

MTC Complete Streets Checklist - DRAFT

Ashby TOD Mobility Enhancements

Section 1: Contact and Project Information

Contact Name:

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Contact Phone Number:

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Project Sponsor:

BART (Bay Area Rapid Transit)

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Project Name/Title:

Ashby TOD Mobility Enhancements

Project Location:

Berkeley

Project Description:

As part of transforming BART parking lots into housing and other transit-oriented uses, BART seeks to enhance access to the station by walking, biking, and transit. As part of the Ashby West Lot TOD, the development team will deliver a station entrance plaza, with associated walking, biking and ADA connections, as well as access for emergency and maintenance vehicles.

The Project will deliver two critical mobility components at the Ashby BART Station for the future TOD:

Component 1: Pedestrian and Cyclist Station Entrance Plaza (Station Commons). This component will construct a new multimodal station entrance plaza that functions as the primary gateway between Ashby BART, Adeline Street, MLK Jr. Way, surrounding neighborhoods, the Ed Roberts Campus, the future Ashby TOD, and the City-led Adeline Plaza. Scope includes pedestrian-scale lighting, designated walking and bicycling/micromobility pathways, seating, landscaping/greenery, paving, wayfinding signage, public-realm improvements, and ADA-compliant ramp connections between Adeline Street and the BART station level for pedestrians, cyclists, wheelchair users, and other mobility-device users. The project will create a more intuitive, accessible, and comfortable station entrance while reducing conflicts among people walking, biking, rolling, and accessing transit.

Component 2: Emergency and Maintenance Vehicle Circulation. This component will provide emergency, police, service, and maintenance vehicle ingress/egress integrated with the surrounding street network and the redesigned station area. Scope includes demolition of existing paved parking areas where needed, grading/regrading, retaining walls where necessary to maintain accessibility and protect BART traction power substation safety zones, accessible sidewalk and internal roadway improvements, lighting, wayfinding, and consolidated access that supports station operations without compromising the pedestrian-priority environment.

Both components include associated relocation, replacement, and upgrades of electrical and sanitary utilities, stormwater management infrastructure, grading, paving, and site preparation needed to maintain station operations and support long-term mobility benefits. The completed project will improve multimodal station access, support transit ridership, enhance safety, reduce barriers to walking and biking, and help enable implementation of the Ashby TOD with more than 600 mixed-income homes adjacent to high-capacity regional transit. The development team will deliver the Project components as part of delivery of the master plan TOD.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Non-Roadway Transit (heavy rail, ferries, etc.), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Station Access Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

N/A

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Project is being designed in accordance with applicable NACTO (National Association of City Transportation Officials) urban street and bikeway design guidance and the Public Rights-of-Way Accessibility Guidelines (PROWAG), as applicable. The design prioritizes safe, predictable, and comfortable travel for people of all ages and abilities through ADA-compliant pathways and ramps, intuitive pedestrian and bicycle circulation, accessible connections to transit, appropriate lighting, wayfinding, and reduced conflict points between travel modes. Consistent with PROWAG, the Project will provide continuous accessible paths of travel, accessible grades and cross slopes, compliant curb ramp and pedestrian access features where applicable, and connections that accommodate people using wheelchairs, mobility devices, strollers, and bicycles. Consistent with NACTO guidance, the Station Commons design emphasizes low-stress multimodal access, pedestrian-priority public space, clear circulation, and safe integration of walking, bicycling, micromobility, transit, and necessary service and emergency vehicle access. Together, these design principles support a safer, more accessible, and more intuitive station environment while improving first- and last-mile connections to BART.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Project has incorporated coordination with mobility providers and transportation stakeholders to ensure that Ashby BART functions as an accessible, connected, and efficient multimodal hub. BART has coordinated with the City of Berkeley, AC Transit, community organizations, and the Ashby TOD development team throughout planning and design to address station access, transit connections, universal accessibility, and first- and last-mile mobility needs.

Engagement with mobility-focused stakeholders, including the Center for Independent Living and other community organizations representing people with disabilities and diverse mobility needs, has informed the design of accessible routes, circulation patterns, and public realm improvements. These efforts have helped ensure that Station Commons supports people walking, bicycling, rolling, using mobility devices, transferring from bus service, and accessing BART from surrounding neighborhoods.

Hub-supportive elements include ADA-compliant pathways and ramps, improved pedestrian and bicycle/micromobility connections, enhanced lighting, intuitive wayfinding, clear connections to surrounding bicycle facilities and bus stops, seating and waiting areas, and organized emergency and maintenance access. These features improve transfers between modes, reduce first- and last-mile barriers, and create a safer and more comfortable experience for existing riders and future TOD residents.

Continued coordination with BART operations, AC Transit, the City of Berkeley, and other transportation partners will occur through final design, construction staging, and implementation to maintain reliable transit operations and ensure the completed improvements effectively support a multimodal transportation hub.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Traffic Safety Conditions:

The Ashby BART station area currently presents multimodal safety challenges due to an auto-oriented station layout, fragmented pedestrian routes, limited bicycle access, unclear circulation patterns, and potential conflicts between people walking, bicycling, rolling, driving, and accessing station operations. The project area is adjacent to corridors identified on Alameda CTC's Active Transportation High-Injury Network (HIN) and Proactive Safety Network (PSN), indicating a need for safety improvements for vulnerable road users. These conditions are particularly important given the station's proximity to the Ed Roberts Campus, nearby residential neighborhoods, bus connections, and future transit-oriented development, which increase the need for safe, accessible, and intuitive mobility options.

Traffic Safety Countermeasures:

The Project addresses these conditions through a series of safety-focused design improvements, including: Creation of a pedestrian-priority Station Commons that replaces vehicle-oriented circulation with a safer, more organized multimodal environment. ADA-compliant pathways and ramps that improve accessibility and reduce barriers for people using wheelchairs, mobility devices, strollers, and bicycles.

Designated pedestrian and bicycle/micromobility routes that reduce conflicts and provide predictable travel paths.

Improved lighting, wayfinding, and sight lines to enhance visibility, personal security, and navigation.

Defined emergency, police, service, and maintenance vehicle circulation to minimize conflicts with public access areas.

Site grading, stormwater, and utility improvements that support safe, reliable, and resilient station access.

Together, these countermeasures apply Complete Streets and Safe Systems principles by reducing conflict points, improving visibility, prioritizing vulnerable users, and creating a safer connection between the station and surrounding roadway network.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Updated Crosswalk/Crosswalk Enhancements, Speed Hump, Table or Cushion

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

424001

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

N/A

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

BPAC meeting date(s):

2026-08-03

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MTC Complete Streets Checklist - DRAFT

BART Wayfinding

Section 1: Contact and Project Information

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Project Sponsor:

BART (Bay Area Rapid Transit)

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Wayfinding

Project Location:

Alameda

Project Description:

The Station Structure Wayfinding Improvements project at Fremont and Union City Station includes a comprehensive set of upgrades designed to enhance navigation, accessibility, and real-time information throughout the station and conform to the forthcoming MTC Regional Mapping and Wayfinding Project standards. Major scope elements include:

- Selective Demolition for removal of outdated wayfinding elements.
- Real-Time (Train and Bus Departure) Display (RTD) to provide live BART departure information and intermodal connection data for SamTrans bus routes.
- Illuminated Cabinet Signage to guide riders to vertical circulation elements, entrances, exits, transfers, and emergency egress exits.
- Cube Illuminated Cabinet Signage to compliment wayfinding and identify station amenities such as Transit Information Display Cases.
- Transit Map and Schedule Display Cases featuring BART and SamTrans maps, route diagrams, public notices, schedules, fare information, and multimodal transfer details.
- Aluminum Plaque Signs providing accessible path guidance with braille tactile signage, emergency egress information, and other essential rider instructions.
- Hazardous Materials Inspection and Abatement for the purpose of assessment and, if required, removal or containment of lead paint, asbestos, or other hazardous materials associated with sign demolition and installation activities.
- Electrical and Communications Work to provide power and data connections for illuminated signage, RTD systems, and supporting infrastructure.

The Station Access Wayfinding Improvements project at Dublin/Pleasanton, West Oakland, Bay Fair, Hayward, and South Hayward include a comprehensive set of upgrades designed to enhance navigation, accessibility, update facility management information, and rider experience for facilities that support passenger arrival to and departure from the station. These sign types will conform to Regional Mapping and Wayfinding Project standards. Major scope elements include:

- Demolition, fabrication, and installation: Project includes demolition and removal of outdated wayfinding elements, fabrication and installation of signage, purchase of other supplies such as posts, brackets, concrete, temporary signage and traffic control, and other elements needed for installation.
- Wayfinding: pedestrian, bicycle, and vehicular wayfinding between the public street and on-site facilities including specific vehicle parking types (reserved, accessible, motorcycle, EV), loading zones, bus bays, bike parking, and the

station structure entrances.

- Access facility identification signage clearly identifies facilities using large text and icons to support those with different sensory abilities.
- Access facility informational signage provides updated information such as hours of parking enforcement and how to pay, how to locate specific bus routes in large bus facilities

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Non-Roadway Transit (heavy rail, ferries, etc.), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Station Access Plan

Details on plan recommendations affecting the project area (with adoption date):

N/A

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

Although the Wayfinding Improvement Project does not construct new bicycle or pedestrian facilities, it is consistent with the principles of the National Association of City Transportation Officials (NACTO) Designing for All Ages & Abilities guidance and the U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) by improving the accessibility, legibility, and usability of the transportation network for users of all ages and abilities.

The project will replace outdated signage with a standardized wayfinding system that incorporates larger, high-contrast text, intuitive pictograms, tactile and Braille signage, multilingual Transit Information Displays, and clear directional information to station entrances, elevators, accessible routes, bus connections, bicycle facilities, passenger loading areas, and parking. These improvements reduce cognitive barriers to navigation, support independent travel for people with disabilities, older adults, children, and individuals with limited English proficiency, and improve multimodal connections between walking, bicycling, transit, and other travel modes.

Consistent with NACTO's emphasis on creating comfortable and intuitive multimodal networks, the project improves first- and last-mile navigation by making bicycle parking, bicycle routes, pedestrian pathways, and transit connections easier to locate and use. The project will also be designed in accordance with applicable ADA requirements and will incorporate PROWAG guidance, where applicable, for pedestrian circulation, accessible routes, and wayfinding elements within the public right-of-way. Together, these improvements create a more inclusive, accessible, and user-friendly transportation environment that supports safe and equitable access to transit.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Wayfinding Improvement Project supports the principles of MTC's Mobility Hubs Playbook - Play 1: Make it Easy to Connect by improving navigation between BART and connecting transportation services. The project includes updated, standardized wayfinding signage and multilingual Transit Information Displays that direct passengers to bus stops, passenger loading zones, bicycle parking, pedestrian routes, accessible pathways, and other station amenities. By making transfers between travel modes more intuitive and predictable, the project reduces barriers to multimodal travel and improves the customer experience for both existing and new riders.

The project has been developed in coordination with regional transit and mobility initiatives led by the Metropolitan

Transportation Commission through the Regional Mapping and Wayfinding Project (RMWP). The proposed wayfinding standards were developed collaboratively with Bay Area transit operators and partner agencies to create a consistent customer experience across transit systems. At stations served by local transit providers, including AC Transit and Wheels, the project will improve connections by providing clearer directional information to bus boarding locations and other mobility services. These improvements strengthen BART's role as a regional mobility hub by facilitating seamless transfers between transit, walking, bicycling, passenger pick-up and drop-off, and other shared mobility options, consistent with regional Mobility Hub objectives. Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The project stations experience high volumes of pedestrians, bicyclists, transit riders, buses, passenger pick-up/drop-off activity, and vehicular traffic, creating complex multimodal environments where clear navigation is essential for safe travel. Outdated, inconsistent, or difficult-to-read wayfinding can contribute to confusion, unnecessary roadway crossings, missed connections, distracted decision-making, and conflicts between pedestrians, bicyclists, transit vehicles, and automobiles, particularly for first-time riders, visitors, older adults, people with disabilities, and individuals with limited English proficiency.

The Wayfinding Improvement Project implements traffic safety countermeasures that support the Bay Area Vision Zero Safe System approach by improving the clarity, consistency, and visibility of navigation throughout the station environment. The project will install standardized, high-visibility signage, multilingual Transit Information Displays, ADA-accessible and tactile wayfinding elements, and clear directional information to station entrances, accessible routes, bus stops, bicycle parking, passenger loading zones, and other transportation facilities. These improvements reduce uncertainty, encourage predictable travel paths, improve emergency egress, and facilitate safer transfers between walking, bicycling, transit, and other travel modes. While the project does not modify roadway geometry or traffic control devices, it complements existing transportation infrastructure by reducing user confusion and supporting safer multimodal travel within and around BART stations.

Infrastructure elements included in this phase of the project:

Other: Wayfinding

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

402200, 435400, 435104

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

No negative impacts.

Have all potentially affected transit agencies had the opportunity to review this project?

No

BPAC meeting date(s):

2026-08-03

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Section 1: Contact and Project Information

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County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

BART LED Lighting Upgrades

Project Location:

Alameda

Project Description:

This project will replace existing incandescent lighting fixtures with energy-efficient LED fixtures throughout BART stations and surrounding station areas. The upgrades will improve safety, visibility, reliability, and the overall customer experience by creating brighter, more welcoming, and more accessible transit environments while reducing energy consumption and maintenance needs.

The proposed project will implement lighting upgrades at the following BART stations:

Coliseum Station (7200 San Leandro St, Oakland, CA)
Fruitvale Station (3401 E 12th St, Oakland, CA)
Hayward Station (699 B St, Hayward, CA)
Lake Merritt Station (800 Oak St, Oakland, CA)
San Leandro Station (1401 San Leandro Blvd, San Leandro, CA)

Project Phase(s):

Construction (CON)

Project Mode(s):

Pedestrian, Non-Roadway Transit (heavy rail, ferries, etc.)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Community-Based Transportation Plan

Details on plan recommendations affecting the project area (with adoption date):

This project will deliver a one-for-one replacement of existing incandescent lighting fixtures with energy-efficient LED fixtures within BART stations and surrounding station areas. The upgrades will improve safety, visibility, reliability, and the overall customer experience by creating brighter, more welcoming transit environments.

The project is consistent with the Alameda County Community-Based Transportation Plan (CBTP), which identified the need for safer and more convenient access to transit, improved transit quality, and investments that benefit low-income communities and communities of color. Community engagement conducted as part of the CBTP highlighted concerns regarding access to BART stations, safety, cleanliness, and the overall transit rider experience. The CBTP also identified countywide transportation needs that include improving safety for all users and providing better access to transit, including safer and more convenient access to stations.

By replacing outdated lighting infrastructure at Coliseum, Fruitvale, Hayward, Lake Merritt, and San Leandro stations, this project directly addresses these identified needs by improving visibility, enhancing passenger safety, supporting accessibility, and creating a more comfortable environment for transit users. These improvements will particularly benefit the Equity Priority Communities served by these stations and support Alameda CTC's goals of advancing equitable access, improving transit quality, and maintaining high-quality transportation infrastructure.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Infrastructure elements included in this phase of the project:

Other: LED Lighting

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

407300, 407400, 408500, 406000, 406100

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

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