



San Leandro Boulevard- **BART** Pedestrian *Interface Plan*

ACTC Planning, Policy & Legislation Committee – 6/13/11





PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan

AGENDA

- Overview of Project
- TOD TAP
 - Funded by Alameda CTC
 - Consultant: Kimley – Horn
- Transit Center Alternatives Studied
- TLC Grant Project





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Project Overview

Station Access and Connectivity Plan

- Traffic and vehicular access
- On-street parking
- Pedestrian crossings
- Safety assessment
- Transit access and operations
- Wayfinding

Conceptual Design of San Leandro Boulevard

- Evaluation of concepts
- Streetscape and urban design concepts
- Traffic study
- BART transit center concepts

Infrastructure Development And Financing Strategy (Implementation Plan)

- Preliminary engineering design
- Financing plan

Community Involvement

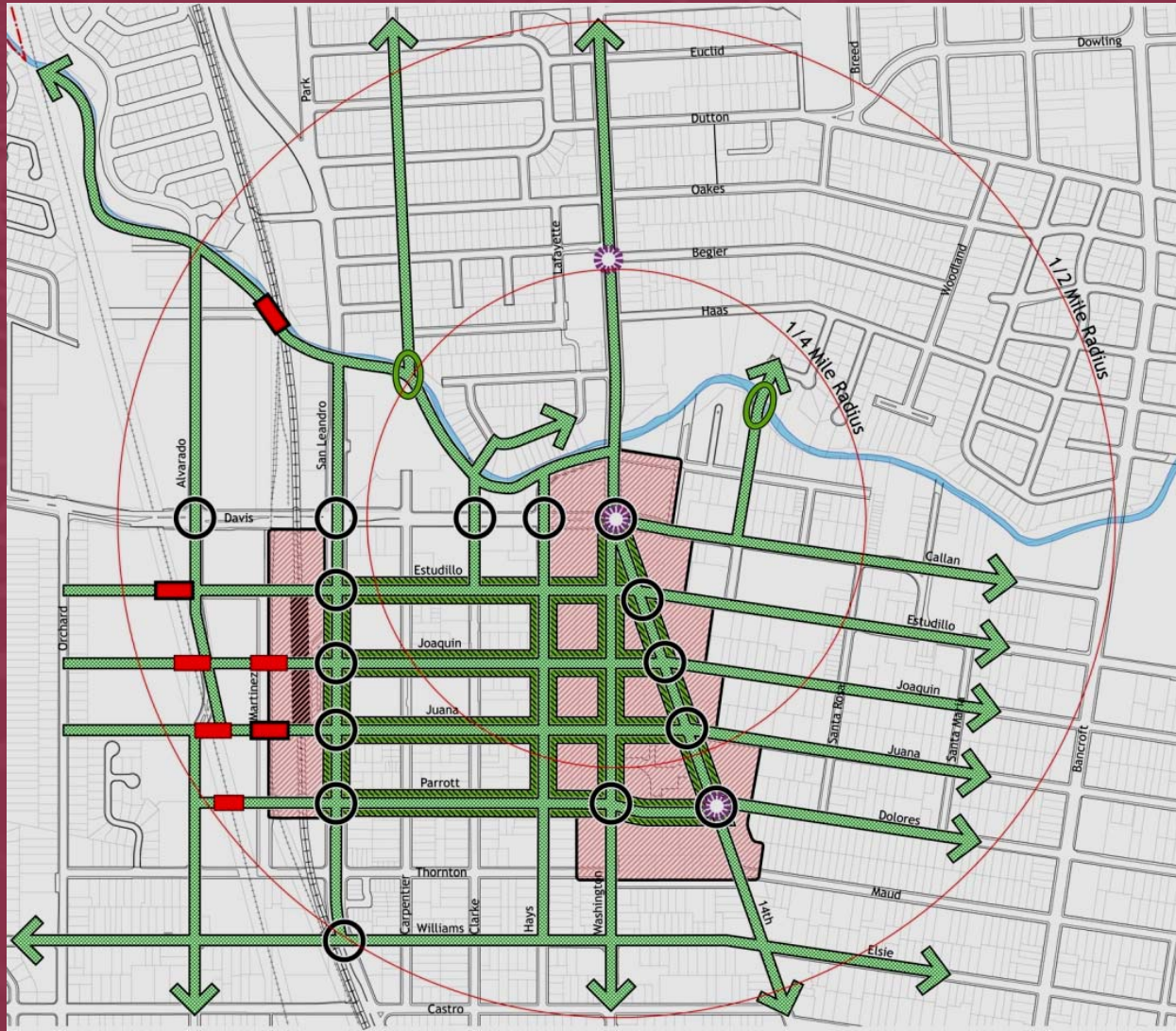




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San Leandro Boulevard-
BART Pedestrian
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TOD Strategy

- Circulation
 - Connect BART and Downtown
 - Connect Neighborhoods
 - Improve Safety
 - All Modes Access





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San Leandro Boulevard- **BART** Pedestrian *Interface Plan*



The Vision for San Leandro Boulevard





PRESENTATION

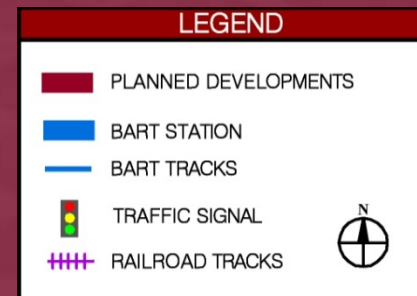
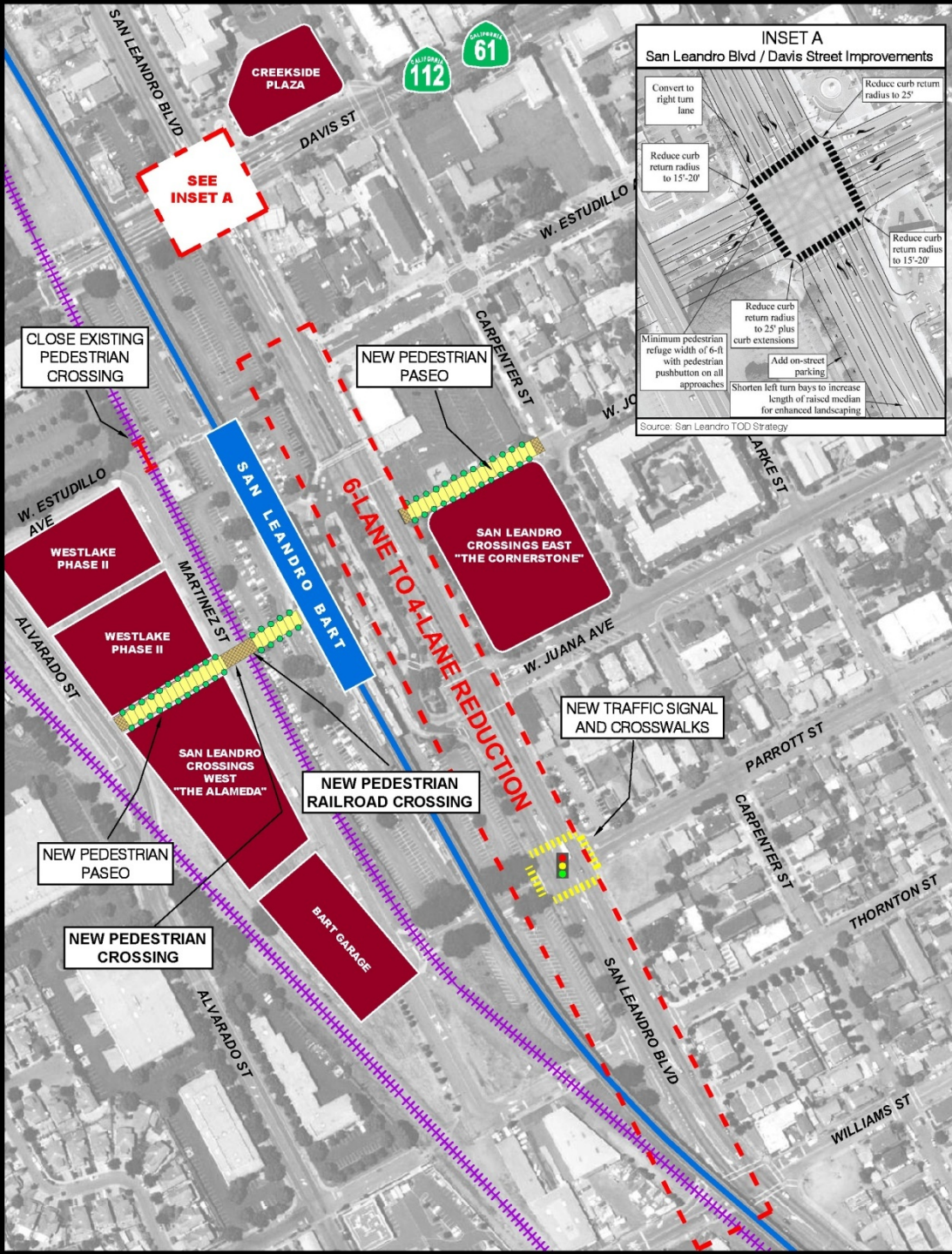
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The Vision for San Leandro Boulevard



Planned Developments and Roadway Modifications





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Transit Center Planning and Design

TOD TAP grant used to:

- Inform Pedestrian Interface Plan
- Coordinate and plan:
 - Work with AC Transit, BART, City of San Leandro
 - Define the needs of the various customers accessing the station for all modes
- Design alternatives:
 - Make it all fit and work effectively together





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TOD TAP Study: Downtown San Leandro BART

Design Issues:

- Configuration of transit center in constrained property
- Bus staging/layover requirements
- Space for shuttles or vans
- Integration of future Bus Rapid Transit
- Wayfinding to appropriate stops within transit center





TOD TAP Study: Downtown San Leandro BART

- Bus access to transit center from adjacent street
- BART parking and passenger drop off needs
- Pedestrian access to transit center from adjacent street and BART fare gates
- Passenger amenities and bike parking





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Alameda CTC TOD TAP Study: Downtown San Leandro BART - Issues





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Community Priorities

Alternative 1
 Minimal Change



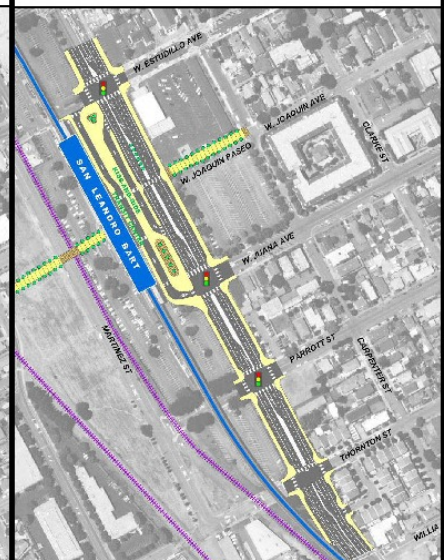
Alternative 2
 TOD Strategy



Alternative 3
 Modified TOD Strategy



Alternative 4
 Modified Transit Center





TOD TAP Study – Lessons Learned

- Identified Design Process & Stakeholders
 - Transit Users
 - Transit Agencies
 - City
 - Local Business Shuttles
- Wayfinding Signage is important component of Transit Centers
- Provide direct paths of travel for pedestrians
- Separate bus from auto
- New Technology needed before the potential to reduce transit center footprint





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San Leandro Boulevard- BART Pedestrian Interface Plan

TOD TAP Study: Downtown San Leandro BART - Solutions

CASE STUDY: SAN LEANDRO TRANSIT CENTER

Consider mid-block crosswalks leading directly to the transit center where protected crossings are widely spaced, where a major pedestrian-way or generator of transit trips is located at mid-block.

When the configuration of a transit center fronting a street is long and narrow, provide pedestrian access at both ends of the center.

On-street parking provides a supply of short-term parking for adjacent mixed-use buildings and serves to buffer pedestrians from moving traffic.

Avoid marking crosswalks with colored pavement, pavers, or concrete that blends in with the adjacent street paving. Over time, oil and tire markings reduce the visibility of the material and make the crosswalk less conspicuous. High contrast materials, such as white thermoplastic against black asphalt, is easily recognizable and cost-effective.

An intersection without a left turn lane in the median is an opportunity for a pedestrian refuge.

Provide crosswalks on all approaches of intersections, but especially on the path leading to the transit center.

Locate pedestrian ways to and through the transit center on the most direct path as possible. People will usually walk a straight line to their destination such as a bus stop or fare gate. To the extent possible, avoid the need to force pedestrians to use a longer indirect route.

Consider unsignalized pedestrian crossings on streets with two to four lanes and a median wide enough for a refuge (8 feet minimum), where pedestrians can cross the street in two stages. This type of crossing may be used at intersections or at mid-block locations.

On-site bicycle lockers in well-lit, high traffic areas to encourage and attract non-motorized users to the site and transit service.

Supplemental on-site taxi, shuttle, and kiss-n-ride areas can be beneficial as a means by which to further improve the accessibility for users to all transit modes.

The curb space fronting the transit center should be reserved for loading and unloading functions. Clearly mark taxi, shuttle, and kiss-n-ride areas to improve user recognition, compliance, and efficiency.

Long, narrow transit centers are best suited to one-way bus circulation, using the curbside and islands to achieve the desired number of bus bays. If each route requires its own bay (such as centers using a pulse transfer system) mark each bay with large and clearly legible signs visible from any other bay in the center to expedite transfers.

Provide on-site routes that allow bicyclists to ride between on-street bike lanes and bike parking facilities. Routes should be convenient to discourage bicyclists from using sidewalks. Avoid exclusive bicycle paths as pedestrians will tend to use them. Employ parking lot circulation to provide the most direct route possible in constrained locations.

Provide exclusive signalized bus access to the transit center whenever possible. Avoid mixing bus and automobile traffic at the transit center driveway to reduce conflicts and inadvertent automobile access into the center.

Use a consistent high-visibility style of pedestrian crossing accessing the transit center, to convey the sense of a "pedestrian corridor" to motorists. Applicable to both signalized and unsignalized locations, high visibility crossings are comprised of advanced signing and pavement markings, ladder style crosswalks of white thermoplastic, curb bulbouts, and median refuges where feasible (required at unsignalized crossings of four lane streets).

Use curb bulbouts at corners with crosswalks whenever possible to shorten pedestrian crossing distance and increase pedestrian/vehicle visibility.

Provide wide tree-lined sidewalks along the primary pedestrian thoroughways to the transit center. Space street trees to keep the routes in a continuous canopy of shade in summer. Carefully review sight distance to ensure that landscaping does not reduce the visibility of pedestrian crossings when mature.



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Implementation: TLC Grant Award Project









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TLC Grant Award

- Awarded a \$4,610,000 Grant
- Project Total Cost is \$6,214,470
- City Match of \$1,604,470
- Start Construction April 2012
- End Construction July 2013





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DISCUSSION AND Q & A

