

## Community Based Transportation Planning Grants

### Bay Fair BART Transit Oriented Access and Development Plan

- **Grant Recipient:** San Francisco Bay Area Rapid Transit (BART)
- **County:** Alameda

**Project Area** – The City of San Leandro and the Ashland Community in unincorporated Alameda County

**Project Focus** – As a regional transit provider and a promoter of smart growth and transit-oriented development (TOD), BART plays a critical role in providing transportation services to over 350,000 daily riders. Local jurisdictions increasingly identify BART stations as key economic development and housing nodes around which to structure efficient transit growth. Currently, the BART system has approximately 46,000 parking spaces for its 350,000 daily riders. Given that most of the BART parking facilities are at or near capacity, one way of attracting more BART riders is by making transit, bicycle, and pedestrian access to BART stations more convenient.

**Project Goals**- Communities need easier and safer access to BART stations in order to change their travel habits. To successfully urbanize the suburban areas around BART stations, TOD must be planned with community partnerships. Residents, community leaders, and business interests must view the station as a community asset and as a stimulator of economic and social development within their city. An emerging vision for the station was that of a center of connectivity bringing the City of San Leandro, the Ashland Community, and surrounding commercial areas together

with two mixed-use transit corridors and a regional rail station at its heart.

**Community Outreach** – The 11-month planning process included frequent consultation with private and public stakeholders. A Technical Advisory Committee (TAC) was formed to provide technical input, while the Policy Advisory Committee (PAC) was established to provide higher-level policy guidance. The Plan also considered input received at stakeholder interviews, community workshops, and meetings with local neighborhood groups.

**Project Outcome**- Three development options were proposed for the project. Option 1 proposed minimal modification to the already existing site conditions. It introduced a BART parking garage and a range of residential development on BART property. Option 2 assumed a range of development on BART property. Development opportunities increased on the BART site with shared parking garages at Bay Fair Center. Key access improvements included Diagonal and Madison streets and Key Way. Option 3 was a long-term look at Option 2 and assumed the Union Pacific tracks would be removed and the bus intermodal facility and pedestrian underpass would be reconfigured. Additional access improvements would simplify the street network at Thornally and Straight Drives. The three development options included recommendations to enhance and better connect this network by filling in gaps and designing high-quality pedestrian, bicycle, transit, and vehicular amenities.  
<http://www.bart.gov/about/planning/bayfair.aspx>

#### **Planning Goals Realized** -

More convenient pedestrian, bicycle, and transit access to BART.