



EL CERRITO PLAZA BART STATION ACCESS PLAN

August 2002



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Bay Area Rapid Transit
Planning Department

I. PLAN SUMMARY

A. Existing Conditions

The El Cerrito Plaza BART station is one of two BART stations located within the City of El Cerrito. The Plaza BART station is located 2 miles south of the Del Norte BART station. The Del Norte station is the City's primary station with respect to ridership because of its close proximity to the I-80 freeway and usage by commuters in western Contra Costa and Solano counties. The El Cerrito Plaza BART station attracts patrons from the surrounding neighborhoods including those who live in the cities of Albany, Richmond and the unincorporated area of Kensington.

Within the past year, the neighborhood around the Plaza station has become a stronger commercial center driven by the renovation of the El Cerrito Plaza Shopping Center, which lies across from the Plaza station. To augment the thriving retail center, the City of El Cerrito recently developed the Fairmount Avenue Streetscape Design, which calls for specific pedestrian friendly design and landscape improvements. The City recently received a Transportation for Livable Communities (TLC) grant from the Metropolitan Transportation Commission to fund these improvements.

The City has also embarked on a number of projects that directly affect access to BART. The City Council recently authorized the City staff to design and build a parking garage structure on the Plaza Shopping Center site which will add 400 or more parking spaces dedicated to BART patrons. In July 2002, the City added bicycle lockers and racks at the BART station to encourage bicycle use at the El Cerrito Plaza BART station.

Apart from these projects, the access planning effort uncovered many outstanding access issues related to the El Cerrito Plaza station area. These issues included:

- Pedestrian and bicycle conflicts with vehicular traffic on surrounding roadways, especially on Fairmount Avenue;
- Limited transit feeder service and amenities;
- Poor maintenance of pedestrian infrastructure within and around BART property; and
- Lack of wayfinding signs to guide patrons on BART property and to surrounding destinations.

B. Recommendations

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

- Creating safe walking and bike routes to and within the station area;
- Enhancing transit feeder service and amenities at the station;
- Identifying appropriate capital improvement upgrades to existing sidewalks and pathways;
- Strengthening the wayfinding signage network to guide patrons and residents who arrive by foot, wheelchair, bicycle, motor vehicle and transit.

II. ACCESS PLAN DEVELOPMENT

A. Background

The 1999 Bay Area Rapid Transit's (BART) Strategic Plan called for improvements to station access by all modes through the promotion of alternatives to driving alone, and linking station access with other key strategic goals. In May 2000, the BART Board adopted the "Access Management and Improvement Policy Framework" which focuses on:

- *Enhancing customer satisfaction;*
- *Increasing ridership by enhancing access to the BART system;*
- *Creating access programs in partnership with communities; and*
- *Managing access programs and parking assets in an efficient, productive, environmentally sensitive and equitable manner.*

In accordance with these goals, the BART Board directed staff to prepare three Comprehensive Station Plans and eleven additional Access Plans for stations throughout the BART system. These plans will examine and prioritize station access improvements, which could include physical enhancements, new programs, or policy changes that would facilitate BART's goal to achieve patronage targets by mode for each station and to support systemwide targets. These plans may still need to evolve and adjust over time due to changing conditions, new policies and programs.

B. Purpose

In response to peak period access constraints primarily at home-origin BART Stations, the BART Board asked staff to develop Access Plans consistent with BART's Strategic Plan and its access management policies. The Access Plans are intended to balance automobile and other modes while focusing primarily on peak period access constraints. These plans may also address access issues outside the formal scope of home-based AM trips and are expected to benefit all trips to and from BART. A key goal of the Plans is to ensure that access planning for BART stations will both consider and guide other capital investments, such as those promoting station area development and increasing station capacity. In this initial stage of preparing Access Plans, however, the primary focus remains access to the station. A Comprehensive Plan would encompass a more complete integration of station access, station area development and internal station capacity.

The proposed access targets, in the Access Management and Improvement Policy Framework, include a reduction in the share of AM peak period patrons arriving by solo driving with corresponding increases in walk, 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 do not include new ridership to be generated by the BART-SFO extension.
 Data Source: Analysis prepared by R. Wilson, 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.

The next steps involved an assessment of the current access opportunities and constraints at each station. The primary internal forum to solicit input occurred through the Station Area Working Group. This interdepartmental staff met on three occasions to discuss draft plans, share information, and provide critical comments.

The access planning process also included outreach with external local partners as well as review of local planning and programming documents such as the City’s general plan and capital improvement program. For the El Cerrito Plaza Station Access Plan, the following documents were reviewed and partners consulted through a series of meetings and conversations.

Review of Local and Regional Plans

- City of El Cerrito General Plan
- City of El Cerrito Capital Improvement Budget
- AC Transit Short Range Transit Plan
- Draft AC Transit Service Deployment Plan

Input from BART Departments and Partner Agencies

- BART Departments (Customer Access, Marketing and Research, Transit System Development, Real Estate, Engineering, Police, System Capacity, Operations)
- BART Accessibility Task Force and Bicycle Task Force
- City of El Cerrito (Mayor, City Council, Planning, Community Development, Public Works)
- AC Transit

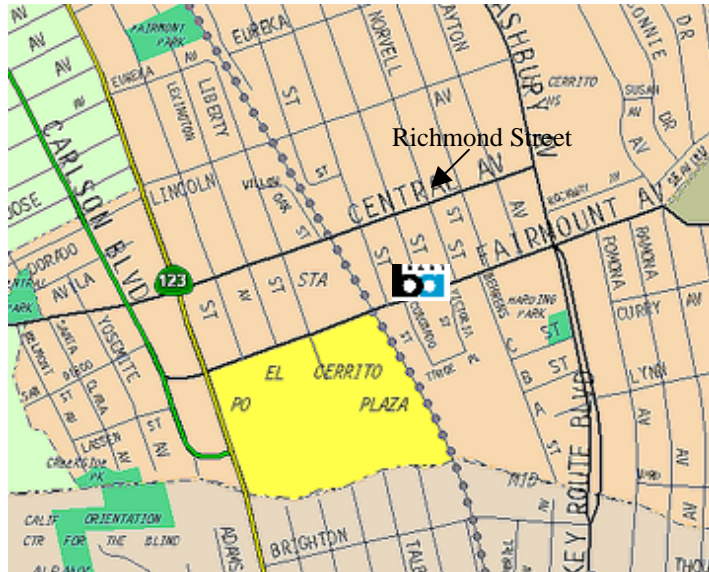
Stakeholder Outreach

- West Contra Costa Transportation Advisory Committee
- AC Transit Accessibility Advisory Committee
- Orientation Center for the Blind

III. CURRENT AND FUTURE CONDITIONS

A. Station Setting

The El Cerrito Plaza BART station is an elevated station located in a suburban neighborhood, near the busy commercial corridor of San Pablo Avenue. Fairmount and Central avenues and Liberty and Richmond streets provide access to the Plaza station. The station area is surrounded by residential land uses, a retail shopping center, auto related uses, open space and small commercial uses. The Plaza station area also includes a multi-use bike trail, the Ohlone Greenway, which runs underneath the elevated BART tracks.



B. Future Development

Recent development has transformed the El Cerrito Plaza station area into a flourishing commercial center. Just across the street from the Plaza station, private developers transformed the El Cerrito Plaza Shopping Center from an underutilized area into a thriving commercial and retail center. The shopping center's popularity has attracted businesses and development, which hope to take advantage of the market share in the City of El Cerrito and surrounding neighborhoods.

Other major investments in the area that may impact the El Cerrito Plaza BART station include:

- A new parking garage, funded with Measure C funds will include approximately 400 spaces for BART patrons and potentially new retail and office space on the ground level.
- The Fairmount Streetscape Design plan outlines public infrastructure improvements to encourage mixed-use development along Fairmount Avenue from San Pablo to Richmond Street. The improvements include curb bulb outs, Ohlone Greenway crossing changes, pedestrian-scale lighting and diagonal parking.
- The Cerrito Theater (recently purchased by the City of El Cerrito) on San Pablo Avenue will provide entertainment options for nearby residents and visitors and complement existing amenities at the El Cerrito Plaza Shopping Center.

C. Community and Rider Demographics

Ridership

In Fiscal Year (FY) 2002, the average weekday daily exits at the El Cerrito Plaza BART station was 3,731, a 1.6 percent decrease from FY 1997. It is important to note that during this period, ridership at the Plaza station peaked at 4,115 in FY 2000 and started to decline in subsequent years. The decreasing ridership at the station reflects the impact of the recent economic downturn in the Bay Area. By 2010, based on BART's estimate supported with by the Association of Bay Area Governments (ABAG) population and employment projections, ridership is projected to increase by 19 percent, although this could vary considerably depending on the economy.

During the morning commute hours, El Cerrito Plaza BART is most often the point of entry to the system for many riders, rather than a destination. Over 50 percent of BART patrons entering during this time travel to downtown San Francisco and 20 percent to downtown Oakland. The 1998 BART passenger survey revealed that 69 percent of Plaza BART patrons used BART for work and 12 percent for school in the morning.

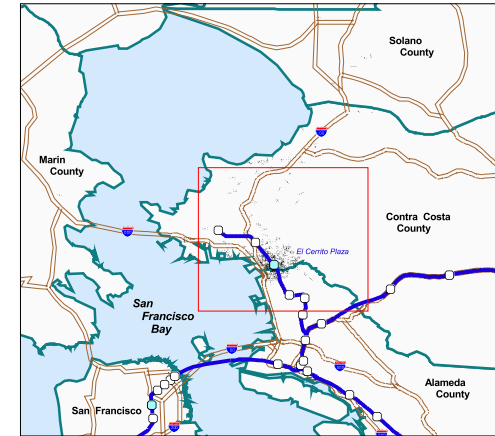
Demographics

As shown in the *AM Weekday Home based origins* map, the majority of El Cerrito Plaza passengers originate from the neighborhoods surrounding the station including communities in the City of Albany.

The following demographic information reflects the composition of El Cerrito Plaza BART riders during the AM period:

- 60% of the riders are female.
- 50% of the riders are 25 to 44 years old; the second largest group is 45 to 64 years old at 32%.
- 8% of the riders are 65 years and older. This percentage is higher than the systemwide share of 2%.
- 69% of the riders are Caucasian, 18% Asian/Pacific Islanders, 10% African American.
- 34% of the riders' household income is between \$30,000 to \$60,000. This is similar to the systemwide share.
- 9% of the riders identified themselves as having a disability.

AM Weekday Home Origins : Riders Entering El Cerrito Plaza BART Station



LEGEND

- AM Home Origins
- BART Line
- BART Stations
- 1 Mile Radius
- 3 Mile Radius
- County and Border
- Highways
- Arterial Roads
- AC Transit Bus Routes

Prepared by : **BART Marketing and Research**

Source: BART 1998 Station Profile Survey

Origin point data weighted from Survey sample



D. Mode Split

As the access mode split chart¹ shows, 52 percent of the El Cerrito Plaza Station riders access the station by driving alone, a figure significantly higher than the systemwide share. Because the majority of riders using the Plaza station originate from the surrounding neighborhoods, people are more likely to walk or use a bicycle to access the station than they may be at other stations. Accordingly, the

bicycle and walk mode shares (4 percent and 33 percent, respectively) are higher than the systemwide average. However, transit usage (at 5 percent) is quite low at this station compared to the systemwide average (of 19 percent). The low frequency of feeder service to the Plaza station could account for low transit usage at the Plaza station.

Table 2: Home Origin Access Mode Split

| Mode | El Cerrito Plaza | Systemwide |
|-------------|------------------|------------|
| Walk | 33.0% | 23.0% |
| Bike | 4.0% | 2.0% |
| Transit | 5.0% | 21.0% |
| Carpool | 6.2% | 11.0% |
| Drop-off | 5.6% | 5.0% |
| Drive Alone | 52.0% | 38.0% |

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

IV. OPPORTUNITIES AND CONSTRAINTS

This section evaluates the opportunities and constraints of the Plaza BART station by mode. The matrix that follows outlines the recommendations staff is making by mode.

A. Walk

Overall, the City of El Cerrito has a good network of continuous and interconnected sidewalks. On both sides of the station, patrons use the adjoining streets along with the Ohlone Greenway to access the BART station and other nearby destinations. There are conditions, however, which contribute to an unfavorable walking environment to and from the Plaza station. These conditions include:

- Pedestrian and vehicle conflicts on Fairmount Avenue at Richmond Street, at the Ohlone Greenway crossing and near the BART entrance (near the automobile entrance for passenger drop off and bus)
- No pedestrian pathway segment on the Ohlone Greenway between Fairmount and Central Avenues
- Cracked and uneven concrete along adjacent sidewalks and near the designated drop off area
- Discontinuous pathways from the BART surface parking lots to the station entrance

The City of El Cerrito developed the Fairmount Avenue Streetscape Design Plan to address pedestrian impediments and safety issues on Fairmount Avenue. The recommended improvements include constructing bulb outs near the Plaza Station, narrowing the Richmond Street intersection and improving the Ohlone Greenway crosswalk to BART. In spring 2002, the

¹ Mode split data is based on both AM and PM home-based trips to the station.

Metropolitan Transportation Commission awarded the City a \$500,000 grant through the Transportation for Livable Communities (TLC) program. The City expects to use these funds in 2003 to construct some of the improvements outlined in the Fairmount Avenue Streetscape Plan and to improve access to the Plaza station via the Ohlone Greenway.

B. Bike

For BART patrons accessing the Plaza station by bicycle, one important resource is the Ohlone Greenway. The Greenway, which provides a good north-south connection through the City, is popular with both bicyclists and pedestrians. One unfortunate by-product of this popularity is the pedestrian/bicycle conflicts, especially on segments near the Plaza BART station. Local community groups point out that pedestrians often walk along the pathway designated for bikes because it is flatter, smoother and provides a more direct route to the station entrance. This sharing of the one pathway has resulted in numerous accidents. In addition, while most of the Greenway is on the BART right of way away from auto traffic, it does intersect with residential streets, such as Central and Fairmount Avenues, resulting in numerous conflicts with motorists traveling through the neighborhood.



In response to the demand for additional bicycle storage space at the Plaza station, the City of El Cerrito is installing shared-use bike lockers and racks. The lockers will be conveniently placed next to the Ohlone Greenway. The bike locker project will consist of 6 pods (in semi-circles) with 8 bikes each (48 total) and 24 bicycle rack spaces. The City will administer the locker program and they will be made available to El Cerrito residents and BART patrons.

C. Transit

Seven AC Transit bus routes provide service to the El Cerrito Plaza station (see Table 3 below). The service area of these routes includes El Cerrito, the San Pablo Avenue corridor and the cities of Albany, Berkeley and Richmond. AC Transit also operates two Transbay service lines near the Plaza station during the commuter peak periods; the “G” and the “L” routes operate on Richmond Street and San Pablo Avenue, respectively. Although the majority of the buses that serve the Plaza station have service frequencies of at least 30 minutes, this service level is generally too low to significantly encourage their use for commuting. In addition, local residents and the City Council have noted the lack of transit service in the residential areas east of the station.

Table 3: AC Transit Bus Routes with stops at El Cerrito Plaza BART

| Route | Bus Line | Peak frequency | Off-Peak frequency | Hours of Operation |
|--------------|----------------------------------------------|-----------------------|---------------------------|---------------------------|
| 15 | El Cerrito BART-Montclair | 30 min | 30 min | 6:30 AM-9:30 PM |
| 43 | El Cerrito- Bay Fair | 30 min | 30 min | 6:30 AM- 7:40 PM |
| 67 | Grizzly Peak – Arlington Ave | 20 min | 30 min | 6:45 AM-7:00 PM |
| 68 | Richmond BART-El Cerrito Plaza BART | 30 min | 30 min | 6:45 AM –4:45 PM |
| 72/73 | Richmond-Downtown Oakland | 20 min | 30 min | 24 hr |
| 75 | Del Norte BART- El Cerrito Plaza BART | 30 min | 30 min | 6:30 AM- 7:00 PM |

In the future, AC Transit has proposed new intercity and evening service that will connect at this station, as outlined below. This new service will provide little additional feeder service to the Plaza BART station and, in fact, will reduce the residential service east of the station.

- Route 19, a proposed new service, will operate from the El Cerrito Plaza BART Station, through the West Oakland BART station to the Fruitvale BART station.
- Route 43, an existing service between El Cerrito and the Eastmont Mall in East Oakland, will be reconfigured to serve the El Cerrito Plaza BART station, and extend to Fruitvale BART via the City of Alameda.
- Route 88, an existing service that will extend to Plaza BART by assuming a section of Route 67 between North Berkeley BART and the station.
- Route 72L, an existing service, will become part of AC Transit’s “rapid” bus service on San Pablo Avenue between downtown Oakland and Contra Costa College, beginning in June 2003. Although the rapid service will bypass the Plaza station, the 72 route will continue to serve the Plaza station.

AC Transit has also proposed discontinuing service on the northern section of Route 67, which serves residents along Richmond Street and Moeser Lane, due to low ridership levels. Because AC Transit does not propose any replacement service, there will be no service to Moeser Lane.

In addition to changing bus service at the El Cerrito Plaza BART station, AC Transit is initiating a pilot wayfinding project to improve navigation for visually impaired patrons within the bus intermodal area. This project will include placing tactile strips (consisting of a 6” wide bar tile) running from the fare gates to bus stop poles closest to Fairmount Avenue.



D. AUTO

Currently, there are 791 parking spaces at the Plaza station, including 54 carpool and 60 mid-day spaces. All unrestricted spaces are occupied by 7:45 AM each weekday, although this varies with changes in the economy. Because the demand for BART parking is high, most of the streets adjacent to the station fill with the cars of BART commuters. In response, the City of El Cerrito instituted a residential permit-parking program in an effort to protect their residential areas from parking spillover.

Despite the parking permit program, the surrounding neighborhoods continue to experience parking spillover from the BART station. The City of El Cerrito has an opportunity to address this problem with Measure C funds (approximately \$6.5 million) from the Contra Costa Transportation Authority (CCTA). These funds were made available to the City to build a parking structure dedicated to BART patron parking. Recently, the El Cerrito City Council directed staff to pursue the construction of a parking garage on a site within the El Cerrito Plaza Shopping Center.

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

V. ACCESS RECOMMENDATIONS

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

- Creating safe walking and bike routes to and within the station area;
- Enhancing transit feeder service and amenities at the station;
- Identifying capital improvement upgrades to existing sidewalks and pathways; and
- Strengthening the BART Station Pathfinder signage network to guide patrons and residents who are arriving by foot, wheelchair, bicycle, motor vehicle and transit.

Table 4 and Map 2 detail the full list of access recommendations. Each recommendation addresses implementation and funding. However, the recommendations have not been prioritized based on any set criteria. The effectiveness of the access recommendations will be monitored and in turn will inform future prioritization. All access improvements must be designed to accommodate people with disabilities.

Table 4: El Cerrito Plaza BART Station Access Improvement Recommendations

| Mode | Recommendation Map Reference Number and Description | S/M/L Term* | Lead | Funding Tier and Source** |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------|----------------------------------|
| WALK | | | | |
| Access To Station | W1: <u>Eastern BART parking lot design</u> - Explore the feasibility of building sidewalks between rows of facing cars so pedestrians do not have to walk in the aisles. | L | BART | Tier 3 |
| | W2: <u>Western BART Parking Lot Walkway</u> - Upgrade the pedestrian walkway from station entrance to Liberty Avenue. | L | BART | Tier 3 |
| | W3: <u>Fairmount Avenue</u> (<i>from San Pablo Avenue to Richmond Street</i>) - Enhance the pedestrian environment by upgrading sidewalks that are adjacent to BART property, constructing bulb-outs and improving intersection crossings. | S | City | Funded Tier 1: TLC Grant |
| | W4: <u>Sidewalk repair on BART property</u> - Repair or upgrade sidewalks that border the station area on Liberty Street, Richmond Street, and Central Avenue. | L | BART | Tier 2 |
| | W5: <u>Richmond Street</u> (<i>from Fairmount Avenue to Willow Street</i>) - Redesign the intersection at Fairmount Avenue to include bulb outs and stop sign. | S | City | Funded Tier 1: TLC Grant |
| | W6: <u>Central Avenue-</u> (<i>from Richmond Street to Liberty Street</i>) - Place stop signs for east and westbound traffic at the intersection of Central and Liberty Avenues. | L | City | Tier 3 |
| | W7: <u>Liberty Street</u> (<i>from Fairmount Avenue to Central Avenue</i>) - Install a BART station entrance sign near the walkway entrance. | L | BART | Tier 3 |
| | W8: <u>Elm Street</u> - Connect the existing sidewalk near the intersection of Elm and Willow street to the Ohlone Greenway. | M | City | Tier 3 |

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

** Funding Tiers:
 Tier 1 Existing BART Resources and/or Non-BART funds
 Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds
 Tier 3 Future BART Revenues TBD and/or Non-BART funds

| Mode | Recommendation Map Reference Number and Description | S/M/L Term* | Lead | Funding Tier and Source** |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------|---------------------------------------------------------------------|
| WALK | | | | |
| | W8: Ohlone Greenway – Improve access and walking environment on the Ohlone Greenway near the BART station. | S | City | Tier 1: TLC Grant |
| BIKE | | | | |
| Promotion | B1: Free Brochure - Develop a systemwide brochure that illustrates regional bicycle route connections to all BART stations. | S | BART | Tier 3: MTC, BART |
| Bike Facilities | B2: Bicycle Lockers - The City of El Cerrito is installing 48 bike lockers on the east side of the station. Monitor the impact of these lockers on demand. If demand continues to be high, provide additional BART bicycle lockers as needed. | S,M | City BART | Funded Tier 1: TEA-21, TFCA, STIP, El Cerrito General Fund |
| | B3: Signage - Provide wayfinding signage at bicycle entrances to the bicycle parking, including new City of El Cerrito lockers. Provide wayfinding signage from the station to surrounding key bikeways. | S | BART City | Tier 3 |
| | B4: Bicycle locker upgrade - Replace existing lockers with new metal lockers. | L | BART | Tier 3 |
| Bike Access | B5: Bicycle Network - Develop on-street bike lanes, bike paths, and bike routes for the following key access routes: <ul style="list-style-type: none"> - El Cerrito Creek pathway to the Bay Trail - Richmond Street - Fairmount Avenue | M | City | Tier 3: Measure C Reauthorization, STIP |

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** Funding Tiers:
Tier 1 Existing BART Resources and/or Non-BART funds
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Tier 3 Future BART Revenues TBD and/or Non-BART funds

| Mode | Recommendation Map Reference Number and Description | S/M/L Term* | \$ | Funding Tier and Source** |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------|-----------------------------------|
| BIKE | | | | |
| Bike Parking | B7: <u>Bike Racks</u> - Remove 2 bicycle racks from less visible location at northern end of station. Monitor demand and install additional racks as needed. | S | BART | N/A |
| | B8: <u>Ohlone Greenway</u> - Work with the City to improve the Ohlone Trail crossing at Fairmount Avenue, including signage and improved crosswalk markings. | M | City, BART | Tier 3 |
| | B9: <u>Security Cameras</u> - Explore the feasibility of installing security cameras for existing and future bicycle parking area. | L | BART | Tier 3 |
| Bike Access | B10: <u>Bay Trail Connection</u> - Develop a BART to Bay Trail alignment that will increase foot/bike traffic along the new planned El Cerrito multi-use trail leading to San Pablo Avenue. | M | City | Tier 3: Measure C Reauthorization |
| | B11: <u>Future Impacts to Bicycle Access</u> - Work with City and/or developer to study impacts of future parking garage if the location of that garage will increase pedestrian traffic on the Ohlone Trail. Require improvements to mitigate this impact without negatively impacting bicycle travel on the trail. | M | City, developer | Tier 3 |

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** Funding Tiers:
Tier 1 Existing BART Resources and/or Non-BART funds
Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds
Tier 3 Future BART Revenues TBD and/or Non-BART funds

| Mode | Recommendation Map Reference Number and Description | S/M/L Term* | Lead | Funding Tier and Source** |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------|-----------------------------------------|
| TRANSIT | | | | |
| Feeder Service | T1: Shuttle Study - Implement pilot shuttle program to serve neighborhoods surrounding the station to complement AC transit service. | L | El Cerrito | Tier 3: Measure C Reauthorization; TFCA |
| AC Transit Service Improvements | T2: Future Bus Zones and Shelters - Provide bus loading areas and bus shelters that accommodate wheelchairs in the immediate area of the BART station. | L | BART AC Transit | Tier 3: BART |
| | T3: Service Expansion - AC Transit may create two new routes that serve the Plaza Station and communities south and west of the station area. | L | AC Transit | Tier 3: Measure C Reauthorization |
| | T4: Route Identifiers - Install Braille/raised print route identifiers on stop poles. | S | AC Transit | Tier 1: AC Transit |
| | T5: Transit Amenities - Install small display cases and provide bus schedules. | S | AC Transit | Tier 1: AC Transit |
| | T6: Transit Service Impacts - Work with City to ensure that future improvements/developments in the area of the station do not negatively impact transit access to the BART station. | S, M | AC Transit | N/A |
| Bus Intermodal Area | T7: Inactive Bus Poles - Remove bus bay poles that are not serving as bus stops. | S | AC Transit BART | Tier 2 |
| | T8: AC Transit Bus stops - Relocate active bus stops within the bus bay area closer to the station entrance. | S, M | AC Transit | N/A |
| | T9: Shuttle Stop Space - Designate a space within the existing bus bay for a shuttle stop. | M | BART | N/A |
| | T10: Signage - Provide clear signage for paratransit, bus and shuttle loading zones. | S | BART AC Transit | Tier 2 |

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

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Tier 1 Existing BART Resources and/or Non-BART funds
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Tier 3 Future BART Revenues TBD and/or Non-BART funds

| Mode | Recommendation Map Reference Number and Description | S/M/L | Lead | Funding Tier and Source** |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|---------------------------|
| TRANSIT | | | | |
| Transit Transfer Improvement | T11: Universal Fare Card – Support efforts to develop universal fare instruments (e.g. Translink and Fastpass) for all transit systems. | L | MTC | Tier 3: MTC |
| Information | T12: Real Time Arrival Information - Use GPS and NextBus technology to provide real time arrival information. | L | AC Transit BART | Tier 3: AC Transit |
| AUTO | | | | |
| Loading Zones | V1: New circulation design - Redesign the parking lot to separate bus and drop off traffic. | L | BART | Tier 3 |
| | V2: Paratransit signage - Provide visible signage for paratransit loading on the bus bay site. | L | BART | Tier 3 |
| | V3: Accessible drop off signage - Provide signage for accessible drop off area. | L | BART | Tier 2 |
| Parking Capacity | V4: Parking garage - Work with City to increase parking capacity near the station. | S | El Cerrito | Tier 1: Measure C |
| | V5: Parking meters - Explore the feasibility of installing parking meters and using the generated revenue for access improvements. | S | El Cerrito | Tier 1 |

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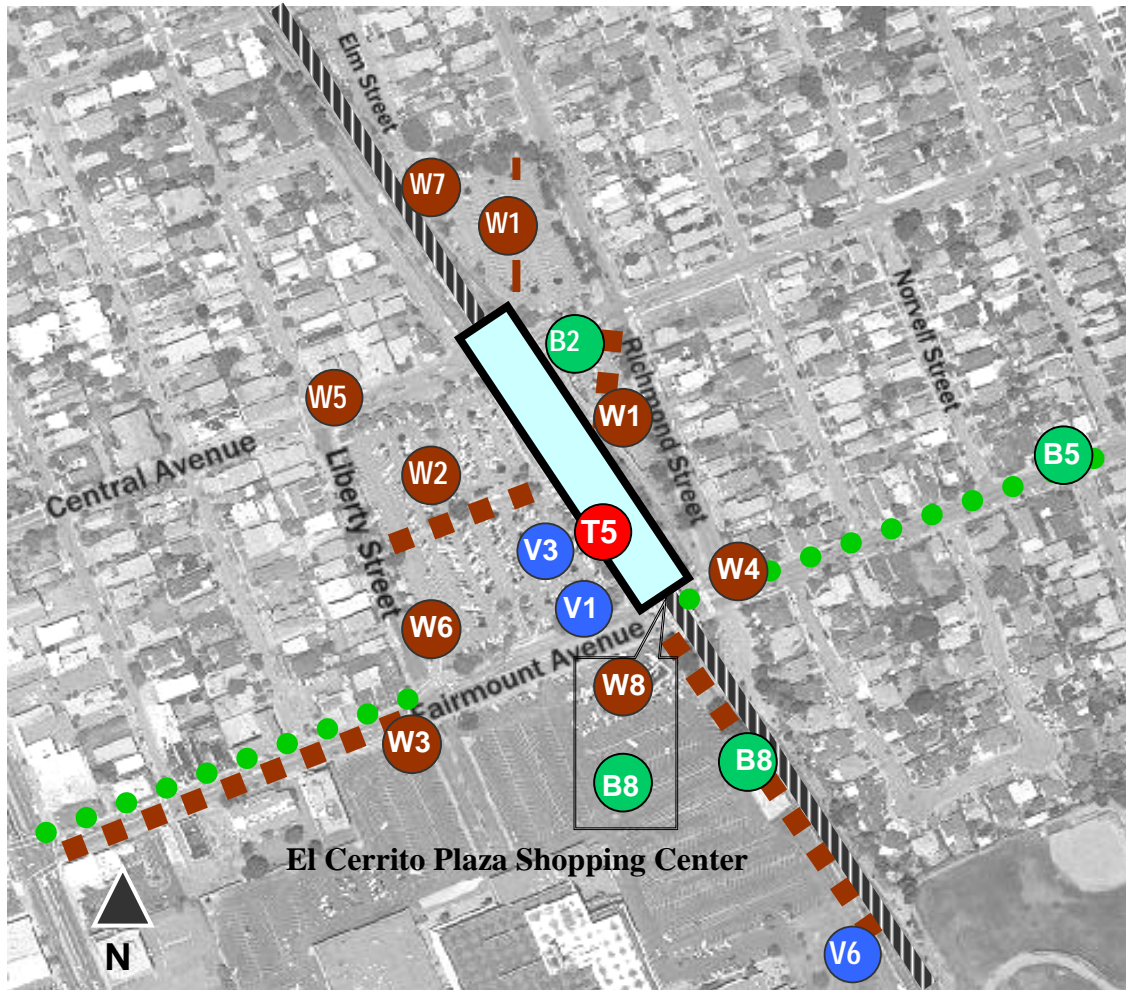
| Mode | Recommendation Map Reference Number and Description | S/M/L Term * | Lead | Funding Tier and Source** |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|---------------------------|
| ALL MODES | | | | |
| Intermodal Information Center | A1: Information Center - Designate a transit information center at the BART station. Display transit and bike maps, real-time transit information, and other access brochures and publications. | M | BART | Tier 3: BART |
| Station Identity and Orientation | A2: Wayfinding System – Install signs (e.g. BART Pathfinding Sign) directing BART passengers on all modes of transportation to and from the BART station and other major local destinations. | S, M | BART City | Tier 2: BART |
| | A3: Visual Improvements - Provide landscaping and other visual improvements (e.g. public art) that will beautify the station. | M, L | BART | Tier 3: BART |

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

** Funding Tiers:
 Tier 1 Existing BART Resources and/or Non-BART funds
 Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds
 Tier 3 Future BART Revenues TBD and/or Non-BART funds

Non-BART funds that may be available and appropriate for access improvements include Contra Costa County Measure C Reauthorization, MTC's Transportation for Livable Communities (TLC) and Low Income Flexible Transportation (LIFT) programs

EL CERRITO PLAZA STATION AREA ACCESS RECOMMENDATIONS



Existing BART Line

Pedestrian Routes

Bike Routes

Walk

Key Pedestrian Improvements

- W1: Eastern BART Parking Lot Redesign
- W2: Western BART Parking Lot Walkway
- W3: Fairmount Avenue Pedestrian Improvements
- W4: Richmond Street Intersection Improvement
- W5: Central Avenue Improvements
- W6: Liberty Street Sidewalk Improvements
- W7: Elm Street Sidewalk Improvement
- W8: Ohlone Greenway Crossing Improvements

Bike

Bike Parking

- B2: El Cerrito Bicycle Lockers/Racks
- B5: Bicycle Network
- B8: Ohlone Greenway Improvements

Transit

Feeder Service

- T5: Transit Amenities

Auto

Key Recommendations

- V1: New Circulation Design
- V3: Accessible Drop off signage
- V6: Parking Garage

ALL MODES

- A3: Wayfinding System