



Bay Fair Station
A-Line, Station A50
Concourse Level: January 16, 2016
Platform Level: April 23, 2016
Exterior: February 28, 2016
Last Modification: July 13, 2016
Next Update: TBD

Bay Fair Pedestrian Tunnel Accessible Ramp Design Concepts

BART Bicycle Advisory Task Force (BBATF)

October 6th, 2025

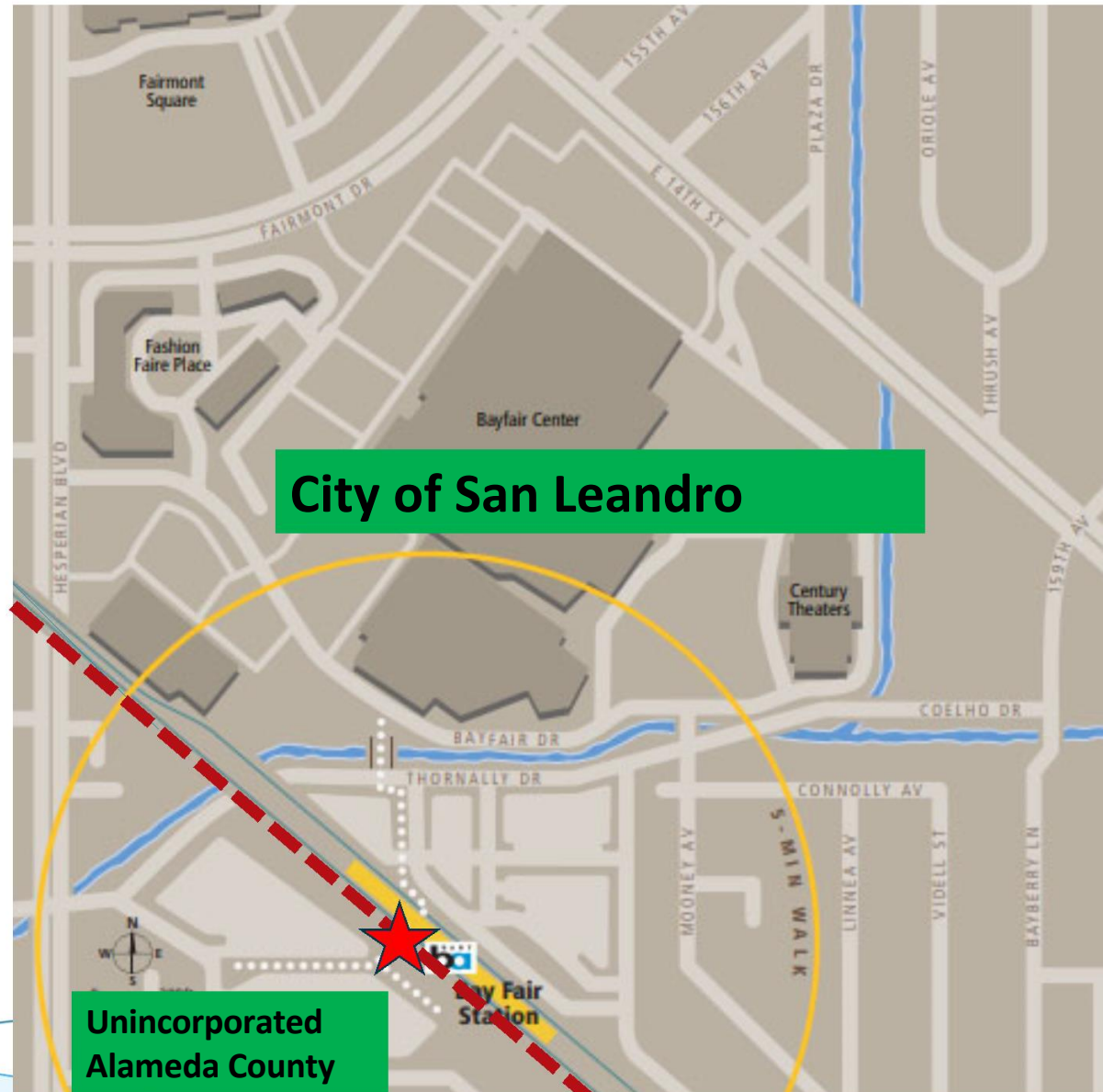


Bay Fair – Station Area Planning

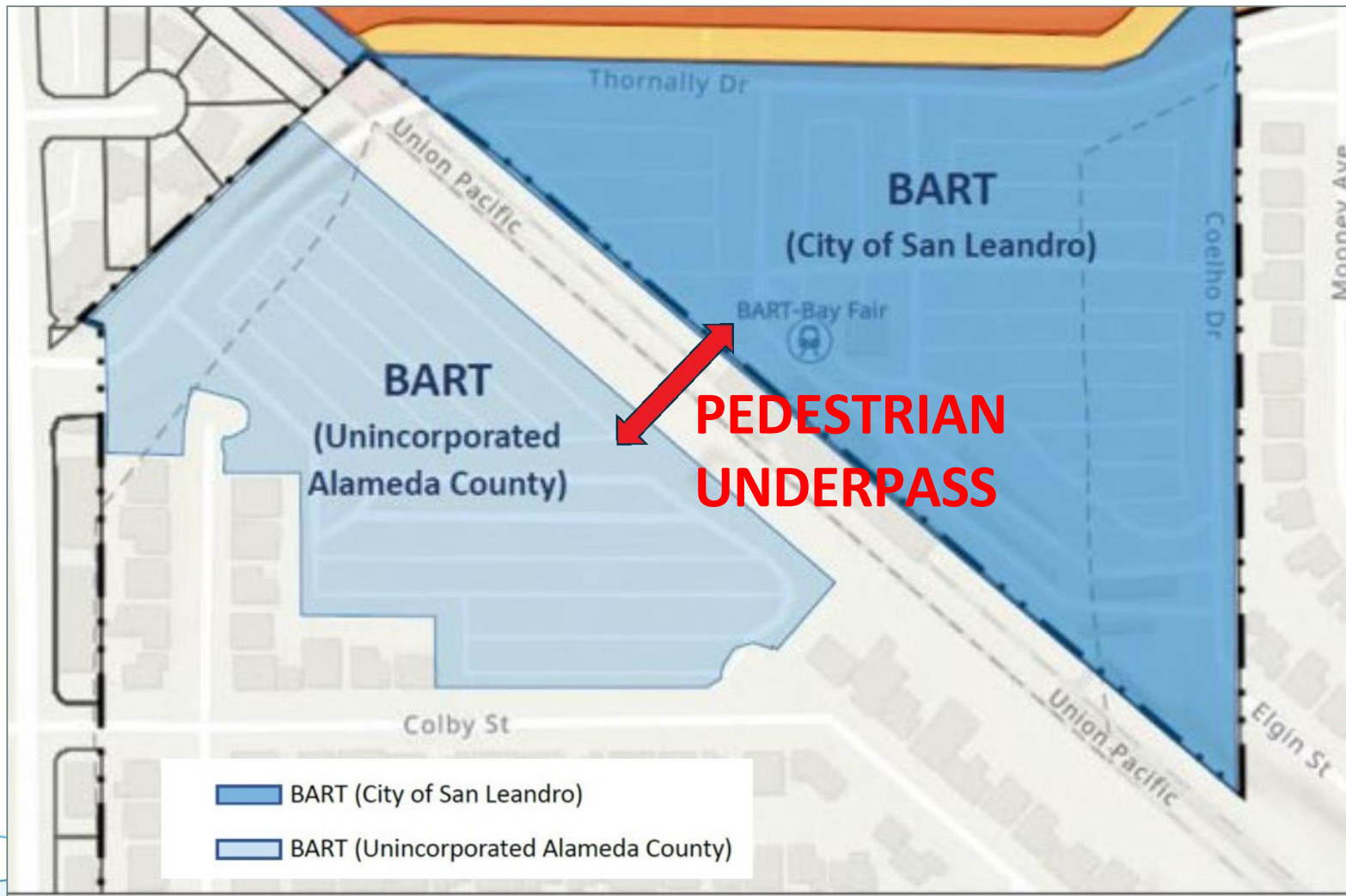
- TOD & Access Planning
 - BART – TOD Work Plan - Bay Fair is near-term TOD opportunity (RFP est. 2028)
 - City of San Leandro – Development Plan, Specific Plan Update, Priority Sites
 - Alameda County – Priority Sites Tech Assistance, TOC Planning Grants*
 - CSL + Alameda County – Community Based Transportation Plan (CBTP)
 - ACTC – Central County Connections Plan (4CP)*
 - ACTC – East Bay Greenway
 - HARD – San Lorenzo Creekway

* includes Castro Valley

Bay Fair Station Area Map



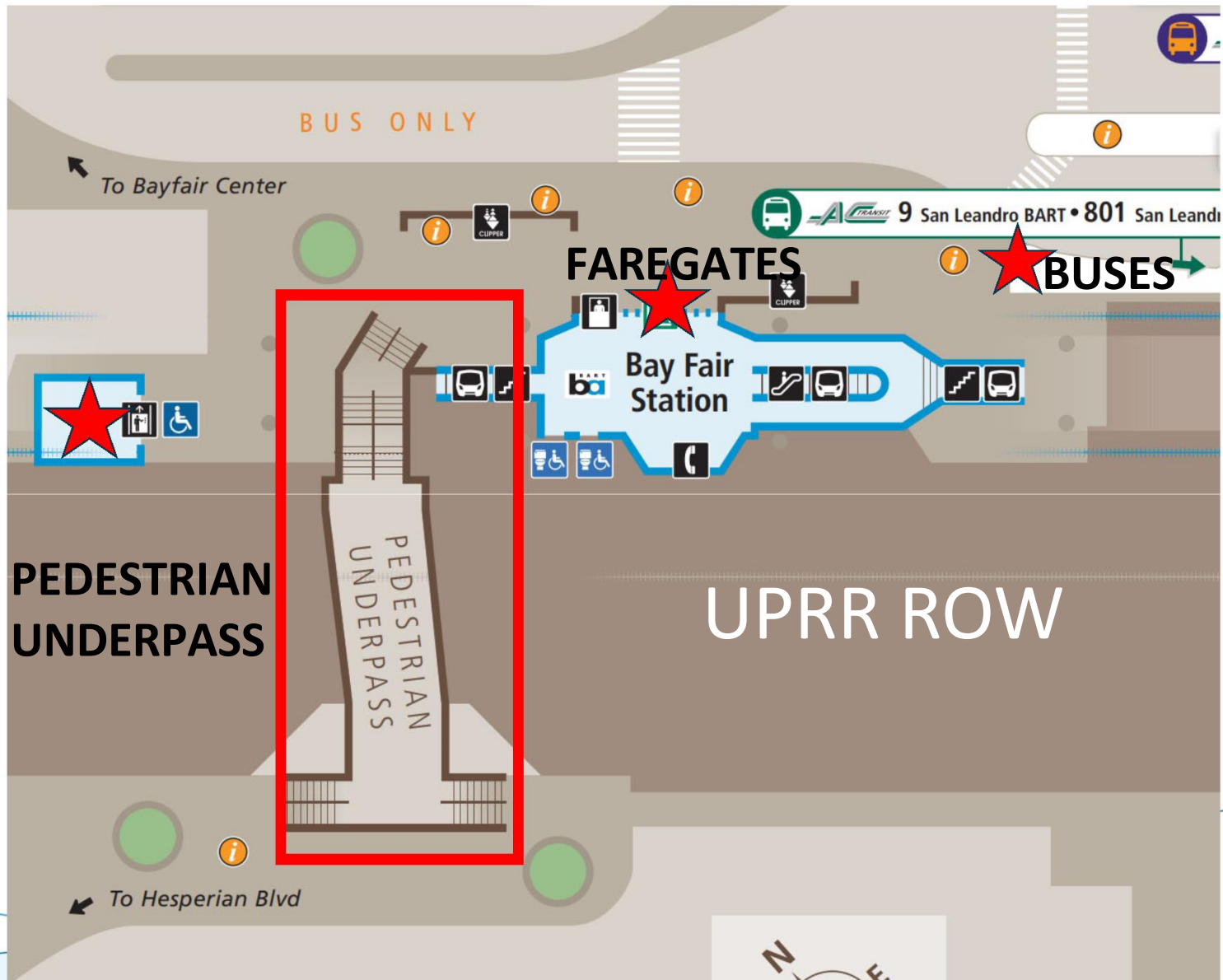
Bay Fair – BART Property



Aerial Map of Bay Fair Station



PLATFORM
ELEVATOR



**From San Leandro side:
From station looking southeast towards stairs and platform
elevator**



From Alameda County side: top of stairs



From Alameda County side: bottom of stairs looking at tunnel



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From Alameda County side: in tunnel looking towards station



Project Overview

- 2024 BART TOD Workplan
 - Bay Fair is near-term TOD opportunity
 - Need ADA Access to/from County-side
- City of San Leandro TOD Planning Grants
 - Development Plan and Specific Plan Update
 - Preliminary Engineering (30%) and cost estimates

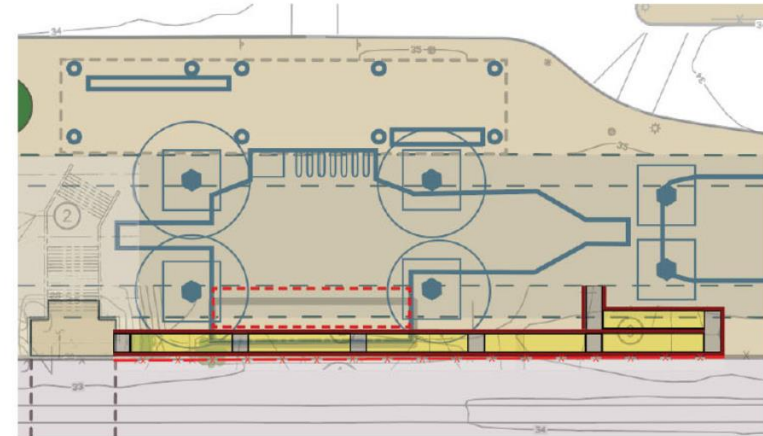
Criteria for BART Selection of Options

1. **ADA path of travel** – *to & from elevator, faregates, buses*
2. **Bicycle path of travel** – *including bike parking*
3. **Ease of Use** – *are ramps & stairs close to each other, # of switchbacks, etc.*
4. **Neighborhood Connections**
5. **TOD (Transit Oriented Development) footprint**
6. **Construction Feasibility**
7. **Safety & Security**
8. **Maintenance and Operations**
9. **Cost**

THREE RAMP OPTIONS FOR EACH SIDE

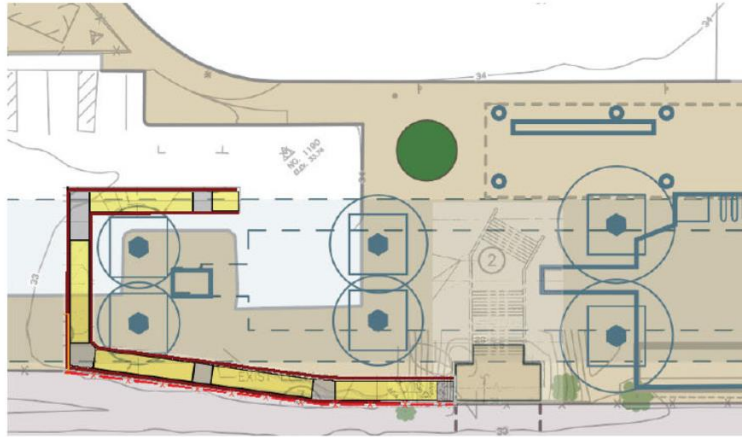
(Detailed concepts on following pages)

ACCESS FROM SAN LEANDRO SIDE



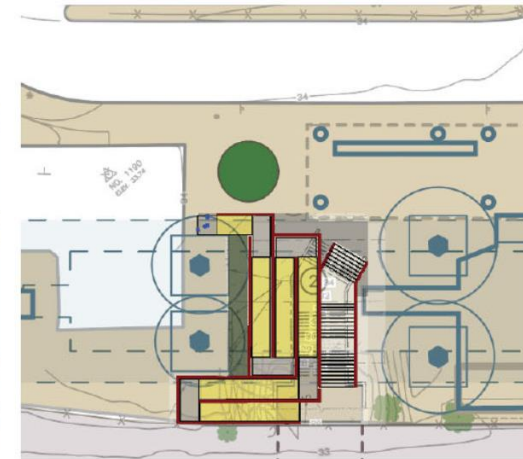
SL-1. SIMPLE RAMP

PROS: THIS OPTION HAS THE LEAST TURNS AND RUNS ALONG THE EDGE OF THE FENCE IN A STRAIGHT FORWARD MANNER.
CONS: THE END OF THE RAMP IS ON THE OPPOSITE SIDE OF THE STATION ENTRY FROM THE STAIRS.



SL-2. WRAP AROUND THE COLUMNS

PROS: THIS OPTION ENDS CLOSEST TO THE ELEVATOR.
CONS: THE RAMP IS VERY VISIBLE AND PROTRUDES INTO THE PLAZA. IT IS FARTHEST FROM THE FARE GATES. THIS MAY NEED TO BE ADJUSTED FURTHER AROUND COLUMNS AND AT THE FENCELINE.



SL-3. COMPACT FOOTPRINT

PROS: THE LANDINGS ON BOTH ENDS OF THE RAMP ARE LOCATED IN LOGICAL PLACES.
CONS: THE ROUTE HAS MANY TURNS AND THE STAIRS WILL NEED TO BE REBUILT TO PROVIDE ENOUGH DIMENSION.

ACCESS FROM ALAMEDA COUNTY SIDE



AC-1. TO THE RIGHT

PROS: SIMPLE, NO TURNS
CONS: CHOICE FOR STAIRS OR RAMP ARE FAR APART



AC-2. TO THE LEFT

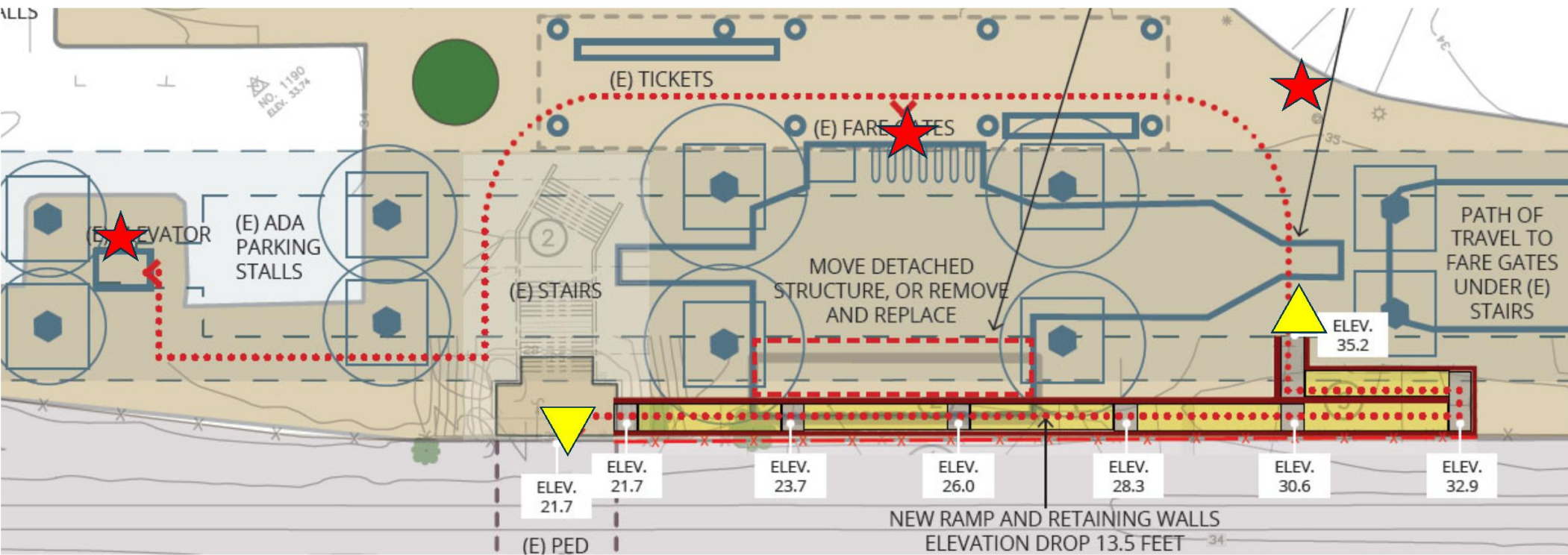
PROS: EXITS INTO THE PLAZA AND OPPOSITE THE (E) STAIR
CONS: INCLUDES A SWITCHBACK



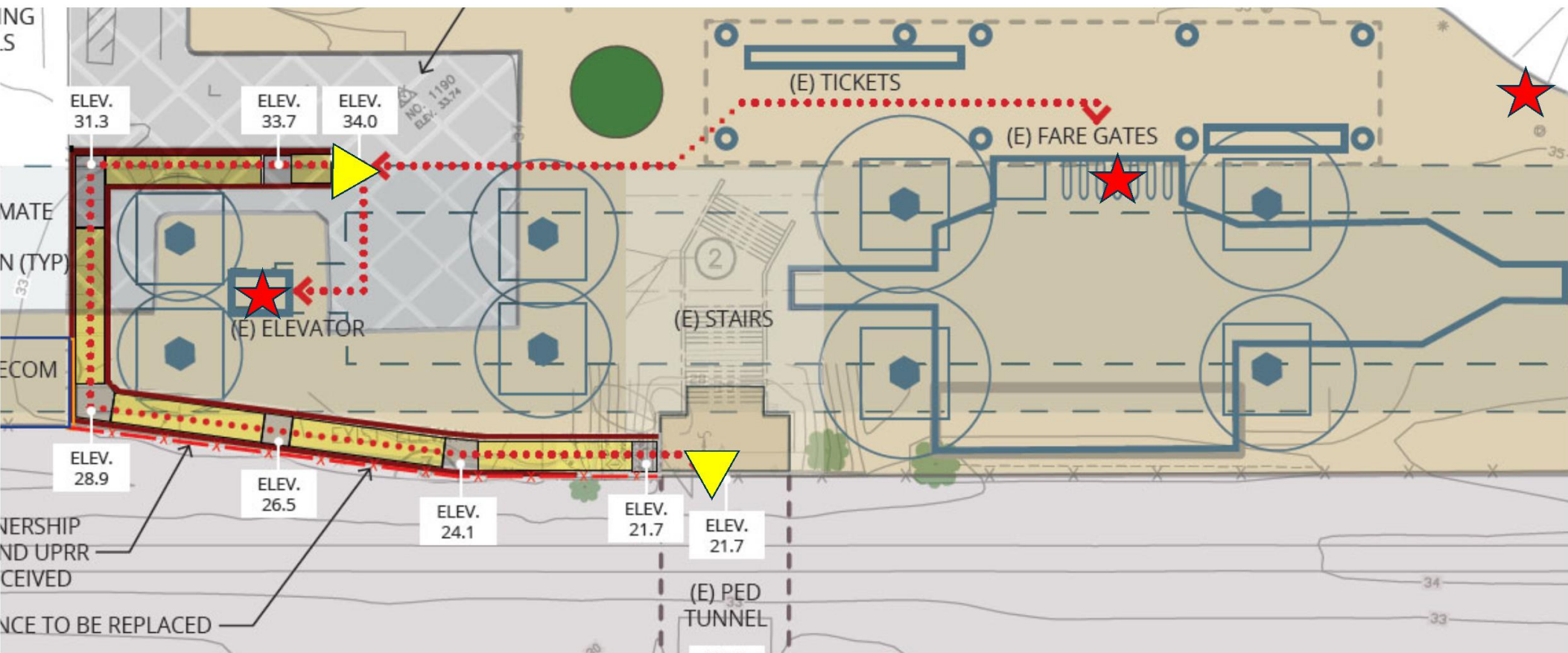
AC-3. RAMP CASCADE

PROS: INTEGRATES STAIRS AND RAMPS. LOOKS MORE INTERESTING, PROVIDES MULTIPLE OPTIONS FOR WHERE TO BEGIN.
CONS: FULL REPLACEMENT OF THE STAIR AND RAMP FACILITY

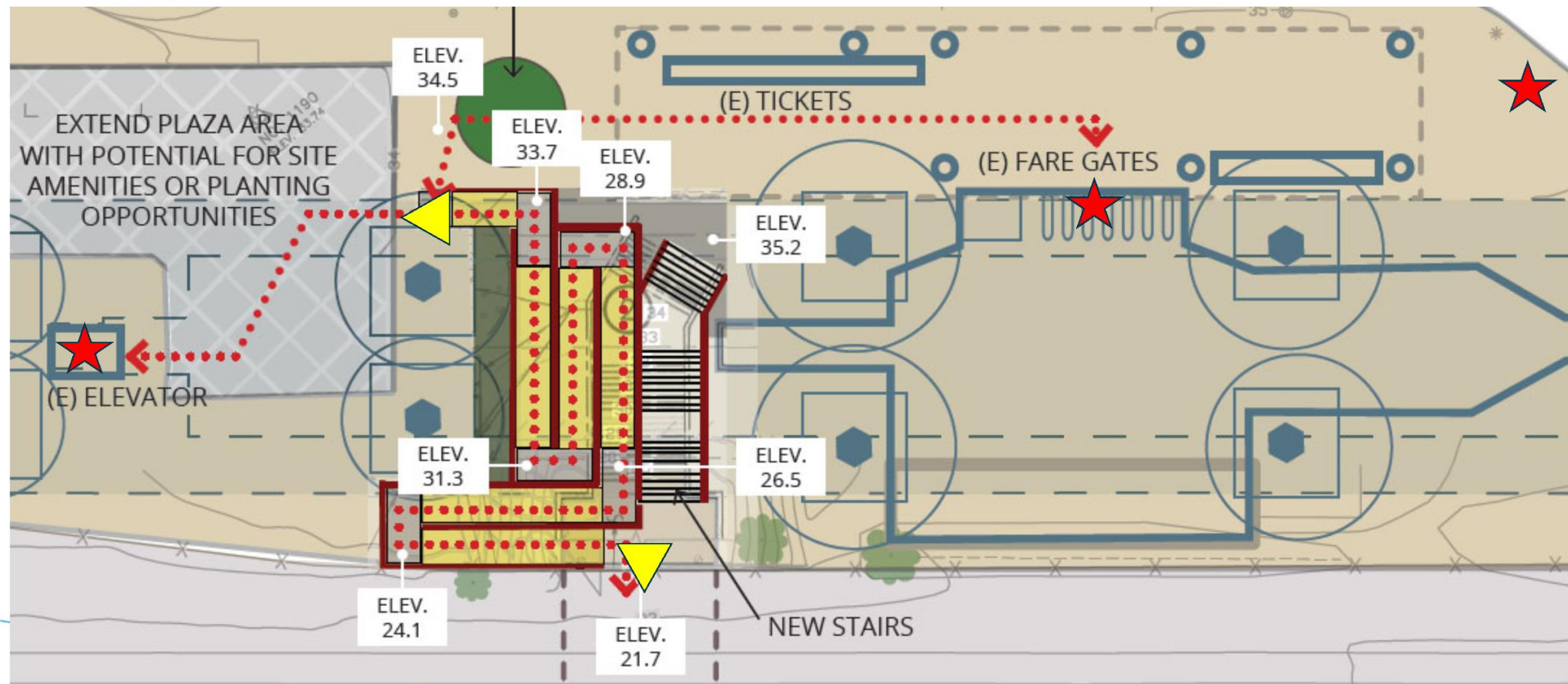
San Leandro-1: SIMPLE RAMP



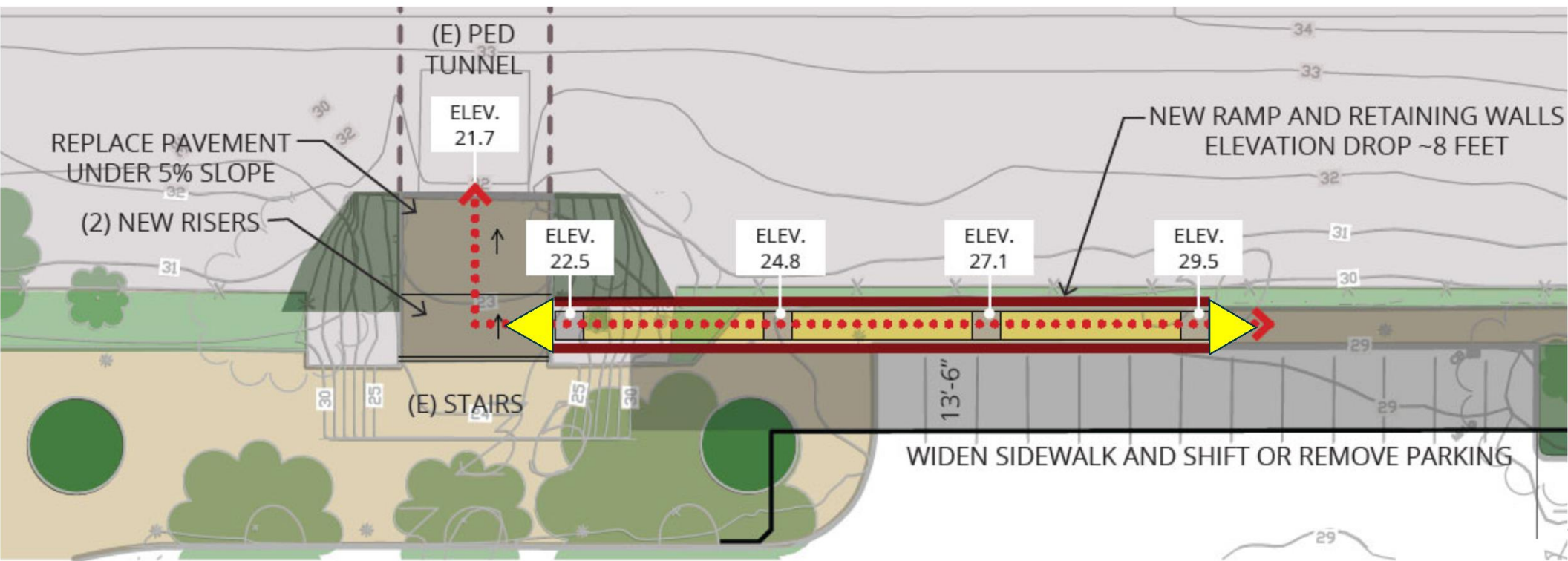
San Leandro-2: WRAP AROUND THE COLUMNS



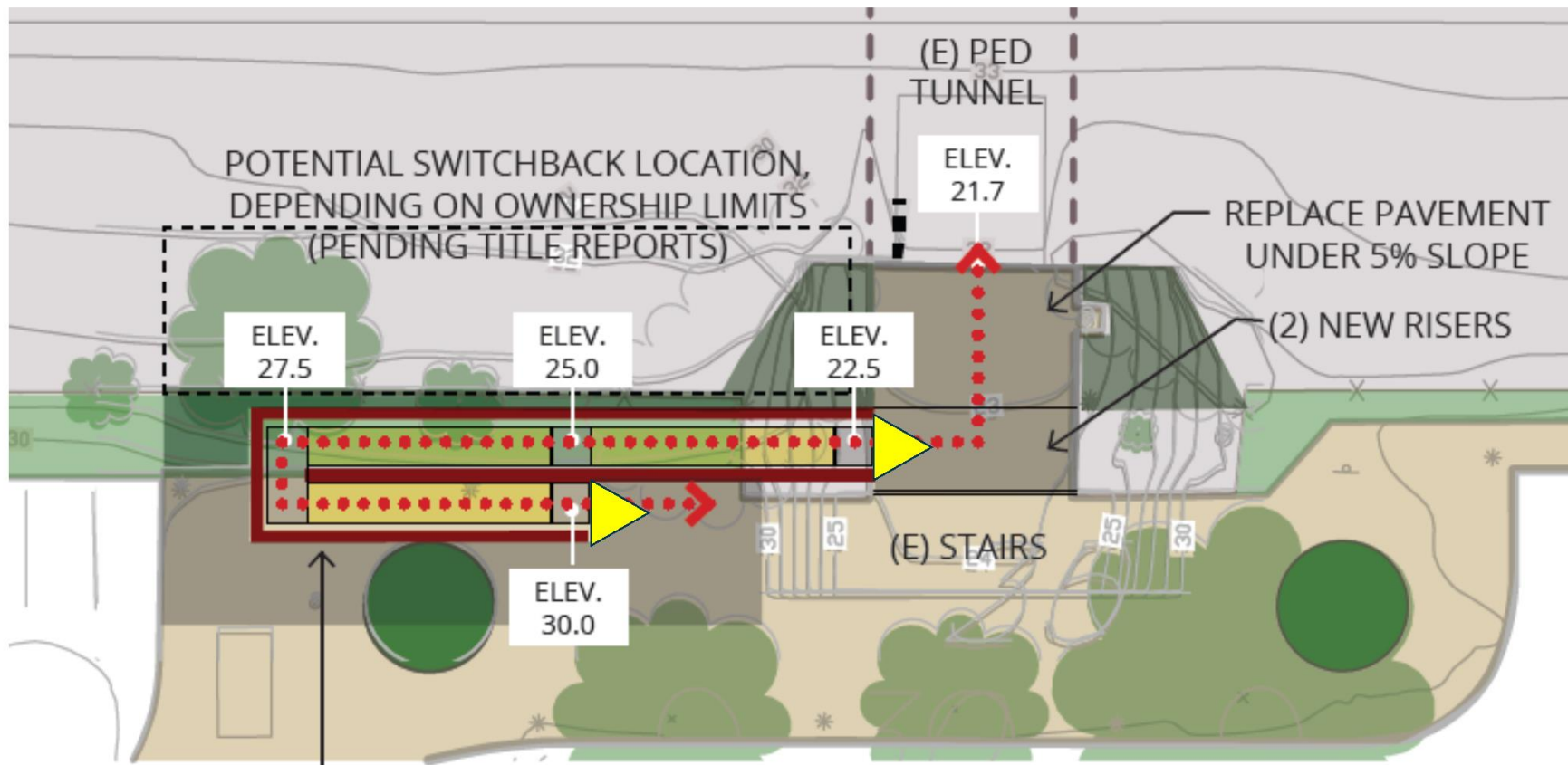
San Leandro-3: COMPACT FOOTPRINT



Alameda County-1: TO THE RIGHT

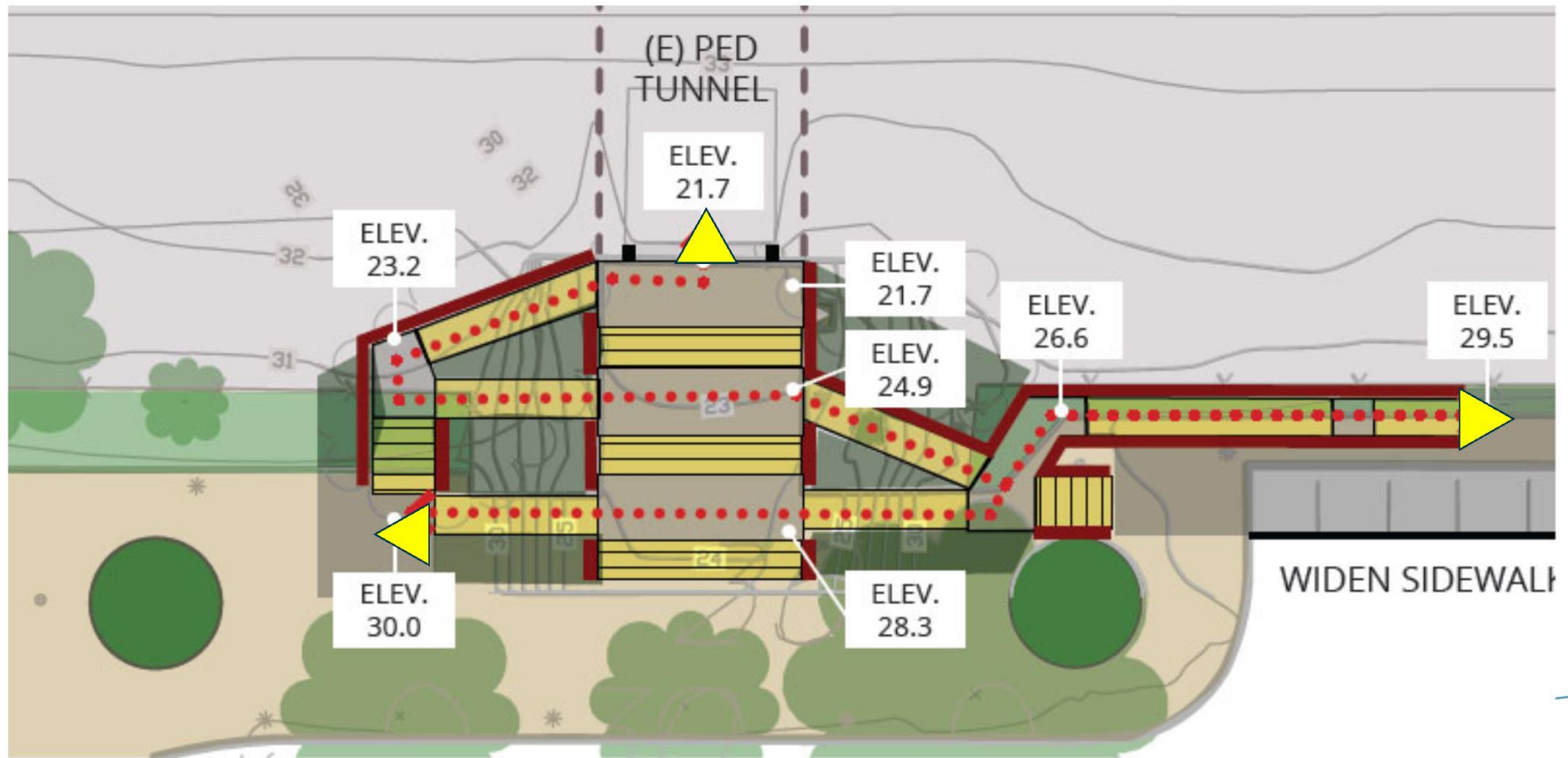


Alameda County-2: TO THE LEFT



NEW RAMP AND RETAINING WALLS
ELEVATION DROP ~9 FEET

Alameda County-3: RAMP CASCADE



Next Steps

- Stakeholder Review
 - BART SMEs, BATF, BBATF, local jurisdictions
 - Construction Feasibility
 - Implementation & Phasing for TOD
- BART selects preferred options
- Advance to 30% design
- Partnership prioritization – County, City, BART
- Pursue funding opportunities for final design and construction

Thank you

