



# RICHMOND BART STATION ACCESS PLAN August 2002



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Bay Area Rapid Transit  
Planning Department

## **I. PLAN SUMMARY**

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### **A. Existing Conditions**

The Richmond BART station, which opened in 1973, lies in the heart of the City's downtown, six blocks west of the Richmond Civic Center. Residential neighborhoods abut two sides of the station and a number of commercial and retail facilities are situated along major local streets.

Richmond BART is the terminal station of the R-Line in western Contra Costa County and serves as an intermodal station, connecting BART, bus and regional rail service. The Richmond station is the only BART station with direct connections with Amtrak and Capitol Corridor service. In addition, seven AC Transit and one Golden Gate Transit bus routes connect at this station, providing both local and regional service.

Although the station is an end-of-the-line station, many riders bypass Richmond in favor of stations in El Cerrito, primarily because of the station's poor proximity to the I-80 freeway. In addition, many riders perceive the station area as unsafe, and this provides a considerable deterrent to its use.

A relatively small investment in new facilities at the Richmond BART station and in the surrounding community, beyond that which is currently planned for the station, could significantly encourage access by alternative modes. Constructing bicycle lanes or designating bicycle routes on local streets, providing additional bicycle lockers at the station, and making critical streetscape improvements in the surrounding neighborhoods would greatly encourage bicycling and walking. Increasing the headways of local bus service would encourage their use by commuters.

Over the next few years, BART and its partners have a tremendous opportunity to make many of these access improvements. The Richmond station, like the City itself, is on the verge of a major transition. Several major developments and projects will soon transform the station area into a lively and more pleasant community. The development of the Richmond Transit Village (RTV) will add over 400 additional residents, a new intermodal station, and provide critical retail and commercial activity at the Richmond BART station. In addition, the potential renovation of the Civic Center, economic development along Macdonald Avenue and potential development along the Richmond Parkway, will attract new BART riders whose destination, rather than starting point, is Richmond.

### **B. Recommendations**

With the imminent development of the Richmond Transit Village, BART and its partners can make significant improvements to encourage the use of alternative modes to access the station. Ensuring the safety and security of BART patrons should be a primary focus of the improvements at this station. Assisting the City in its plans to revitalize the downtown area, and encouraging the City to add bicycle lanes and make streetscape improvements is also critical to affecting a mode shift. BART should work closely with AC Transit to secure the funding necessary to provide commute-level feeder service to the station and other transit service improvements. Finally, BART should pursue the possibility of extending rail north of the Richmond station to provide commute level service further into western Contra Costa County and possibly Solano County.

## II. ACCESS PLAN DEVELOPMENT

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### 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.

| <b>Table 1: Systemwide Mode Share Targets (AM Peak)*</b>  |                        |                     |                     |
|---|------------------------|---------------------|---------------------|
| <b>Mode</b>   | <b>1998 Mode Share</b> | <b>2005 Targets</b> | <b>2010 Targets</b> |
| 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.<br>Data Source: Analysis prepared by R. Willson, Ph.D., AICP, Transportation Consultant, 2001 |                        |                     |                     |

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.

### **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. For the Richmond Plan, the following partners were consulted through a series of meetings and conversations.

#### Review of Local and Regional Plans

- City of Richmond’s City Center Specific Plan Amendments and Background Report
- City of Richmond’s Proposed Transit Village Negative Declaration; Traffic Impact Study and other related documents
- Contra Costa County’s Countywide Bicycle and Pedestrian Plan Issues and Options Report
- MTC’s Regional Bike Plan
- AC Transit’s Short Range Transit Plan (draft)

#### Input from BART Departments and Partner Agencies

- BART (Customer Access, Transit System Development, Real Estate, Maintenance and Engineering, Police, System Capacity, Operations, Marketing and Research)
- BART’s Accessibility Task Force, and Bike Task Force
- City of Richmond (Planning, Redevelopment Agency, Public Works)
- AC Transit

### Stakeholder Outreach

- West Contra Costa County Transportation Advisory Committee
- AC Transit Access Task Force
- Iron Triangle Neighborhood Council
- Community Youth Council for Leadership and Education (CYCLE)

## **III. CURRENT AND FUTURE CONDITIONS**

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### **A. Station Setting**

The Richmond BART station, which opened in 1973, lies in the heart of the City's downtown and is bordered by Macdonald Avenue, Barrett Avenue, 19<sup>th</sup> Street and Marina Way. Residential neighborhoods abut the station to the north and east, and a number of commercial facilities are situated along Macdonald Avenue and Marina Way, including the Kaiser Permanente Medical Center, the federal Social Security Payment



Source: Thomas Bros. Map, Bay Area 2002

facility, and the Richmond Shopping Center. The Richmond Civic Center, currently undergoing seismic retrofitting, is located six blocks east of the station. A pedestrian-only path, the Nevin Avenue Walkway, extends east-west from Marina Way to the Civic Center, bisecting the station.

Richmond BART is the terminal station of the R-Line in western Contra Costa County and serves the communities of Richmond, North Richmond, and San Pablo as well as commuters from northern cities within the county and from Marin, Solano and Yolo counties. Although the station is an end-of-the-line station, many riders bypass Richmond in favor of stations in El Cerrito, primarily because of the station's poor proximity to the I-80 and I-580 freeways.

The Richmond station serves as an intermodal station, connecting BART, bus and regional rail service. The Richmond station is the only BART station with direct connections with Amtrak and Capitol Corridor service. In addition, seven AC Transit and one Golden Gate Transit bus routes connect at this station, providing both local and regional service.

Over the past decade, the City has undertaken a number of significant development projects in the downtown area including the construction of the federal Social Security Administration office, the Kaiser Medical facility, and the Richmond Shopping Center. Several new housing projects have also been developed including the City Center Apartments project, which is part of the Richmond Shopping Center project, the Jelani Park subdivision, the Carquinez Apartments and Park Circle, 24 for-sale townhouses developed by Bridge Housing.

Despite the increased activity in the area, the businesses and communities surrounding the BART station as well as BART riders themselves are greatly concerned about safety at the Richmond BART station, especially at night. Riders and potential riders perceive that the station area is

unsafe, and this provides a considerable deterrent. The dilapidated conditions of the surrounding streetscape, the old and decrepit landscaping within the station area, and the nature of the Nevin Walkway, which slopes 25 feet below grade as it enters the station, creates a forbidding atmosphere for many riders especially those traveling alone or with children.

In addition, the area surrounding the station discourages access to the station by bicyclists and pedestrians. There are no bicycle lanes or designated bike routes on local streets around the station. Curb cuts often do not exist or are situated such that they route pedestrians into traffic rather than into crosswalks; access to some curb cuts are obstructed by utility poles. Currently the east side of the station is inaccessible to persons in wheelchairs.

## **B. Future Development**

The Richmond station, like the City itself, is on the verge of a major transition. Over the next few years, several major developments and projects will transform the station area into a lively and pleasant community. The development of a transit village at the Richmond BART station, potential renovation of the Civic Center, economic development along Macdonald Avenue and potential development along the Richmond Parkway will attract new BART riders whose destination, rather than starting point, is Richmond.

### The Richmond Transit Village

Over the next three years, the City Redevelopment Agency, in partnership with BART, the developer, (the Olson Company), the West Contra Costa Transportation Advisory Committee, and the surrounding communities, will construct the Richmond Transit Village, (RTV), a mixed use, pedestrian-oriented development that will integrate “living, working, retail and cultural activities with a multi-modal transit station.” The RTV will consist of :

- 231 townhouses, including 89 live/work units
- 20,000 sq. feet of retail
- 30,000 sq. foot cultural arts center
- Five common open areas
- Pedestrian walkways, including the elevation of the Nevin Walkway to grade level,
- A new intermodal station with an at grade entry, new stairway and elevator, and new lobby with ticket sales
- Safety and security improvements (Richmond police substation, elevated Nevin Walkway, adequate lighting)
- A five-story parking garage, with 680 replacement and 120 new parking spaces
- Landscaping and public art



These improvements, along with the new residents and the increased activity level, will greatly improve the security at the station, and provide a new sense of safety for BART, bus and train riders.

### Capitol Corridor and Other Rail Improvements

The Capitol Corridor intercity rail service currently provides nine roundtrips between Sacramento and Oakland with a stop at the Richmond intermodal station. By 2007, the service will increase to 16 roundtrips, providing critical regional service for BART riders and residents.

In addition to the increase in Capitol Corridor service, BART and the West Contra Costa Transportation Advisory Committee have initiated a study to evaluate the feasibility of extending rail service north of Richmond. The study, which will be completed in June 2003, is exploring both technologies and alignments that can deliver high-quality, frequent and cost-effective rail service in the I-80 corridor.

Other residential and non-residential development plans and ideas that may impact the Richmond BART station in the future include:

- Macdonald Avenue Economic Revitalization Plan
- Richmond's Main Street program
- Civic Center Master Plan and Facilities Assessment
- Richmond Shoreline Strategic Plan
- Residential and commercial development along the Richmond Parkway and the north shoreline

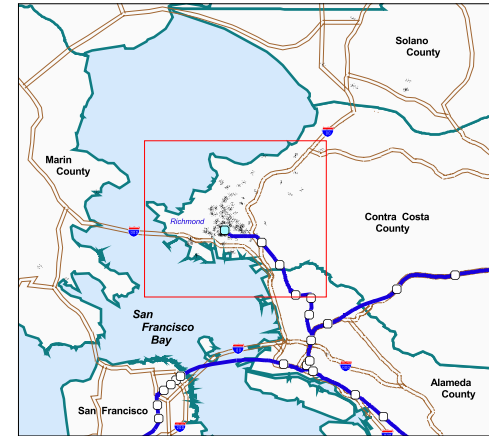
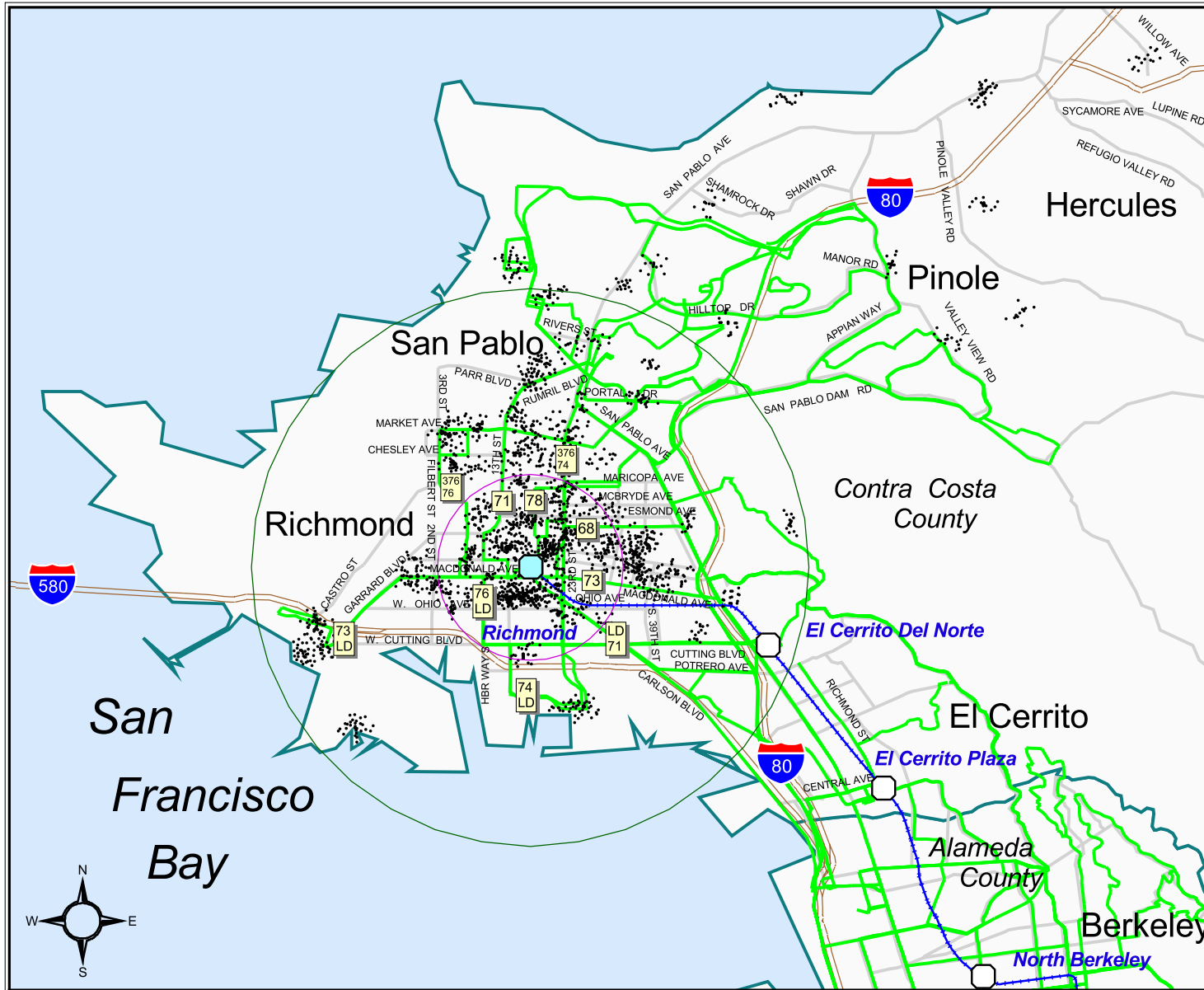
### **C. Community and Rider Demographics**

#### Ridership

In Fiscal Year (FY) 2002, the average weekday daily exits at the Richmond BART station was 4,105, a stunning 43.5% increase from FY 1997. However, the number of exits was down 11% from the previous year (FY 2001), reflecting the impact of the recent economic downturn. By 2010, based on population and employment projections provided by the Association of Bay Area Governments (ABAG), ridership is projected to increase by 11%, although this could vary considerably depending on the economy. The ridership projection does not include the proposed BART extension to Milpitas, San Jose and Santa Clara which will increase ridership and access needs when it opens around 2012.

As shown in the attached map (Map 1), Richmond BART riders originate in the cities of western Contra Costa, Solano and Marin counties. During the morning commute hours, Richmond is most often the point of entry to the system for many residents, rather than a destination. Richmond boasts a higher percentage (43%) of riders that travel during the morning commute hours than do riders systemwide (32%). The 1998 Station Profile Survey shows that 86% of riders at Richmond use BART to get to work or school.

# AM Weekday Home Origins : Riders Entering Richmond 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

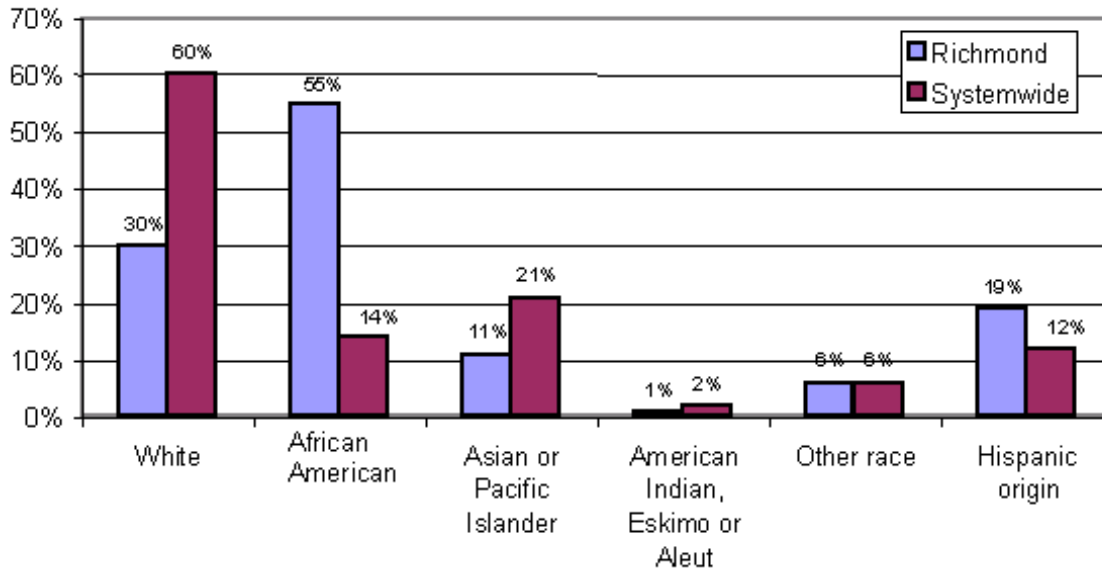




## Demographics

BART riders who use the Richmond station have a very different profile from that of the system as a whole. Richmond riders tend to be female, persons of color, and have a lower household income than other BART riders. In addition, 6.5% of the riders at Richmond BART use red BART tickets which indicate a high disabled or youth ridership. Anecdotal evidence indicates that many students use BART to get from Richmond to middle and high school in El Cerrito.

### RACE AND ETHNICITY OF RICHMOND PASSENGERS, 1998



The following is a brief summary of the Richmond BART passenger demographic information<sup>1</sup> for all home-based trips:

- 63% of the riders are female
- 4% of the riders are under 18 years old, compared with 1% systemwide and 12% are 18 to 24 years old, compared with 11% systemwide
- 55% of the riders are African American, and 19% identify themselves as of Hispanic origin<sup>2</sup>
- 41% of the riders' household income is between \$30,000 to \$60,000 compared to 34% systemwide. The second largest share is 39% is \$30,000 or less compared with 21% systemwide.

#### D. Mode Split

As the access mode split chart below shows, 36% of the Richmond riders access the station by drive alone automobile, a figure consistent with the systemwide average. This rate has changed

<sup>1</sup> 1998 Customer Profile Survey, BART

<sup>2</sup> In this survey, Hispanic refers to ancestry rather than ethnicity.

little from 1992 to 1998, when the most recent survey was conducted. The share of riders accessing the station by drop-off (14.9%) and carpool (8%) are significant, given that there are no designated carpool spaces at Richmond, and only the west side of the station has a designated drop-off area. The bicycle mode share of 2% is consistent with the systemwide average, while transit usage at Richmond (19%) is slightly lower than the systemwide average of 21%. Mode split data is based on both AM and PM home-based trips to the station.

**Table 2: Home Origin Access Mode Split**

| <b>Mode</b>        | <b>Richmond</b> | <b>Systemwide</b> |
|--------------------|-----------------|-------------------|
| <b>Walk</b>        | <b>21%</b>      | <b>23%</b>        |
| <b>Bike</b>        | <b>2%</b>       | <b>2%</b>         |
| <b>Transit</b>     | <b>19%</b>      | <b>21%</b>        |
| <b>Carpool</b>     | <b>15%</b>      | <b>11%</b>        |
| <b>Drop-off</b>    | <b>8%</b>       | <b>5%</b>         |
| <b>Drive Alone</b> | <b>36%</b>      | <b>38%</b>        |

#### **IV. OPPORTUNITIES AND CONSTRAINTS**

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Given the imminent development of the Richmond Transit Village, BART and its partners are presented with a tremendous opportunity to facilitate the use of alternative modes to access the BART station. Ensuring the safety and security of local residents and BART patrons should be a primary focus of the improvements at this station. Assisting the City in its plans to revitalize the downtown area, and encouraging the City to add bicycle lanes and make streetscape improvements is also critical to encouraging a mode shift. BART should work closely with AC Transit to secure the funding necessary to provide commute-level feeder service to the station, and other transit service improvements. Finally, BART should pursue the possibility of extending rail north of the Richmond station to provide commute level service further into western Contra Costa County and possibly Solano County.

A summary of the access issues and recommendations by mode are described below; a table consisting of the complete list of recommendations is included as an appendix to this report. These improvements are intended to increase the walk, bicycle, transit and taxi shares of station access beyond the shares reported in 1998.

##### **A. Walk**

The primary impediment to walking or using wheelchairs to and from the Richmond BART station is the lack of public safety at the station and in the surrounding areas. In addition, some of the neighboring sidewalks are cracked, and full of debris and glass. The absence of curb cuts is a major issue, especially for individuals in wheelchairs. To get to a key destination, the



Richmond Civic Center, one must travel through an older, dilapidated neighborhood.

The Richmond Transit Village development will provide safe and accessible pathways throughout the entire development with lighting and landscaping throughout. In addition, the increased activity will provide a much safer environment for both residents as well as BART patrons.

Key strategies for increasing the walk mode share are:

- Create safe, pedestrian, wheelchair, and bicycle friendly streetscape on Nevin Avenue between station and Civic Center.
- Provide wayfinding signs, lighting and other amenities along local streets and throughout the transit village.
- Reconfigure some existing and add new curb cuts along local streets.
- Locate a Richmond Police substation at the new intermodal facility.

## **B. Bike**

Given the flat terrain around the station, the high drop off rate and the significant youth ridership, Richmond presents a clear opportunity to increase the bicycle mode share. Currently, the main issue for bicyclists is a lack of bicycle facilities. As mentioned earlier, there are no bicycle lanes or routes connecting the community with the station. In addition, the Richmond station has only one locker (which will house two bicycles). The key strategies for increasing the bike mode share are:



- Install bike stair channels at station entrances.
- Incorporate BART's Bicycle Access and Parking Plan design guidelines (currently under development) into the final design of the Richmond Transit Village.
- Add bicycle lockers to meet current demand, and additional racks in the future, as demand warrants.
- Provide security cameras for bicycle parking areas.
- Work with the City of Richmond to develop on-street bike lanes and signage for key access routes (Macdonald Avenue, Harbour Way and 17<sup>th</sup>/19<sup>th</sup> Street corridor).
- Encourage the City of Richmond to create a bicycle left turn lane into the station at 19<sup>th</sup> Avenue.

## **C. Transit**

Although Richmond currently has eight bus routes providing service to the station, the service frequencies on these routes are generally too low to significantly encourage their use for commuting. In addition, better connections could be provided to older residential neighborhoods west of the station, and to new developments along the Richmond Parkway.

**Table 3: Bus Routes Connecting at Richmond BART**

| <b>Route</b> | <b>Bus Line</b>   | <b>Peak frequency</b> | <b>Off-Peak frequency</b> | <b>Hours of Operation</b> |
|--------------|---|-----------------------|---------------------------|---------------------------|
| <b>68</b>    | AC Transit: Richmond BART – El Cerrito BART                 | 30 min                | 30 min                    | 6:00 a.m. – 7:20 p.m.     |
| <b>71</b>    | AC Transit: W.C.C. Justice Ctr. – El Cerrito del Norte BART | 30 min                | 30 min                    | 5:15 a.m. – 8:30 p.m.     |
| <b>72/73</b> | AC Transit: Richmond – Downtown Oakland                     | 20 min                | 30 min                    | 24 hr.                    |
| <b>74</b>    | AC Transit: Hilltop Mall – Marina Bay                       | 30 min                | 30 min                    | 5:20 a.m. – 9:30 p.m.     |
| <b>76</b>    | AC Transit: Contra Costa College – El Cerrito BART          | 30 min                | 30 min                    | 5:45 a.m. – 8:30 p.m.     |
| <b>78</b>    | AC Transit: Richmond BART – Contra Costa College            | 30 min                | 30 min                    | 5:30 a.m. – 8:00 p.m.     |
| <b>376</b>   | AC Transit: North Richmond Shuttle                          | N/A                   | 30 min                    | 8:00 p.m. – 2:00 a.m.     |
| <b>42</b>    | Golden Gate Transit: San Rafael-Del Norte BART              | Varies                | Varies                    | 5:30 a.m. – 1:00 a.m.     |

As the Capitol Corridor service is increased, rail will likely play a more significant role in the overall mode share at this station. Future additional rail service, currently under study, will also emphasize Richmond’s role as an intermodal facility.

Key strategies for increasing the transit mode share include:

- Encourage AC Transit to increase service frequencies on specific local transit routes to 15 minutes during the peak commute hours, add evening service on two local routes, and extend Route 76 to Hilltop Mall.
- Provide real time bus information to make transfers more convenient.
- Maximize the use/improve efficiency of existing bus bays to provide additional capacity for future bus expansion.
- Work with local jurisdictions and partners on increasing rail options in this corridor with connections to BART at Richmond.

**D. Auto**

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.



Currently, there are 620 parking spaces at the Richmond BART station, most of which are filled by 9:00 a.m. each weekday. A city-owned lot lies adjacent to the BART parking lot on the west side of the station, providing an additional 100+ free parking spaces. There are no designated carpool or mid-day parking spaces at this station. Many people are currently dropping off passengers in the red zone on the east side of the station.

The five-story parking garage that is part of the Richmond Transit Village includes 680 replacement and 120 new parking spaces. The RTV design also includes drop off

locations on both sides of the station.

The key strategies for managing parking at this station involve ensuring the security of the parking garage by adding security cameras, and the utilization of parking management strategies including designating carpooling and mid-day spaces and charging for long-term parking on the 5<sup>th</sup> floor of the garage, subject to BART Board approval.

## **V. ACCESS RECOMMENDATIONS**

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

- Ensuring the safety and security of BART patrons by creating a network of safe walking routes to the station and improving public safety at the station;
- Assisting the City in its plans to revitalize the downtown area, and encouraging the City to add bicycle lanes and make streetscape improvements at and around the station area;
- Working closely with AC Transit to secure the funding necessary to provide commute-level feeder service to the station and other transit service improvements;
- Pursuing the possibility of extending rail north of the Richmond station to provide commute level service further into western Contra Costa County and possibly Solano County.

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 meet or exceed BART standards and accommodate people with disabilities.

**Table 4: Richmond Access Improvement Recommendations**

| Mode                                  | Recommendation Map Reference Number and Description  | S/M/L Term* | Lead       | Funding Tier and Source**                                      |
|---------------------------------------|--|-------------|------------|--|
| <b>WALK</b>                           |  |             |            |  |
| <b>Pedestrian Routes</b>              | W1: <b>Streetscape</b> - Create safe pedestrian and bicycle friendly streetscape on Nevin Avenue between station and Civic Center.                   | S-M         | City, BART | Tier 3: MTC's TLC program                                      |
|                                       | W2: <b>Wayfinding</b> - Provide wayfinding signs along Nevin, Barrett, and Macdonald avenues.  | L           | BART       | Tier 3: BART, City of Richmond                                 |
|                                       | W3: <b>Curb Cuts</b> - Reconfigure existing curb cuts on surrounding streets to make them perpendicular.   | L           | City       | Tier 3: City of Richmond                                       |
|                                       | W4: <b>Curb Cuts</b> - Construct perpendicular curb cuts on Nevin Avenue between station and Civic Center; relocate utility poles that block access. | L           | City       | Tier 3: City of Richmond                                       |
| <b>Safety/Security</b>                | W5: <b>Lighting</b> - Provide adequate lighting throughout transit village.  | S           | -----      | FUNDED<br>Tier 1: Included in Richmond Transit Village project |
| <b>Transit Village Implementation</b> | W6: <b>Security</b> - Locate Richmond police substation at intermodal facility   | S           | -----      | FUNDED<br>Tier 1: Included in RTV project                      |
|                                       | W7: <b>Walkway</b> - Provide pedestrian friendly walkway from Marina Way to station via the Nevin Walkway; elevate walkway to grade.                 | S           | -----      | FUNDED<br>Tier 1: Included in RTV project                      |
|                                       | W8: <b>Ramp/walkway</b> - Alter grade of ramp on east side of station to provide ADA access.   | S           | -----      | FUNDED<br>Tier 1: Included in RTV project                      |
|                                       | W9: <b>Residential Development</b> – Provide residential development near the station.   | S           | -----      | FUNDED<br>Tier 1: Included in RTV project                      |

\* (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**   |
|-----------------------------------|---|-------------|---|---|
| <b>BIKE</b>                       |   |             |   |   |
| <b>Bike Routes</b>                | B1: <b><u>Bike Routes</u></b> - <ul style="list-style-type: none"> <li>Develop on-street bike lanes, and signage for the following key access bike routes:               <ul style="list-style-type: none"> <li>Macdonald Avenue from Richmond Parkway to San Pablo Avenue</li> <li>Harbour Way from Richmond Marina to Richmond BART station</li> <li>17<sup>th</sup>/19 Street corridor from Richmond BART to Market Street in City of San Pablo</li> </ul> </li> <li>If new traffic lights are installed along key bike routes, if appropriate, provide bike signal activation.</li> </ul> | M, L        | City  | Tier 3: Regional or local bicycle/pedestrian programs                   |
|                                   | B2: <b><u>Bike Turn Lane</u></b> - Create bicycle left turn lane into station on 19 <sup>th</sup> and at an appropriate entrance on the west side of the station.   | L           | City  | Tier 3: Regional or local bicycle/pedestrian programs, City of Richmond |
| <b>Bike Facilities/ Amenities</b> | B3: <b><u>Stair Channels</u></b> - Install bike stair channels at station entrances consistent with BART's Bicycle Access and Parking Plan.   | M           | BART, upon completion of stair channel design | Tier 3: BART  |
|                                   | B4: <b><u>Lockers/Racks</u></b> - Add metal perforated bicycle lockers to meet current demand, and additional racks in future, as demand warrants.  | S           | City, BART                                    | FUNDED<br>Tier 1: Included in RTV project                               |
| <b>Security</b>                   | B5: <b><u>Cameras</u></b> - Provide security cameras for bicycle parking area.  | S           | 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

| Mode                                  | Recommendation Map Reference Number and Description   | S/M/L Term* | Lead                            | Funding Tier and Source**                     |
|---------------------------------------|---|-------------|---------------------------------|---|
| <b>BIKE</b>                           |   |             |                                 |   |
| <b>Transit Village Implementation</b> | B6: <b>Design Guidelines</b> - Incorporate BART's Bicycle Access and Parking Plan design guidelines into design of the Richmond Transit Village.  | S           | -----                           | FUNDED<br>Tier 1: Included in RTV project     |
|                                       | B7: <b>Wayfinding</b> - Add wayfinding signs within Richmond Transit Village and in surrounding neighborhoods.  | S           | -----                           | FUNDED<br>Tier 1: Included in RTV project     |
| <b>TRANSIT</b>                        |   |             |                                 |   |
| <b>Transit Service Improvements</b>   | T1: <b>Service Enhancements</b> -- Increase service frequencies on local AC Transit routes 71, 73, 74 and 76 to 15 minutes during the peak commute hours, and add evening service on Routes 71 and 74.  | L           | AC Transit                      | Tier 3: AC Transit, Measure C Reauthorization |
|                                       | T2: <b>Service Expansion</b> -- Extend Route 76 to Hilltop Mall.  | L           | AC Transit                      | Tier 3: AC Transit, Measure C Reauthorization |
|                                       | T3: <b>Real Time Information</b> -- Provide real time technology for all buses.   | S           | City, BART                      | FUNDED<br>Tier 1: Included in RTV project     |
|                                       | T4: <b>Information</b> -- Provide bus route information at each designated stop.  | S           | AC Transit, Golden Gate Transit | Tier 1: AC Transit                            |
| <b>New Feeder Service</b>             | T5: <b>Shuttle Study</b> -- Conduct a study that would provide local transit service (complementary to existing AC Transit service) to North Richmond, Iron Triangle and the downtown Richmond neighborhoods and connect them to Richmond BART. | S           | BART or AC Transit              | Tier 3: Caltrans or BAAQMD                    |

\* (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**   |
|---------------------------|---|-------------|-----------------------|---|
| <b>TRANSIT</b>            |   |             |                       |   |
|                           | T6: <b>Shuttle Service</b> -- Implement shuttle program.  | S           | AC Transit, City      | Tier 3: MTC's LIFT program, Measure C Reauthorization, AC Transit, BART |
|                           | T7: <b>Passenger Amenities</b> - Provide passenger amenities at intermodal station including bus, rail and BART ticket vending and information, map of area, bicycle maps and locker rental information, other vendors such as coffee and news stand. | S           | City                  | FUNDED<br>Tier 1: Included in RTV project                               |
|                           | T8: <b>Bus Bays</b> – Maintain existing and, if possible, increase number of bus bays to provide additional capacity.   | S, M        | City, BART, developer | Tier 3: BART, AC Transit, City, developer, WCCTAC                       |
|                           | T9: <b>Capitol Corridor</b> - Increase Capitol Corridor service to 16 roundtrips by 2011.   | L           | Capitol Corridor JPA  | FUNDED<br>Tier 1: Capitol Corridor                                      |
|                           | T10: <b>Other Rail</b> - Provide passenger rail service north to Hercules with possible extension to Solano County.   | L           | BART, WCCTAC          | Tier 3: Measure C Reauthorization                                       |
| <b>AUTO</b>               |   |             |                       |   |
| <b>Key Auto Routes</b>    | V1: <b>Wayfinding Signs</b> - Install/alter wayfinding signs from I-80 and Richmond Parkway to station.   | S           | BART                  | Tier 2: BART  |
|                           | V2: <b>Wayfinding Signs</b> - Install wayfinding signs along Macdonald, Barrett to station.   | S           | BART                  | Tier 3: BART  |
| <b>Access</b>             | V3: <b>Entry</b> - Consider changing primary access to parking garage to 15 <sup>th</sup> in order to eliminate conflict between buses and automobiles.   | S           | City, developer       | FUNDED<br>Tier 1: Included in RTV project                               |
| <b>Taxi</b>               | V4: <b>Signage/Enforcement</b> - <ul style="list-style-type: none"> <li>• Provide clear signage for taxi zone.</li> <li>• Enforce 3 taxi limit.</li> </ul>  | S           | BART                  | Tier 3: BART  |
| <b>Program Assessment</b> | V5: <b>Pay Parking Assessment</b> - Conduct an assessment of BART pay parking projects to determine the effects on customer access choices and behavior.  | S           | BART                  | N/A   |

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Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds  
Tier 3 Future BART Revenues TBD and/or Non-BART funds

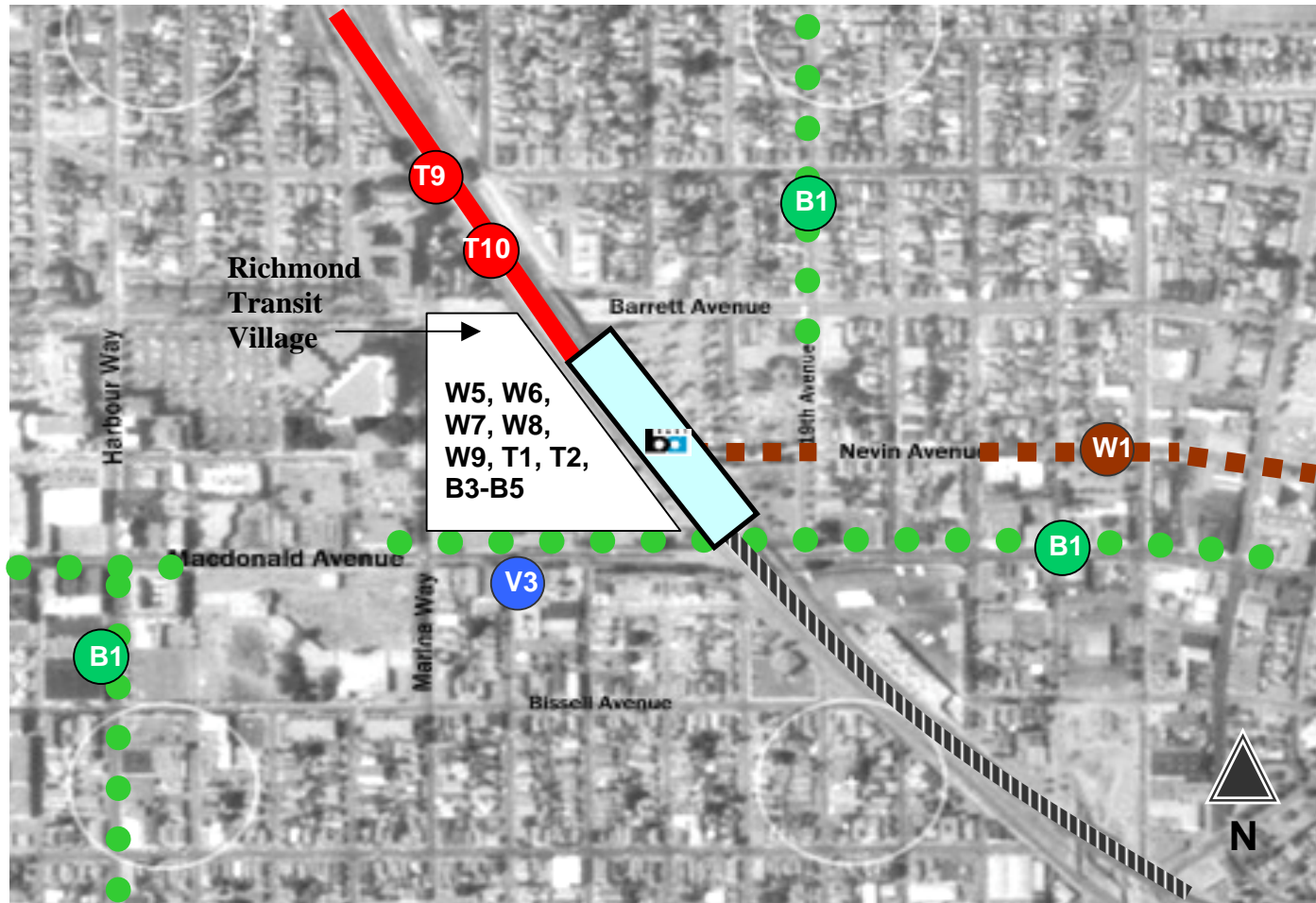
| Mode  | Recommendation Map Reference Number and Description   | S/M/L Term* | Lead                          | Funding Tier and Source**                 |
|---|---|-------------|-------------------------------|---|
| <b>AUTO</b>                                       |   |             |                               |   |
| <b>Transit Village Implementation</b>             | V6: <b>Carpool</b> - Designate carpool parking spaces in new parking garage.  | S           | BART                          | FUNDED<br>Tier 1: Included in RTV project |
|   | V7: <b>Kiss-n-Ride</b> - Clearly designate kiss-&-ride areas on both sides of station.  | S           | BART                          | FUNDED<br>Tier 1: Included in RTV project |
|   | V8: <b>Parking Charges</b> - Recommend charging for long-term parking on the 5 <sup>th</sup> floor garage.  | S           | BART                          | N/A                                       |
|   | V9: <b>Cameras</b> - Provide color security cameras in new parking facility.  | S           | BART                          | Tier 2: BART                              |
| <b>ALL MODES</b>                                  |   |             |                               |   |
| <b>BART Station 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. | S           | City, BART, WCCTAC, developer | FUNDED<br>Tier 1: Included in RTV project |
| <b>Station Beautification</b>                     | A2: <b>Visual Improvements</b> - Provide landscaping and public art to beautify the station area.   | S           | City, BART, WCCTAC, developer | FUNDED<br>Tier 1: Included in RTV project |

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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

# ACCESS PLAN RECOMMENDATION AND FUTURE DEVELOPMENT HIGHLIGHTS



- Walk**  
**W1:** Streetscape  
**W5:** Lighting  
**W6:** Security  
**W7:** Nevin Walkway  
**W8:** Ramp/walkway  
**W9:** Residential Development

- Bike**  
**B1:** Bike Routes  
**B3:** Stair Channels  
**B4:** Lockers/Racks  
**B5:** Cameras

- Transit**  
**T1:** Service Enhancements  
**T2:** Service Expansion  
**T9:** Capitol Corridor  
**T10:** New Passenger Rail Service  
**Auto**  
**V3:** New Entry to Station

