMOVE EXISTING CURB
- PROPOSED BIKEWAY
- PROPOSED STRIPING
- PROPOSED LANDSCAPING
- GREEN COLORED PAVEMENT
- PROPOSED RAMP
- BIKE RAMP

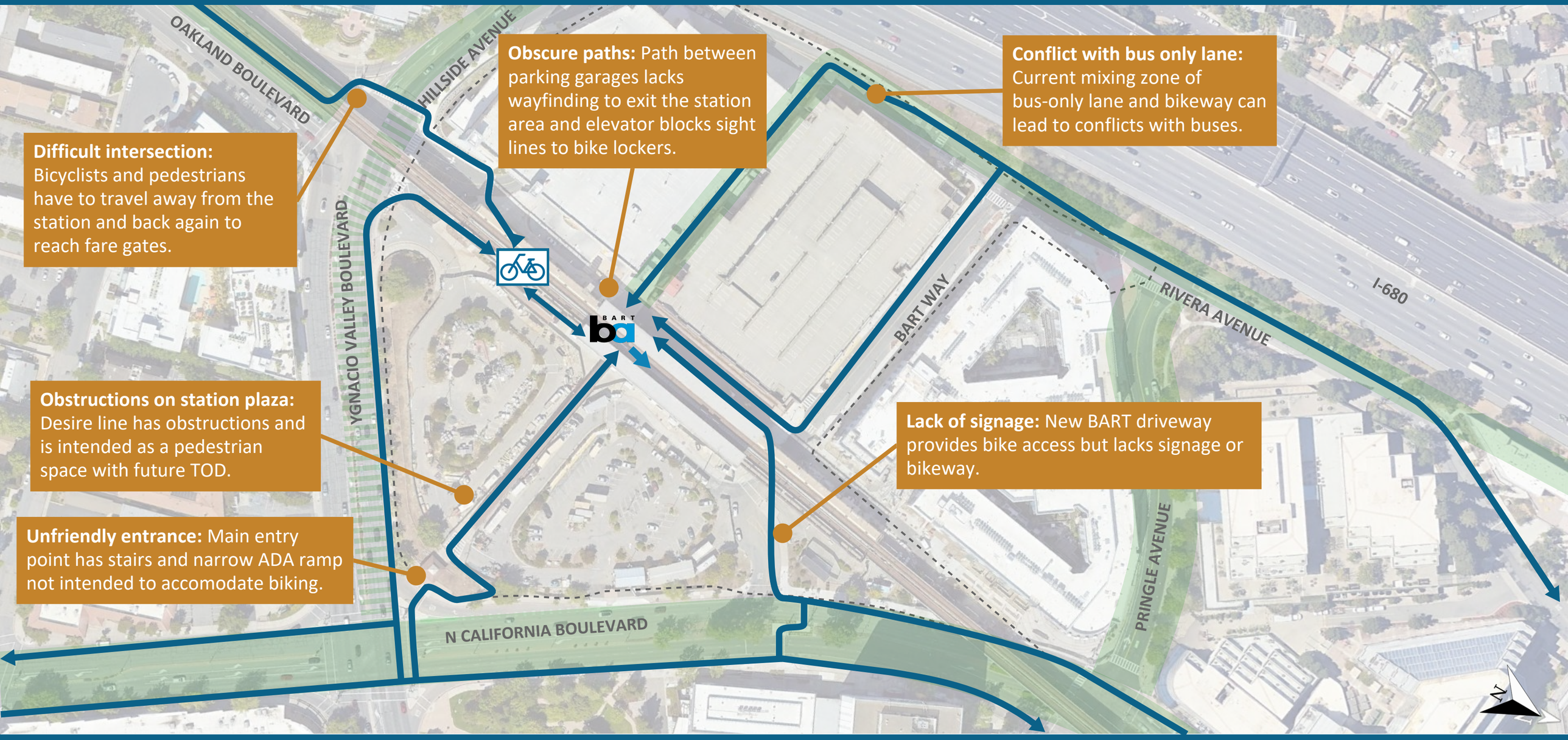
CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 7

San Leandro BART Station
Bicycle Access Recommendations
Bikeway Design Concept

Walnut Creek BART Station

Bicycle Access Needs and Barriers

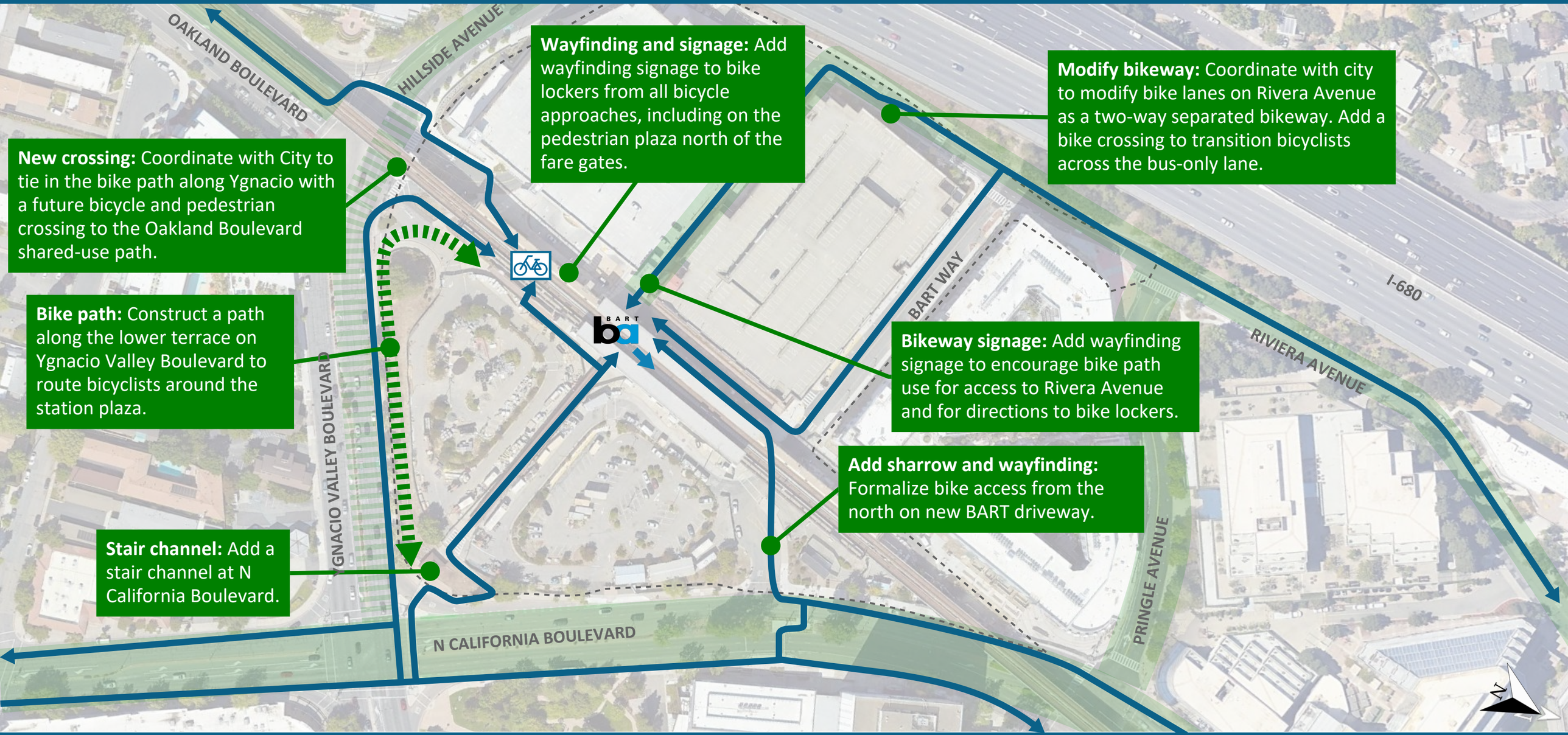


LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- BART Property Line

Walnut Creek BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line

ID	Station	Recommendation Type	Location Description	Project Description
WC01	Walnut Creek	Signage/Wayfinding	BART driveway on N California Boulevard	Add sharrow and wayfinding on new BART driveway at northern end of the station
WC02	Walnut Creek	Stair Channels	Ygnacio Valley Road/N California Boulevard	Add stair channel at station entrance.
WC03	Walnut Creek	Bikeway	Terrace along Ygnacio Valley Road	Construct a path along the lower terrace on Ygnacio Valley Boulevard to route bicyclists around the station plaza.
WC04	Walnut Creek	Signage/Wayfinding	General station area	Install signage and wayfinding to bike lockers from all bicycle approaches, including on the pedestrian plaza to the north of the fare gates.
WC05	Walnut Creek	Signage/Wayfinding	Bikeway between north and south garage	Add wayfinding signage to encourage bike path use for access to Rivera Avenue and for directions to bike lockers.
WC06	Walnut Creek	Bikeway	Oakland Boulevard	Coordinate with City to tie in the bike path along Ygnacio with a future bicycle and pedestrian crossing to the Oakland Boulevard shared-use path.
WC07	Walnut Creek	Bikeway	Riviera Avenue at busway and garage entrance	Coordinate with city to modify bike lanes on Rivera Avenue as a two-way separated bikeway. Add a bike crossing to transition bicyclists across the bus-only lane.

STATION ENTRY

BIKE LOCKERS

BIKEWAY CONNECTS TO BIKE PARKING AREA BETWEEN THE BART COLUMNS

INSTALL NEW LANDSCAPING

DEMOLISH CONFLICTING RETAINING WALL SECTIONS

END BIKEWAY AT GRADE WITH EXISTING SIDEWALK

INSTALL 12' RAISED, TWO-WAY BIKEWAY WITH 2' CONCRETE BUFFERS

INSTALL NEW BULBOUT AND TIGHTEN TURN RADIUS

INSTALL NEW LIMIT LINE

N. CALIFORNIA BLVD.

YGNACIO VALLEY RD.

11'

12'

2'

2'

60 0 60 120
1" = 60' GRAPHIC SCALE

N
1"=60'

LEGEND

EXISTING CURB LINE

PARCEL LINES

PROPOSED CURB

REMOVE EXISTING CURB

PROPOSED BIKEWAY

PROPOSED LANDSCAPING

PROPOSED RAMP

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 8

Walnut Creek BART Station
Bicycle Access Recommendations
Bikeway Design Concept