



# LAKE MERRITT BART STATION Access Plan

*November 2004*



## Contents...

- £ Plan Summary
- £ Access Plan Development
- £ Current and Future Conditions
- £ Opportunities and Constraints
- £ Access Recommendations



San Francisco Bay Area  
Rapid Transit  
Planning Department

# I. PLAN SUMMARY

## A. Existing Conditions

The Lake Merritt BART Station is located just east of City of Oakland’s Chinatown. The station is known for BART’s Headquarters building and morning Tai-Chi classes for the Asian elderly. The land uses surrounding the immediate

station area are mixed. The neighborhoods surrounding the station are Lakeside to the north, Clinton Park to the east, the newly developed Loft District (Waterfront Warehouse District) to the south, City of Alameda further south, and Chinatown to the west. Key destinations accessible from the station include the Oakland Museum and Alameda County Administration Complex to the north, Laney College and the Kaiser Convention Center to the east, and Chinatown to the west.

Figure 1 Lake Merritt BART Station Area



The Lake Merritt BART Station mostly serves local neighborhoods and key destinations within a half-mile radius. The exceptions are Clinton Park and City of Alameda. Two AC Transit bus lines provide service between Clinton Park and the Lake Merritt BART Station. AC Transit bus service to BART from/to the City of Alameda occurs at the 12<sup>th</sup> Street and Fruitvale BART Stations. Given the function of the Lake Merritt BART Station, the “Walk” and “Bike” access mode shares are relatively high and the “Transit” and “Drive Alone” mode shares, relatively low.

There are several key barriers that hinder access to the Lake Merritt BART Station. Natural barriers include Lake Merritt to the north, a water channel to the east and the Oakland Inner Harbor to the south. The station parking lot is small and full Monday through Friday. There is no network of safe pedestrian routes and bikeways to the station and the station itself is perceived to be unsafe. The streets surrounding the station are out of scale. They are generally four-lane and one-way auto-oriented streets with no bikeways. The sidewalks are uneven, there are no pedestrian streetlights and foot traffic is minimal. For most of the day, even with all of the neighboring key destinations and strong residential base, the station area feels deserted. Site specific deficiencies that further discourage walking and biking to the station include: the inability to cross 12<sup>th</sup> and 14<sup>th</sup> Streets (between Oak Street and Lakeshore) which affect people from neighborhoods east of the station; uninviting underpass areas created by I-880 which affect residents from the Loft District; and the Webster and Posey tubes affecting the City of Alameda residents.

## B. Recommendations

Given the urban setting of the station, this access plan focuses on opportunities for improving access and increasing ridership at the Lake Merritt BART Station by investing in alternative transportation modes (walk and bike) and transit-oriented development (TOD). However, with the significant challenges of enhancing transit access and the limited geographical catchment area associated with the walk and bike access modes, the option of increasing parking to improve access cannot be

eliminated at this time.

Shuttle-type feeder service is appropriate for neighborhoods beyond the ½ mile radius, such as the Oak to Ninth Development. However, given the large barrier to funding shuttle services, the practicability and effectiveness of this approach will need to be critically evaluated. Providing new bus service is not a key strategy for this station because the catchment area is mostly within walking or biking distance from the station. For the City of Alameda, bus access is important but the bus to BART link is focused on the 12<sup>th</sup> Street and Fruitvale BART Stations. In the future, with the realization of the Alameda Point and FISC Property developments, there may be a stronger demand for bus links between the City of Alameda and the Lake Merritt BART Station to serve BART patrons with destinations towards Dublin and Fremont.

Parking options will be considered in 2005 when BART in partnership with the community develops a TOD vision at the Lake Merritt BART Station and prepare the Lake Merritt Comprehensive Station Plan – two planning efforts that will examine the relationship between TOD, access and station capacity.

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

- Š Promote TOD and placemaking improvements at the station;
- Š Create a network of safe walking routes and bikeways between the station and surrounding neighborhoods (e.g. Oak/Madison Street and 8<sup>th</sup>/9<sup>th</sup> Streets);
- Š Support the recommendations identified in the Lake Merritt Park Master Plan (particularly the proposed pedestrian and bike links across the 12<sup>th</sup> Street dam);
- Š Support the recommendations identified in the Revive Chinatown Community Transportation Plan;
- Š Create a bikeway between the station and the Oak to Ninth development (Oak Street and Embarcadero);
- Š Provide security improvements at the station;
- Š Explore neighborhood serving shuttle service opportunities;
- Š Develop a plan to address the BART Administrative Building closure impact to station elevator; and
- Š Expand the passenger drop-off area.

## 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, Comprehensive Station Plans and Access Plans for stations throughout the BART system are being prepared by BART staff. These plans examine and prioritize station access improvements, which could include physical enhancements, new programs, or policy changes that facilitate BART's goal to achieve patronage targets by mode for each station and to support systemwide targets. These plans will evolve and adjust over time to reflect changing conditions, new policies and programs.

### B. Purpose

In response to peak period access constraints primarily at home-origin BART stations, the Access Plans are intended to balance automobile and other modes of access to the BART system primarily during the AM peak period. 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 target outlined in the Access Management and Improvement Policy Framework include a reduction in the share of AM peak period patrons arriving by solo driving with corresponding increases in walk, bicycle, carpool, passenger drop off and taxi modes. The proposed targets shift the solo driver from 38 percent in 1998, to 33 percent in 2005, to 31 percent in 2010. Table 1 outlines both 2005 and 2010 targets. The achievement of these targets depends on availability, cost, predictability, convenience and safety of the mode.

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 were developed without consideration of 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 improvement projects from local stakeholders. Review of local and regional plans, input from BART departments and partner agencies and additional stakeholder outreach included in the access planning process are as follows:

#### Review of Local and Regional Plans

- ☞ City of Oakland Bicycle Plan (1999)
- ☞ City of Oakland Pedestrian Plan (2002)
- ☞ Lake Merritt Park Master Plan (2002)
- ☞ Estuary Policy Plan (1999)
- ☞ City of Oakland, Downtown Transportation Plan (2000)
- ☞ City of Alameda Bicycle Plan
- ☞ Central City East Redevelopment Plan (2003)

#### Input from BART Departments and Partner Agencies

- ☞ BART (Capital Grants, Customer Access, Operations, Transit System Development, Real Estate, System Capacity and Operations)
- ☞ City of Oakland
- ☞ City of Alameda
- ☞ AC Transit

#### Stakeholder Outreach

- ☞ BART Accessibility Task Force
- ☞ BART Bike Advisory Task Force
- ☞ City of Oakland Pedestrian Safety Project
- ☞ City of Oakland Bicycle and Pedestrian Advisory Committee
- ☞ Asian Health Services
- ☞ Oakland Chinatown Chamber of Commerce

Due to funding constraints, outreach beyond partner agencies was limited to BART and City of Oakland public committees and the Oakland Chinatown community. Targeted outreach in Oakland's Chinatown, which is considered an Environmental Justice community, was made possible by a grant provided by Caltrans. Appendix A provides a description of the survey process, findings and recommendations for access improvements between the Lake Merritt BART Station and Chinatown. When a Comprehensive Plan is prepared for this BART station, additional outreach will be made to institutions, such as Laney College and the Oakland Museum.



### III. CURRENT STATION AREA CONDITIONS

#### A. Station Setting

The Lake Merritt BART station is one of eight BART stations serving the City of Oakland. The station is known for BART’s Headquarters building and morning Tai-Chi classes for the Asian elderly. The Lake Merritt BART station provides access to three of five BART lines: Richmond-Fremont; San Francisco/ Daly City - Fremont; and Dublin Pleasanton-Daly City. During the AM commute periods, San Francisco bound trains arrive every 8 minutes.

The address of the station is 800 Madison Street. It is located just east of Oakland’s core downtown office area and Chinatown. The land uses surrounding the immediate station area are mixed. The neighborhoods surrounding the station are Lakeside to the north, Clinton Park to the east, the newly developed Loft District to the south (Waterfront Warehouse District), City of Alameda further south, and Chinatown to the west. Key destinations accessible from the station include the Oakland Museum and Alameda County Administration Complex to the north, Laney College (with approximately 15,000 students) and the Kaiser Convention Center to the east, and Chinatown to the west.

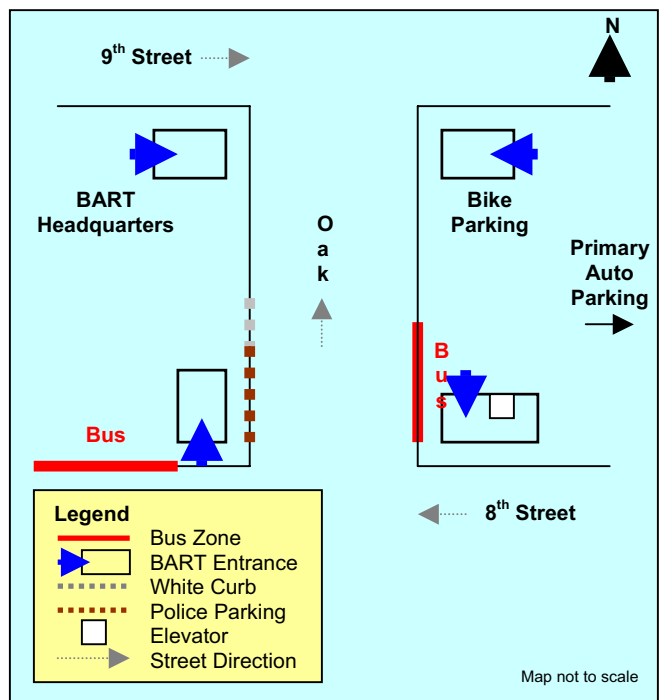
The Lake Merritt BART Station primarily serves local neighborhoods and key destinations within a half-mile radius. The exceptions are Clinton Park and City of Alameda. Given the function of the Lake Merritt BART Station, the “Walk” and “Bike” access mode shares are relatively high and the “Transit” and “Drive Alone” mode shares, relatively low.

Transit systems at and near the Lake Merritt BART station are AC Transit and the Capitol Corridor. Four bus lines have a stop at the BART station and the Jack London Square Capitol Corridor station is located at 2<sup>nd</sup> and Alice Streets, about ½ a mile from the BART station. Transfers between the Capitol Corridor and BART are insignificant at this location given the across-the-platform transfer between the two transit systems at the Richmond BART Station.

The major streets providing auto access to the station are one-way street couplets: 8<sup>th</sup> and 9<sup>th</sup> Streets running east and west and Oak and Madison Streets running north and south. The station is also located near I-880, which provides regional access. The station has two small parking lots. The primary lot is located between 8<sup>th</sup>, 9<sup>th</sup>, Oak and Fallon streets. A smaller parking lot is located behind the Joseph Bort Metro Center building, between 7<sup>th</sup>, 8<sup>th</sup>, Madison and Oak streets.

There are five public entrances to the station, including an elevator for ADA access. See Figure 1 They are located along both sides of Oak Street between 8<sup>th</sup> and 9<sup>th</sup> streets. Most of the curbside space surrounding the BART station area is

Figure 2 Station Access and Curbside Activities



metered parking. Non metered zones include 2 bus stops located on the northeast and northwest corners at 8<sup>th</sup> and Oak streets, and designated curb spaces for drop-off and BART police parking along the west side of Oak Street. Bike racks and lockers are located between the eastside BART entrances.

There are several key barriers that hinder access to the Lake Merritt BART Station. Natural barriers include Lake Merritt to the north, a water channel to the east and the Oakland Inner Harbor to the south. The station parking lots are small and filled to capacity. There is no network of safe pedestrian routes and bikeways to the station and the station is perceived to be unsafe. In 2003, the BART Police Department recorded 1,233 crimes at the Lake Merritt BART Station, which is 6% higher than the system-wide average of 1,156 crimes. Ninety-six percent of the crimes are minor and are categorized as *Part II* or *Other Incidences*<sup>1</sup>. The streets surrounding the station are out of scale for pedestrians. They are generally four-lane and one-way auto-oriented streets with no bikeways. The sidewalks are uneven, there are no pedestrian streetlights and foot traffic is minimal. For most of the day, even with all of the neighboring key destinations and a strong residential base, the station area feels deserted.

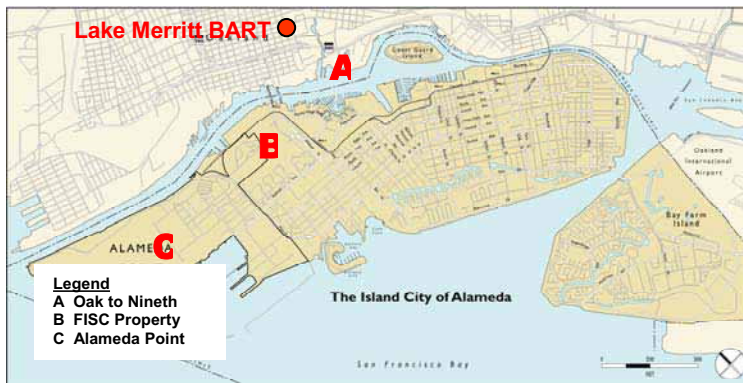
## B. Development and Major Improvements

### Recent Development

In the City of Oakland, a Loft District was recently developed just east of the Jack London Square commercial area and south of the Lake Merritt BART Station. This new neighborhood was developed as part of the Mayor’s 10K initiative, which aims to attract 10,000 people to live in Downtown Oakland. Residential projects recently completed in the Loft District within



**Figure 3 Major Future Development**



walking distance to the Lake Merritt BART Station include: (Allegro) 310 apartment units located on Jackson Street between 2<sup>nd</sup> and 3<sup>rd</sup> streets; (The Landing) 282 apartment units located on Embarcadero Lane between Alice and Madison streets; and (Sierra Lofts) 219 units located on Oak Street between 3<sup>rd</sup> and 2<sup>nd</sup> streets.

### Nearby Development Proposals

There are three large future development proposals that could be served by the Lake Merritt BART Station in the future.

<sup>1</sup> BART Police Statistical Report, December 2003. *Part I* crimes include homicide, forcible rape, robbery, aggravated assault, burglary, auto theft, larceny, and arson. *Part II* crimes include all other criminal offenses. *Other Incidents* include suicides, injuries, suspicious persons/circumstances, outside warrants, outside stolen vehicle recoveries, and outside assists.

In the City of Oakland, the *Oak to Ninth* development proposed by Oakland Harbor Partners, LLC, includes 3,000+ residential units plus 200,000 sq. ft. of commercial space and 27 acres of open space along the waterfront between Oak Street and Ninth Avenue. The proposed development is located approximately .6 miles southeast of the Lake Merritt BART Station.

In the City of Alameda, 500 residential units and 1.3M square feet of office and Research & Development are being proposed on the Fleet Industrial Supply Center (FISC) property and 1,900 residential units and 4 million square feet of commercial are being proposed on the Alameda Point property.

### BART Station Transit-Oriented Development

A key future development opportunity is the creation of a vibrant transit village at the Lake Merritt BART Station. In the past, the City of Oakland requested BART to develop high-density housing on its parking lot. More recently, a series of events have led to a heightened interest in development at the station site.

In July 2004, the BART Board expressed a long-term goal to vacate and raze BART's headquarters building, and in conjunction with the City of Oakland and Laney College, offer the entire BART site at Lake Merritt for private development. The community and City Councilmember Danny Wan expressed a strong interest in improving Madison Square Park, which is located immediately west of the BART station. And the City of Oakland recently developed the Central City East Redevelopment Plan which includes BART property and Madison Square Park.

One development approach that deserves further exploration is high-density development with open space on BART and City properties. Shared parking facility opportunities with Laney College and/or Chinatown will be explored.

In 2005, BART will begin exploring development opportunities at the station with neighboring communities and partner agencies with a grant provided by the Caltrans Community-Based Planning Grant program. Particular issues at this station include security and engineering considerations associated with BART Central (which will remain in the underground level of the BART administrative building) and the underground BART station and tracks. Additionally, the level of involvement by the San Francisco Bay Conservation and Development Commission will need to be defined.

### Lake Merritt Park Master Plan

In 2002, a Lake Merritt Park Master Plan was completed under the guidance of the City of Oakland mayor, city council and community leaders. The master plan sets clear goals for improvements to the design, function, and ecological value of the park.

The vision of the plan recognizes the park's role as the City's central park. The overall recommendations include: expanding the park areas

**Figure 4 Lake Merritt Park Master Plan**





surrounding the lake, narrowing the perimeter roadways to provide wider, multi-use paths and on-street bike lanes, making intersections safer for pedestrians and bicyclists, allowing for an open water channel connection to the estuary, enhancing park programs and improving maintenance. Funding for implementation can be obtained from recently approved bond measures by the City of Oakland for waterfront improvements and by the State for park improvements.

The recommendations included in the *12<sup>th</sup> Street/San Anotnio Creek/Estuary Connection/Civic Area Zone* which will improve access to the Lake Merritt BART Station from the Clinton Park neighborhood area. The 12<sup>th</sup> Street viaduct would be replaced with a new six-lane boulevard, connecting 11<sup>th</sup>/12<sup>th</sup> Street with 1<sup>st</sup> Avenue, between Oak Street and International Boulevard. The 12<sup>th</sup> Street “freeway” would be converted into a normal urban city street, potentially called Lake Merritt Boulevard. There would be four new signalized intersections including; 13<sup>th</sup> with 14<sup>th</sup> Street, Lake Merritt Boulevard with 14<sup>th</sup> Street, Lake Merritt Boulevard with Kaiser Convention Center, and Lake Merritt Boulevard with East 12<sup>th</sup> Street. There would be crosswalks at all intersections. The street crossing the channel would be on a bridge high enough for pedestrians and bicyclist to cross under it adjacent to the channel and boaters would be able to access the channel from Lake Merritt. The current pedestrian tunnels would no longer be needed and therefore be removed. On street parking and bike lanes will be provided.

#### Revive Chinatown Community Transportation Plan

In 2004, with funding from the Caltrans Environmental Justice Planning Grant Program, the City of Oakland in partnership with Asian Health Services and the Oakland Chinatown Chamber of Commerce developed a transportation plan for the core Oakland Chinatown area to:

- €# Create a pedestrian environment that is safe and accessible for people of all ages and abilities;
- €# Expand transportation choices for travel to and from Chinatown to encourage more visitors and shoppers;
- €# Improve the attractiveness of Chinatown’s commercial district as a regional shopping destination; and
- €# Involve the community in a process that unifies diverse groups and empowers them to seek long-term solutions to quality of life issues in Oakland Chinatown.

**Figure 5 Streetscape Improvement Concept Drawing**



The study area is generally bounded by 11<sup>th</sup> and 7<sup>th</sup> Streets to the north and south, and Harrison Street and Broadway to the east and west. Key components of the transportation plan that directly improve pedestrian and bike access to the neighboring BART Stations (Lake Merritt and 12<sup>th</sup> Street) include:

- €# New traffic signals, scramble signals, pedestrian countdown signals
- €# Bilingual wayfinding signs
- €# High visibility pedestrian crosswalks and street corner bulbouts

- ⌘ Traffic circulation improvements (e.g. conversion to 2-way streets)
- ⌘ Consideration of bike lanes on 9<sup>th</sup> Street
- ⌘ Sidewalk clearance and widening
- ⌘ Streetscape improvements
- ⌘ Parking management program to minimize double parking activities

BART used the Steering Committee, Technical Advisory Committee and public meetings established as part of this planning process to form new partnerships, inform the Lake Merritt BART Station Access Plan, and help shape the transit component of the Revive Chinatown Community Transportation Plan.

Many of the recommended improvements will be implemented within the next few years with funds from MTC’s Transportation for Livable Communities (TLC) grant program.

### C. Community and Ridership Demographics

#### Ridership

The Lake Merritt BART Station is both an origin and destination station. The origin trips are from the residential neighborhoods surrounding the station and from the City of Alameda. The destination trips are to the Alameda County administration complex and Laney College. Figure 1 shows entries and exits by time of day during a typical weekday.

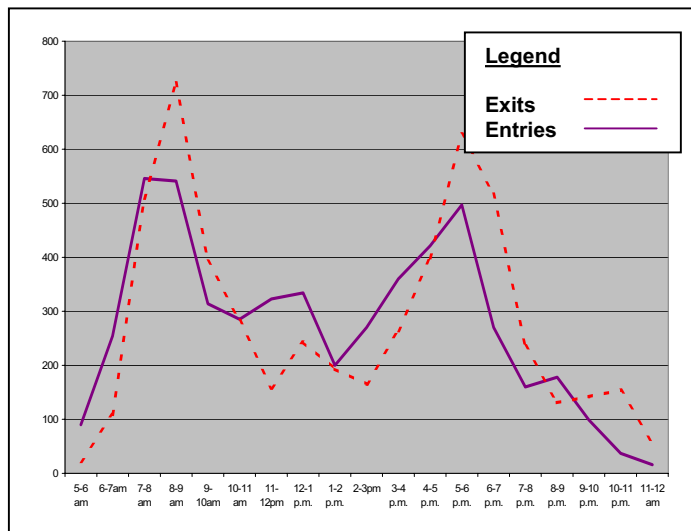
In Fiscal Year (FY) 2004, the average weekday daily exits at the Lake Merritt BART station was 4,790. This is an 11% increase from FY 2000. Between FY 02 and FY03, there was a 1.5% increase in ridership. Given the economic downturn and a systemwide ridership decline of 5% during the same time period, any increase is significant. Lake Merritt and Rockridge BART stations were the only stations to experience ridership increases during this period. The station’s proximity to county

and regional government employers,

Chinatown and newly constructed housing units in the Loft District may have limited its exposure to the impacts of the declining economy.

Based on population and employment projections provided by the Association of Bay Area Governments (ABAG), the Lake Merritt BART station ridership is projected to increase 21% by 2014.<sup>2</sup> The ridership projection does not include the proposed BART extension to Santa Clara, which will increase ridership and access needs when it opens in 2015.

**Figure 6 All Day Entries and Exits**



<sup>2</sup> Ridership that may be generated by future developments outlined in the previous section is not included in the projection.

## Demographics

The following is a brief summary of the Lake Merritt BART passenger demographic information from the 1998 BART Station Profile Study.<sup>3</sup>

- š 59 percent of the riders are “25 to 44” years old.
- š 38 percent of the riders are “White”, compared with 60 percent systemwide. 30 percent of the riders are “Asian or Pacific Islander”, compared with 21 percent systemwide.
- š 37 percent of the riders’ household income is in the “\$30K or less” range which is 16 percent higher than that of the systemwide.
- š 8 percent of the riders identified themselves as having a disability.<sup>4</sup>

### **D. Mode Split**

Relative to BART systemwide, the Lake Merritt BART station *Walk*, *Bike*, and *Drop-Off* and *Carpool* (combined) modes shares are high and the drive alone and transit mode shares are low. The bike mode share is one of the highest in the BART system.

The *Walk* and *Bike* mode shares are influenced by the station’s close proximity to residential neighborhoods. The bike mode share is likely affected by bike access restrictions at the 12<sup>th</sup> and 19<sup>th</sup> Street BART stations during commute period. Thus, making bike access improvements at the Lake Merritt BART Station will be important to biking BART patrons at all downtown Oakland stations. The lower *Drive Alone* mode share and the higher *Drop-Off* and *Carpool* mode shares are primarily due to the small number of parking spaces. The lower *Transit* mode share is attributed to the station’s location in the city, number of BART lines and their frequencies, local neighborhood serving function, and limited feeder service.

**Table 2 Home Origin Access Mode Split**

<b>Mode</b>	<b>Lake Merritt</b>	<b>Systemwide</b>
<b>Walk</b>	32%	23%
<b>Bike</b>	5%	2%
<b>Transit</b>	16%	21%
<b>Drop-Off</b>	14%	16%*
<b>Carpool</b>	6%	-
<b>Drive Alone</b>	32%	38%

\* Includes “Carpool”

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

<sup>3</sup> 1998 Customer Profile Survey, BART (Home-based trips, AM and PM)

<sup>4</sup> Passengers identified themselves as being disabled if they are blind or have low vision, deaf or are hearing impaired, have mobility problems (e.g. wheelchair user), or have a mental or cognitive impairment.

## IV. OPPORTUNITIES AND CONSTRAINTS

---

With a strong residential and office base, major attractions within walking and biking distances from the Lake Merritt BART Station, a flat terrain and a simple grid street network, there is great potential to increase the walk and bike access mode shares. Additionally, strategic planning for sufficient pedestrian/bicyclist/transit infrastructure with TOD and new developments in the BART station catchment area will further increase the potential. The following describes access opportunities and constraints by mode of transportation.

### A. Walk

Generally, in the areas immediately surrounding the Lake Merritt BART Station, there are pedestrian-scale city blocks and wide sidewalks with ample capacity providing a continuous walking path to the station. However, the environment does not encourage people to walk. The sidewalk is uneven, street lighting for pedestrians is poor, there is limited foot traffic which compromise the perception of public safety, and there are no wayfinding signs. One-way streets, generally wide with 4 lanes of traffic, and short traffic light cycles<sup>5</sup> encourage high auto speeds and add to the perception that the streets are for cars and not people.

This section focuses on neighborhood and site specific walking issues. However the bike mode is also mentioned in certain situations where walk and bike opportunities and constraints are the same. Bike only issues are discussed in the next section.

#### Clinton Park and Neighborhoods East of the Station

The key barrier to walking from the Clinton Park and surrounding neighborhoods to the station is 12<sup>th</sup> and 14<sup>th</sup> streets between Oak Street and Lakeshore. This location is where people want to cross the street. However, there is no street level crossing. There is an underground pedestrian/bike tunnel located near the Kaiser Convention Center. But the tunnel is perceived to be unsafe and inconvenient. Many people jay walk across these major corridors risking their lives against high-speed traffic.

Included in the *Lake Merritt Park Master Plan* is a recommendation to address this barrier. The recommendation calls for narrowing the corridor and creating bike lanes and signalized crosswalks. These improvements would vastly improve the pedestrian and bike environment and notably contribute to improving the walking and biking conditions for BART patrons.

#### Waterfront Warehouse District

For residents living in the Loft District, the biggest impediment to walking to the station is the I-880 freeway underpass areas and on-



---

<sup>5</sup> Short traffic light cycles benefit pedestrians by minimizing the wait for a green light to start crossing the street. However, it also means that the amount of time to cross the street is minimized – many elderly pedestrians are unable to reach the other side of the street before the light turns red.

and off-ramps. The underpass areas along the key corridors linking the Loft District to the station (Jackson, Madison and Oak streets), limit people from walking and biking to the station. These areas are dark and perceived to be extremely unsafe. People feel the need to look over their shoulders while watching out for fast drivers that are transitioning to and from the freeway. This is especially the case on Jackson Street, as cars on route to the freeway have free right turns forcing pedestrians to look around blind corners before sprinting across the street for safety. As part of the Jack London BART Station Feasibility Study, pedestrian friendly streetscape improvements are being developed along Oak and Madison Streets from the Loft District to the Lake Merritt BART Station.

### Chinatown

The 12<sup>th</sup> Street BART Station, compared to the Lake Merritt BART Station, is physically closer to the core of the Chinatown commercial area and is used more frequently by the Asian community. However, based on the environmental justice outreach conducted by BART in partnership with the City of Oakland, it was found that the Asian community identified themselves more with the Lake Merritt BART Station. They noted that their use of the Lake Merritt BART Station was hindered by a perceived lack of public safety on the streets and at the station.

As one walks from the core of the Chinatown commercial area to the Lake Merritt BART Station, the land uses become less dense and the commercial and retail uses become minimal. This results in limited foot traffic and an unsafe feeling, especially at night where pedestrian lighting and visibility are poor. Other key factors that further discourage walking are the underutilized Madison Square Park which is disproportionately used by homeless people and a lack of lighting and security at the Lake Merritt BART Station.

Many of the public safety issues noted above were recently addressed by the City of Oakland's effort in developing the *Revive Chinatown! Community Transportation Plan*. Where appropriate, the recommendations as described under the "Development/Major Improvements" section of this report, should be extended along 8<sup>th</sup> and 9<sup>th</sup> streets to the Lake Merritt BART Station, the key streets providing pedestrian access from Chinatown to BART.

### Future Development

Planning for TOD must involve appropriate pedestrian and bike planning. Just because development is located near a transit station does not guarantee a pedestrian-friendly environment. Intentional "placemaking" improvements must be made to make TOD areas safe, vibrant and inviting. BART's *Transit-Oriented Development Guidelines* should be used when considering development at the Lake Merritt Station to ensure sufficient pedestrian/bicyclist/transit infrastructure and maximize transit ridership and pedestrian and bike access mode shares.

## **B. Bike**

Given the location of Laney College, the Lake Merritt BART Station is a natural bike destination. Additionally, good bike access to the Lake Merritt BART Station is important to the entire BART system because it serves as a bicycle portal for Downtown Oakland. Unlike the 12<sup>th</sup> and 19<sup>th</sup> Street BART stations, BART patrons can enter the Lake Merritt BART Station with their bikes during all operational hours. However, bikes are not allowed on trains with destinations into and through San Francisco during the morning commute hours.



In addition to the site/specific issues identified above, in general, no bikeways and signage, lack of bike parking facilities, poor road pavement conditions and lack of curb cuts limit bike access to the station.

The nearest existing bikeways are Class III (On-Street Unstriped Routes) along Lakeshore Avenue (eastside of the lake), Oak Street from Embarcadero to 4<sup>th</sup> Street, and 4<sup>th</sup> Street from Oak to approximately Fallon streets and a Class II route (On-Street Striped Lanes) along Embarcadero. From the City of Alameda, bikes are allowed in the Posey Tube but the bicycling conditions are extremely poor. Today, these existing routes do not directly benefit the station. However, in the long-term, with implementation of a larger bike network, they will provide direct bike access to the station from the surrounding neighborhoods.



In the City of Oakland's *Bicycle Master Plan*, Oak, Madison, 7<sup>th</sup>, and 8<sup>th</sup> Streets are identified as key bikeways and they connect the surrounding neighborhoods to the station. However, the feasibility and community support for some of the streets have not been assessed. For example, during the recent development of the *Revive Chinatown! Community Transportation Plan*, the Asian community expressed serious concerns about placing a bikeway on 8<sup>th</sup> Street given the intense commercial activity in the heart of Chinatown and expressed a preference for 9<sup>th</sup> Street as the future bikeway if converted to a two-way street.

The Lake Merritt BART Station has 56 bike rack spaces and 36 perforated steel lockers located on the street level near the northeast BART entrance. Sixteen of the lockers were recently installed in 2003. A windshield survey indicates that the bike racks are well utilized and as of Spring 2004, all bike lockers were reserved with a waiting list beyond 25 people. Given the full utilization of bike parking and a notable number of bikes locked on street poles, more parking capacity is needed. There are short-term plans to activate the electronic bike lockers to improve bike locker utilization and to consider adding more bike lockers.<sup>6</sup> BART's *Bicycle Access and Parking Plan (2002)* rates the station as a high priority for bike parking improvements and stairchannels. A stairchannel is a smooth channel along the edge of a stairway that is used to roll a bicycle up and down the stairs. These ratings are used by BART to prioritize bike projects throughout the BART system.



To address the poor road pavement conditions and

<sup>6</sup> Some bicyclists have requested the placement of bike racks or lockers inside the "paid area" of this station. However, BART's Customer Access Department has evaluated the station and determined that there is insufficient space in the "paid area" for such an installation. During the Comprehensive Station Planning Process, staff will evaluate the possibility of locating racks or lockers elsewhere on the concourse level, outside the "paid area."

lack of curb cuts, BART will need to work closely with the City of Oakland to seek funding and to prioritize opportunities.

Future Development

For the future *Oak to Ninth* development (to be located approximately .6 miles from the BART station) a key challenge will be to provide a clear bikeway from the development to the station. Candidate streets for this link are Embarcadero and Oak streets. Presently, there are bike lanes along Embarcadero and Oak Street is identified as future bike path in the City of Oakland’s *Bike Plan*. There should be particular attention on safety issues related to crossing the Amtrak tracks at Embarcadero and Oak streets.

**C. Transit**

Given that most bus service serving the neighborhoods surrounding the Lake Merritt BART Station is linked to the 12<sup>th</sup> Street and Fruitvale BART Stations and the Lake Merritt BART Station primarily serves neighbors and key destinations within walking distance, increasing bus feeder service to the Lake Merritt BART Station is not a priority. In the future, with the realization of the Alameda Point and FISC Property developments, there may be a stronger demand for bus links between the City of Alameda and the Lake Merritt BART Station to serve BART patrons with destinations towards Dublin and Fremont.

Four AC Transit bus lines provide access to the Lake Merritt BART station: Lines 11, 59, 62, and 88. Routes 11 and 62 serve areas near the San Antonio neighborhood in East Oakland, Route 59 serves the City of Piedmont and Route 88 terminates at the North Berkeley BART Station with service concentrated along Sacramento and Market Streets. Five other AC Transit bus lines with stops within three blocks of the station are the 15, 40, 40L, 82, and 82L.

**Table 3 AC Transit Routes with Lake Merritt BART Station Stops**

Route	Bus Line	Peak Frequency	Off-Peak Frequency	Operation WD (Weekday) WE (Weekend)
11	Harrison	20 min	30 min	WD: (6:00 AM-7:00 PM) WE: (7:00 AM-7:00 PM)
59/59A	Piedmont Ave.	60 min	60 min	WD: (6:00 AM-7:30 PM) WE: (8:00AM- 6:30 PM)
62	San Antonio	20 min	30 min	WD: (6:00 AM-12:00 AM) WE: (6:00 AM-12:00 AM)
88	Market	20 min	20 min	WD: (5:30 AM-12:30 AM) WE: (5:30 AM-12:30 AM)

Bus stops at the station have limited passenger infrastructure and are visually unpleasant. These stops lack bus shelters and sufficient seating for bus patrons. Additionally, bus operations at the Oak Street bus stop needs improvement. During peak periods, when two buses arrive at the same time, only one bus is able to pull up to the curb. The second bus, at times, waits in the middle of the street intersection and blocks traffic along 8<sup>th</sup> Street.

Other transit feeder services to the station that should be considered are the Streetcar Oakland Downtown Circulator (currently being studied by BART in partnership with the City of Oakland and

the Port of Oakland as part of the *Jack London Square BART Station Feasibility Study* and identified in the *Estuary Policy Plan*) and neighborhood shuttles. The streetcar would primarily serve to bolster development opportunities in Oakland’s Downtown and provide feeder service to the 12<sup>th</sup> Street BART Station. However, its extension to the Lake Merritt BART Station is also being considered. The shuttle concept could be applied to isolated neighborhoods that are just beyond a comfortable walking distance, such as the *Oak to Ninth Development* project, and City of Alameda. Recently, the City of Alameda applied for a Caltrans Planning Grant to explore shuttle service options to the BART system. It should be noted that a key barrier to providing shuttle service is the high on-going operations cost. The hourly cost to operate one vehicle is approximately \$60-\$75.

In general, it should be noted that the key factors significantly influencing the bus access mode share are the level of feeder service frequency and reliability and the additional transit cost of transferring from one transit system to another. These issues cannot be addressed in this station specific plan. BART continues to encourage feeder service operators to increase their levels of service and reliability but ultimately, the final decision, informed by many competing demands and limited resources, is made by a separate transit agency. The issue of the transfer cost needs a regional solution involving the cooperation of all transit and transportation agencies in the region. MTC is the lead in exploring transit connectivity issues, including the development of TransLink, a universal transit fare instrument that will increase the convenience for transit riders using multiple transit systems.

**D. Auto**

Currently, automobile access to the Lake Merritt BART Station is limited by small parking lots and an insufficient drop-off area.

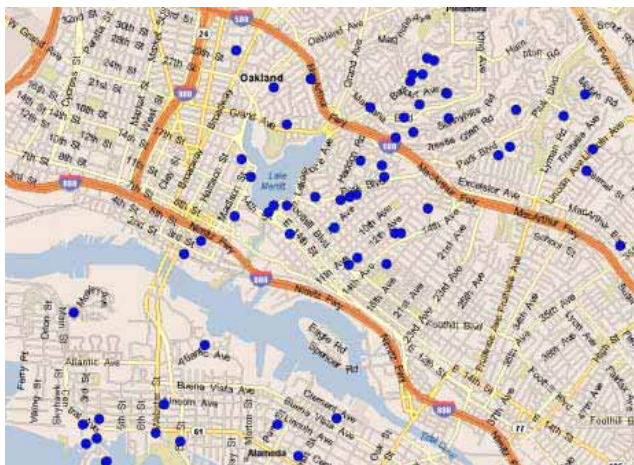
Parking for BART patrons is provided at two surface lots between Oak and Fallon Streets and behind the Joseph P. Bort MetroCenter building on 8<sup>th</sup> Street. With only 206 spaces, the second lowest in the system of stations providing auto parking facilities, parking is a key access constraint. The Lake Merritt BART parking lot fills up by 7:00 am each weekday. BART patrons are required to pay twenty-five cents to validate their use of the parking

**Table 4 Parking Spaces**

Type of Parking Space	Spaces
Surface Spaces	168
Mid-Day Parking	5
Station Agent	2
MetroCenter Building	24
Accessible/Handicapped	7
Motorcycles	5

Source: BART Access Database

**Figure 7 Lake Merritt Reserved Parking Patron Origin**



space. Such a system discourages non-BART users, such as Laney College students, from using the BART parking lots.

In June 2003, as part of the BART reserved parking program, 52 spaces were designated as reserved parking. As of March 2004, all permits for the reserved spaces were sold and there were 103 individuals on the waiting list. Field observations at the station parking lot showed that over 60 percent of the reserved spaces were used by 9:00AM and at 1:00PM, 100 percent.

Given the systemwide access mode targets

and urban setting of the station, opportunities to reduce the auto access mode and share parking facilities off BART property should be considered.

Two planning processes that will explore parking location and capacity issues at the Lake Merritt BART station are the land use visioning effort funded by a Caltrans Community-Based Planning Grant and BART's Comprehensive Station Plan. Both planning efforts are scheduled for completion by the end of next year.

The drop-off and pick-up area appears to be inadequate. Currently, there is a one-car length white curb space located on the west side of Oak Street just north of 8<sup>th</sup> Street. However, there is no clear signage. It has been frequently observed that multiple cars use the curbside parking area just north of the bus stop on the east side of Oak Street to drop off and pick up passengers. Given the station's close proximity to the City of Alameda and easy access to the I-880, drop-off and pick-up should be encouraged at this station.

### **E. Americans with Disabilities Act (ADA)**

Members of BART's Accessibility Task Force articulated a number of concerns about access for people with disabilities to and within the Lake Merritt BART station. Some of the issues outlined below are relevant to the BART system and some are station specific.

- § There is limited infrastructure to orient visually impaired and blind patrons on the platform and mezzanine levels.
- § Two separate elevators, located on opposite ends of the station, are needed to access the trains. This is a common inconvenience at many BART stations. However, the distance between the two separate elevators at this station is particularly long. One is located at the southwest entrance, which provides access from the street to the concourse level, and the second is located in the BART administrative building, which provides access from the concourse level to the platform. Both elevators are open during BART train service hours. Neither elevator is located in a very visible place, making some users feel unsafe.

Given the recent discussion by the BART Board to vacate and raze the BART administrative building and encourage TOD, use of the elevators and its impact on BART patrons with disabilities will need to be evaluated as part of the capacity analysis included in the Lake Merritt Comprehensive Plan to be prepared in 2005. Public elevator access will also need to be preserved with TOD.

- § The drop-off/pick-up area does not sufficiently accommodate patrons with disabilities and paratransit shuttles. The drop-off/pick-up area is on the opposite side of the street from the elevator.
- § All entrances, especially the southwest corner entrance which provides elevator access (see pictured to the right), feel unsafe because of limited foot traffic and people loitering in the stairway.
- ⌘ Lack of curb cuts, non-compliant curb cuts, illegal parking blocking curb-cuts and poor sidewalk paving make access to the station difficult for BART patrons who use wheelchairs.



## **IV. KEY ACCESS RECOMMENDATIONS**

---

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

- Š Promote TOD and placemaking improvements at the station;
- Š Create a network of safe walking routes and bikeways between the station and surrounding neighborhoods (e.g. Oak/Madison Street and 8<sup>th</sup>/9<sup>th</sup> Streets);
- Š Support the recommendations identified in the Lake Merritt Park Master Plan (particularly the proposed pedestrian and bike links across the 12<sup>th</sup> Street dam);
- Š Support the recommendations identified in the Revive Chinatown Community Transportation Plan;
- Š Create a bikeway between the station and the Oak to Ninth development (Oak Street and Embarcadero);
- Š Provide security improvements at the station;
- Š Explore neighborhood serving shuttle service opportunities;
- Š Develop a plan to address the BART Administrative Building closure impact to station elevator; and
- Š Expand the passenger drop-off area.

Table 5 and Map 1 detail the full list of access recommendations. Each recommendation addresses implementation and funding. The recommendations have not been prioritized based on any set criteria and funding for most projects will need to be identified by BART and partner agencies. As funding for the access recommendations are secured and improvements implemented, the effectiveness of the recommendations will be monitored and in turn inform future prioritization.

All access improvements must be designed to meet or exceed BART standards and accommodate people with disabilities.





**Table 5: Lake Merritt Access Improvement Recommendations**

\* (S) Short Term = Up to 2009, (L) Long Term = 2010 and After

\*\* Funding Tiers:        Tier 1        Existing BART Resources and/or Non-BART funds  
                                  Tier 2        Future BART Revenues and/or Non-BART funds TBD

Mode	Recommendation Map Reference Number and Description	S/L Term*	Lead	Funding Tier & Source**
<b>WALK</b>				
<b>Access to Station</b>	W1: <b>Oak / Madison Streets</b> (from Loft District to Lakeside) Provide pedestrian infrastructure, pedestrian countdown signals, streetscape improvements and wayfinding signs. Improve the uninviting and unsafe conditions beneath I-880. Consider rumble strips at freeway on and off ramps to slow down auto traffic.	L	City of Oakland, Caltrans	<b>FUNDED (Planning \$)</b>
	W2: <b>8<sup>th</sup> / 9<sup>th</sup> Streets</b> (from Chinatown to Laney College) Provide pedestrian infrastructure, pedestrian countdown signals, streetscape improvements and wayfinding signs.	S	City of Oakland	<b>PARTIALLY FUNDED:</b> (Planning \$ for signs & streetscape concepts) (Capital \$ for signs & intersection improvements)
	W3: <b>10<sup>th</sup> Street</b> (from Oak Street to Peralta Park) Provide pedestrian infrastructure, pedestrian countdown signals, streetscape improvements and wayfinding signs.	L	City of Oakland	Tier 2: TBD
	W4: <b>Lake Merritt Boulevard</b> Support the construction of the new Lake Merritt Boulevard (which would reduce the street width) with signalized crossings and pedestrian and bike infrastructure.	L	City of Oakland	Tier 2: TBD
<b>At Station</b>	W5: <b>Security Cameras / Call Boxes</b> Install security cameras / call boxes.	L	BART	Tier 2: TBD
	W6: <b>Lighting</b> Upgrade the lighting, especially near the entrances.	L	BART	Tier 2: TBD
<b>Transit-Oriented Development</b>	W7: <b>Development</b> Support transit-oriented development at the station and infill development within walking distance to the station.	S, L	BART, City of Oakland, Landowners	<b>FUNDED (Planning \$)</b>

Mode	Recommendation Map Reference Number and Description	S/L Term*	Lead	Funding Tier & Source**
<b>BIKE</b>				
<b>Access to Station</b>	B1: <b>Oak / Madison Streets</b> (from Loft District to Lakeside) Consider bike lanes or routes with curb cuts, wayfinding signs, and traffic light bike loop detectors when appropriate.	L	City of Oakland	Tier 2: TBD
	B2: <b>8<sup>th</sup> / 9<sup>th</sup> Streets</b> (from Chinatown to Laney College) Consider bike lanes or routes with curb cuts, wayfinding signs, and traffic light bike loop detectors when appropriate.	L	City of Oakland	Tier 2: TBD
	B3: <b>10<sup>th</sup> Street</b> (from Oak Street to Peralta) Consider bike lanes or routes with curb cuts, wayfinding signs, and traffic light bike loop detectors when appropriate.	L	City of Oakland	Tier 2: TBD
	B4: <b>Lake Merritt Boulevard</b> Support the construction of the new Lake Merritt Boulevard with bike infrastructure as recommended in the Lake Merritt Master Plan.	L	City of Oakland	Tier 2: TBD
	B5: <b>Cross Estuary Route</b> Improve cross-estuary options for Alameda bicyclists and pedestrians.	L	Caltrans, City of Alameda	Tier 2: TBD
	B6: <b>Bay Trail to Oak to 9<sup>th</sup> Development</b> Support the proposed Bay Trail along Embarcadero.	L	City of Oakland	Tier 2: TBD
<b>Bike Facilities / Infrastructure</b>	B7: <b>Bike Lockers</b> Apply pay-by-use method to the e-lockers and add more lockers.	S	BART	<b>FUNDED</b>
	B8: <b>Bike Channels</b> Install bike channels at station entrances.	L	BART	Tier 2: BART
	B9: <b>Bike Signage</b> Install "Bike to BART" bike signs at the station and surrounding neighborhood.	S	BART	Tier 2: BART
	B10: <b>Road and Curb cuts</b> Repave roads where conditions are poor and provide curb cuts along key bikeways to the station.	L	City of Oakland	Tier 2: TBD
<b>Promotion</b>	B11: <b>Free Brochure</b> Develop a Bike & BART systemwide brochure that illustrates the regional bike network to all BART stations.	L	BART	Tier 2: MTC, BART
	B12: <b>Station Area Map</b> Include bikeways on map.	L	BART	Tier 2: BART
<b>Transit-Oriented Development</b>	B13: <b>Future Bike Parking</b> With future development, consider a new layout for bike parking. If demand is sufficient, develop a Bike Pavilion or Station.	L	BART	Tier 2: Developer, BART

Mode	Recommendation Map Reference Number and Description	S/L Term*	Lead	Funding Tier & Source**
<b>TRANSIT</b>				
<b>AC Transit</b>	T1: <b>Bus Operations</b> Consider increasing the frequency of existing bus service and develop an operational solution to prevent buses from blocking traffic along 8 <sup>th</sup> street when there is a queue for boarding and alighting. Evaluate new service to the Alameda Point and FISC Property developments.	L	AC Transit	Tier 2: AC Transit
	T2: <b>Bus Infrastructure</b> Provide bus shelters, additional seating and bus schedule information.	L	AC Transit , BART	Tier 2: AC Transit, BART, City of Oakland
<b>New Feeder Service</b>	T3: <b>Shuttle Study</b> Conduct a neighborhood shuttle study for existing and future neighborhoods that are beyond walking distance from the station. Candidate neighborhoods include the Oak to Ninth Development and the Clinton Park area.	L	BART, AC Transit, City of Alameda, City of Oakland, Developer	Tier 2: TBD
	T4: <b>Streetcar</b> Support the examination of the streetcar alternative being considered in the Jack London BART Station Feasibility Study.	S	BART, City of Oakland	<b>FUNDED (Planning \$)</b>
<b>Loading Zone</b>	T5: <b>Paratransit Shuttle</b> Create a new paratransit shuttle zone near the elevator.	L	BART, City of Oakland	Tier 2: BART, City of Oakland
<b>Transfer</b>	T6: <b>Universal Fare Card</b> – Support efforts to develop universal fare instruments (e.g., Translink and Fast Pass) for all transit systems.	L	MTC	Tier 2: MTC
<b>Information</b>	T7: <b>Real Time Transit Information</b> Use GPS technology to provide passengers with real time arrival information for all transit systems.	L	BART, AC Transit	Tier 2: BART, AC Transit
<b>Transit-Oriented Development</b>	T8: <b>Future Bus and Shuttle Zones</b> Provide sufficient bus and shuttle zones to accommodate BART patrons.	L	BART	Tier 2: BART, AC Transit, City of Oakland, Developer
<b>AUTO</b>				
<b>Access to Station</b>	V1: <b>Wayfinding Signs</b> Install wayfinding signs on I-880, Broadway, 14 <sup>th</sup> and other key auto routes.	S, L	City of Oakland, Caltrans, BART	Tier 2: TBD
<b>BART Parking</b>	V2: <b>Dedicated Spaces</b> Designate more reserve parking and carpool parking spaces based on demand.	S	BART	Tier 2: BART
	V3: <b>Daily Fee</b> Consider increasing the daily fee for all parking spaces.	S	BART	Tier 2: BART
	V4: <b>Parking Validation</b> Upgrade the machines and continue parking validation.	S	BART	Tier 2: BART

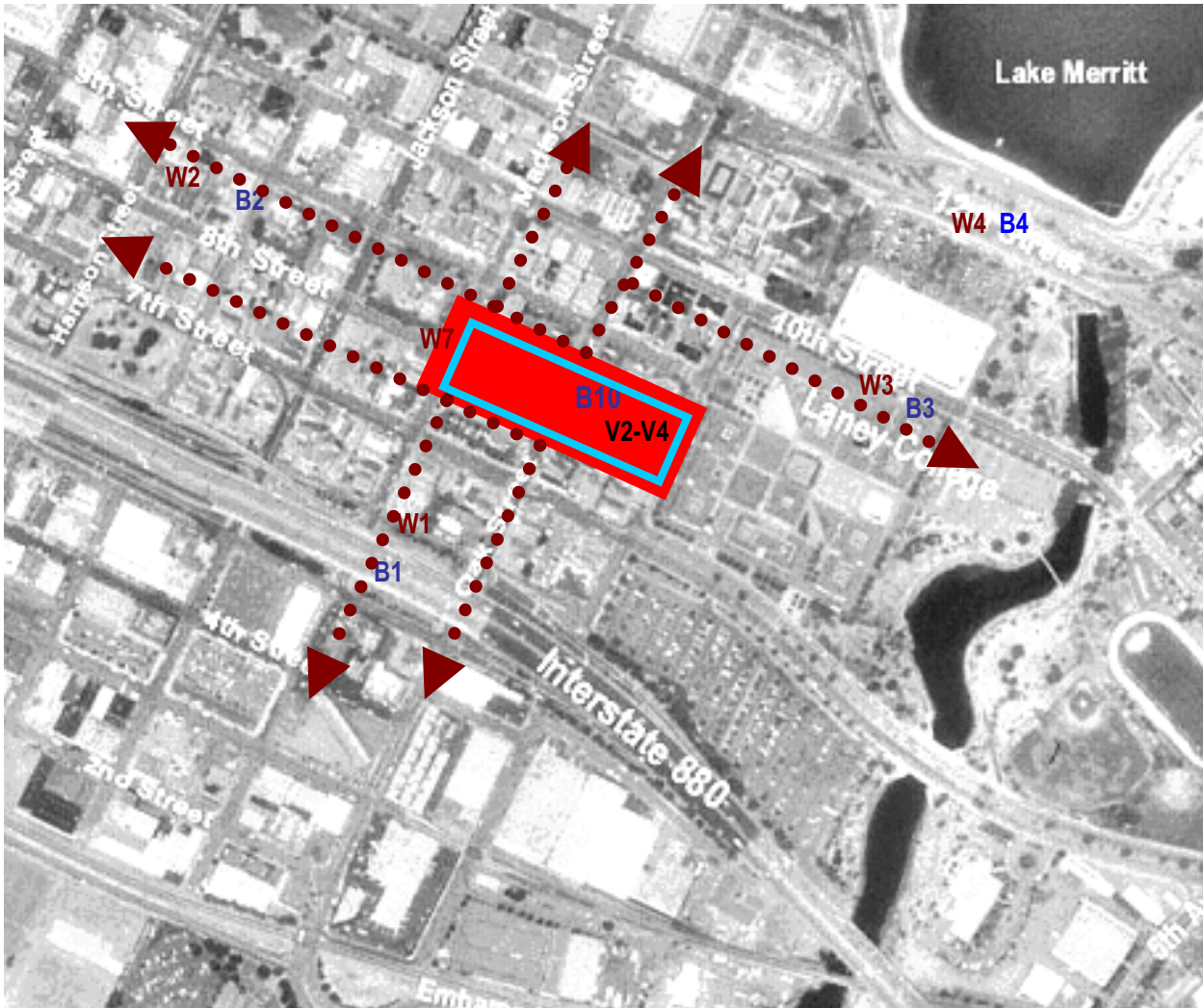
Mode	Recommendation Map Reference Number and Description	S/L Term*	Lead	Funding Tier & Source**
<b>AUTO, cont.</b>				
<b>Loading Zones</b>	V5: <b>Passenger Drop-Off</b> Encourage drop-off activity by expanding the existing drop-off area, creating another drop-off area on the east side of Oak Street and providing clear signage.	S	BART, City of Oakland	Tier 2: BART, City of Oakland
	V6: <b>ADA Drop-Off</b> Create an ADA drop-off zone near the elevator and provide clear signage.	S	BART, City of Oakland	Tier 2: BART, City of Oakland
	V7: <b>Taxi</b> Create a Taxi zone and provide clear signage.	S	BART, City of Oakland	Tier 2: BART, City of Oakland
<b>Transit-Oriented Development</b>	V8: <b>Future Parking and Loading Zones</b> Seek opportunities to reduce the auto access mode share, share parking facilities off BART property, and provide sufficient loading zones to accommodate BART patrons.	L	BART	Tier 2: BART, City of Oakland, Developer
<b>ADA</b>				
<b>Elevator</b>	ADA1: Elevator Access: In the development of a station Comprehensive Station Plan, identify options to improve elevator access for the disabled BART patrons.	S	BART	Tier 2: BART
	ADA2: Provide infrastructure to direct visually impaired and blind patrons on the platform and mezzanine levels.	L	BART	Tier 2: BART
	ADA3: Make infrastructure improvements to ease wheelchair access to the station elevator (e.g. add and improve curb cuts, repave sidewalk, enforce parking regulations)	L	City of Oakland	Tier 2: TBD
<b>ALL MODES</b>				
<b>Intermodal Information Center</b>	A1: <b>Information Center</b> Designate a transit information center at the intermodal station. Display transit and bike maps, real-time transit information and other access brochures and publications.	L	BART	Tier 2: BART
<b>Station Identity and Orientation</b>	A2: <b>Wayfinding System</b> Install signs directing BART passengers on all modes of transportation to and from the BART station and other major local destinations.	L	BART, City of Oakland	Tier 2: BART, City of Oakland, Developer
	A3: <b>Visual Improvements</b> Provide landscaping and placemaking elements to enhance the identity of and beautify the station.	L	BART	Tier 2: BART, Developer
<b>Bilingual Information</b>	A4: <b>Signage</b> Develop a bilingual signage program.	S	BART	<b>Funded (See #W2)</b>
	A5: <b>Brochures</b> Provide bilingual "Fares and Schedules" and "Destination Guide" Brochures.	L	BART	Tier 2: BART



Mode	Recommendation Map Reference Number and Description	S/L Term*	Lead	Funding Tier & Source**
<b>Bilingual Information, cont.</b>	A6: <b>Marketing</b> Develop a marketing program to increase Chinatown resident and visitor ridership.	L	BART	Tier 2: BART
<b>Transit-Oriented Development</b>	A7: <b>Architectural Enhancement</b> Consider architectural changes to the station to provide a stronger street level presence and improve access in the Comprehensive Station.	L	BART, Developer	Tier 2: TBD



Map 1: Key Access Recommendations



**KEY ACCESS RECOMMENDATION  
REFERENCE NUMBER &  
DESCRIPTION:**

**Walk**

- W1-W3:** Pedestrian Routes to Station
- W4:** New Lake Merritt Boulevard
- W7:** Transit-Oriented Development




**Bike**

- B1-B3:** Bikeways to Station
- B4:** New Lake Merritt Boulevard
- B10:** Improve Bike Parking Layout

**Auto**

- V2-V4:** Improve Parking Management

**Legend**

-  BART Station
-  TOD Opportunity Area
-  Key Pedestrian and Bike Routes

