

West Oakland BART Station Access Study

February 2018 and October 2019

Prepared by Fehr & Peers (consultant) in conjunction with:

- BART
- AC Transit
- City of Oakland
- SUDA
- West Oakland TOD Community Advisory Committee (WOCAC)

Relevant Plans & Policies

- BART Transit Oriented Development Policy
- BART Transit Oriented Development Guidelines
- BART Station Access Policy
- BART Bicycle Plan: Modeling Access to Transit
- BART Bicycle Program Capital Plan
- BART Multimodal Access Design Guidelines
- BART Replacement Parking for Joint Development
- West Oakland Specific Plan
- Oakland Bicycle Master Plan
- Let's Bike Oakland – City of Oakland Bike Plan
- Oakland Pedestrian Master Plan Update
- Oakland Walks – City of Oakland Pedestrian Plan
- City of Oakland Transportation Impact Review Guidelines
- City of Oakland High Injury Network Maps
- West Oakland Truck Management Plan
- AC Transit Designing with Transit

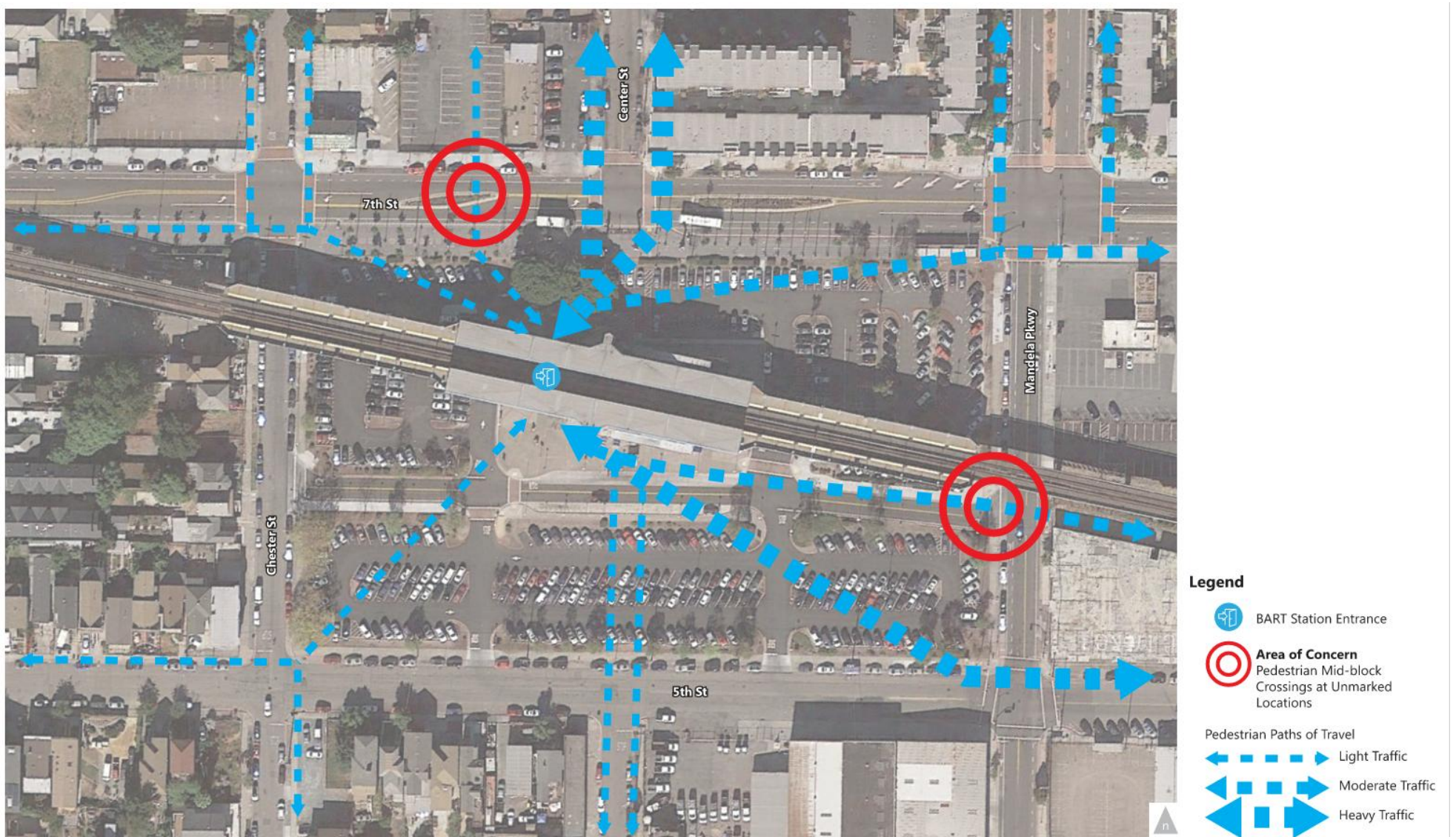
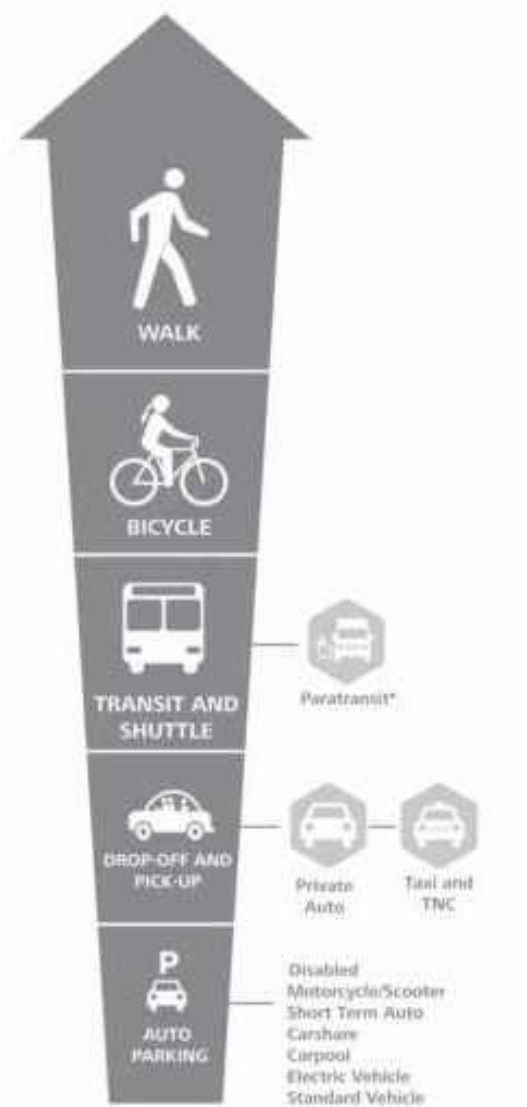


Figure 3: Bicycle Improvements

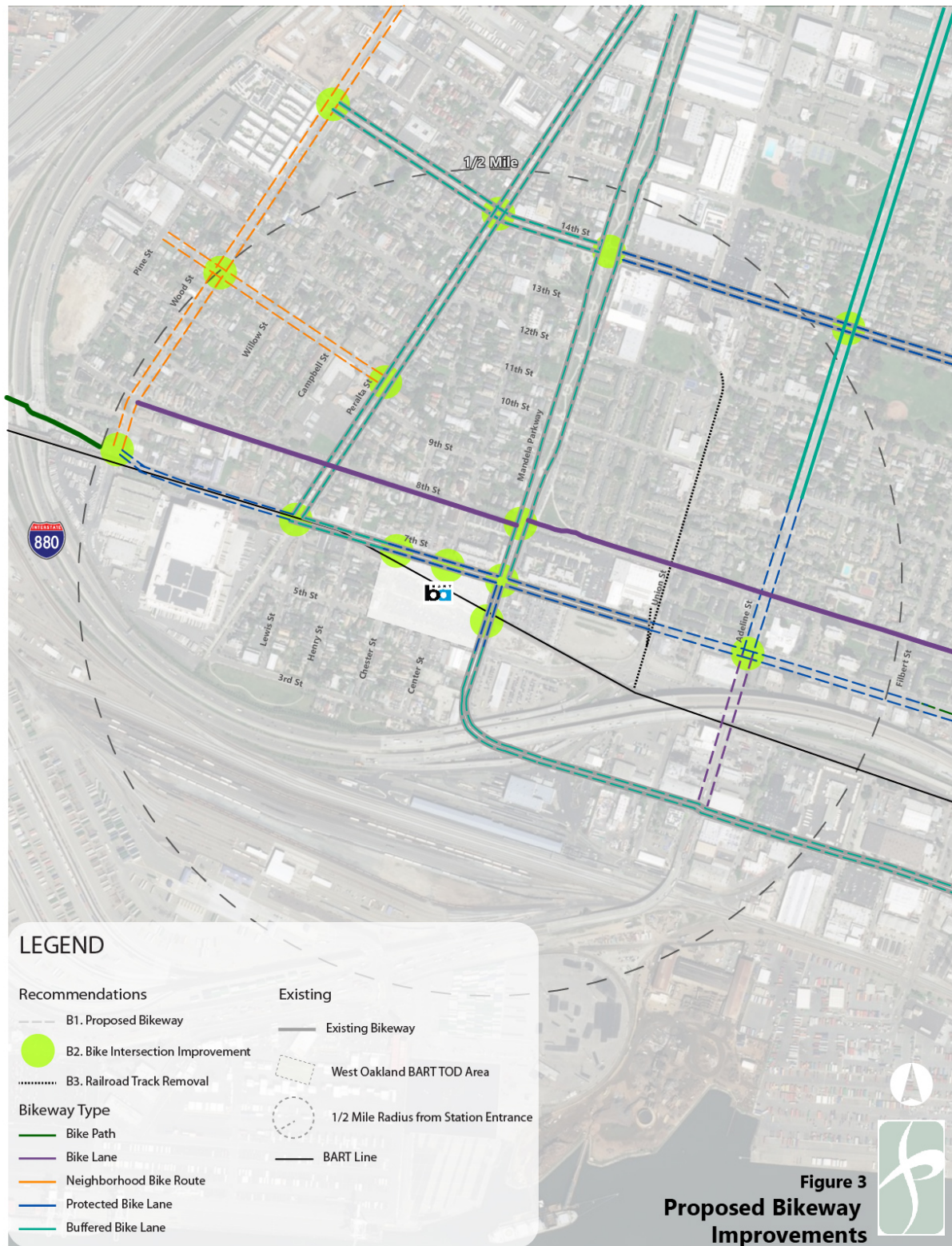
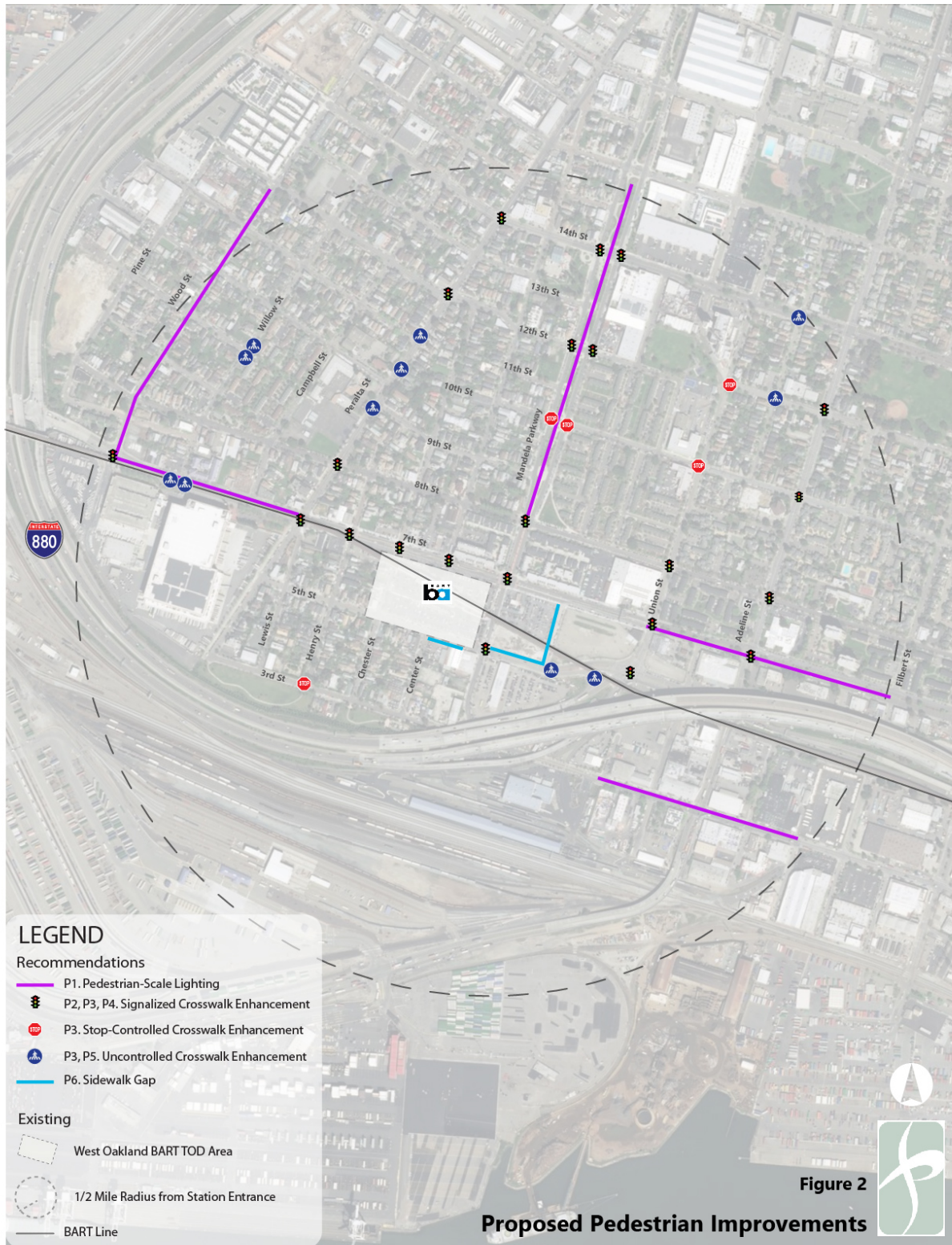
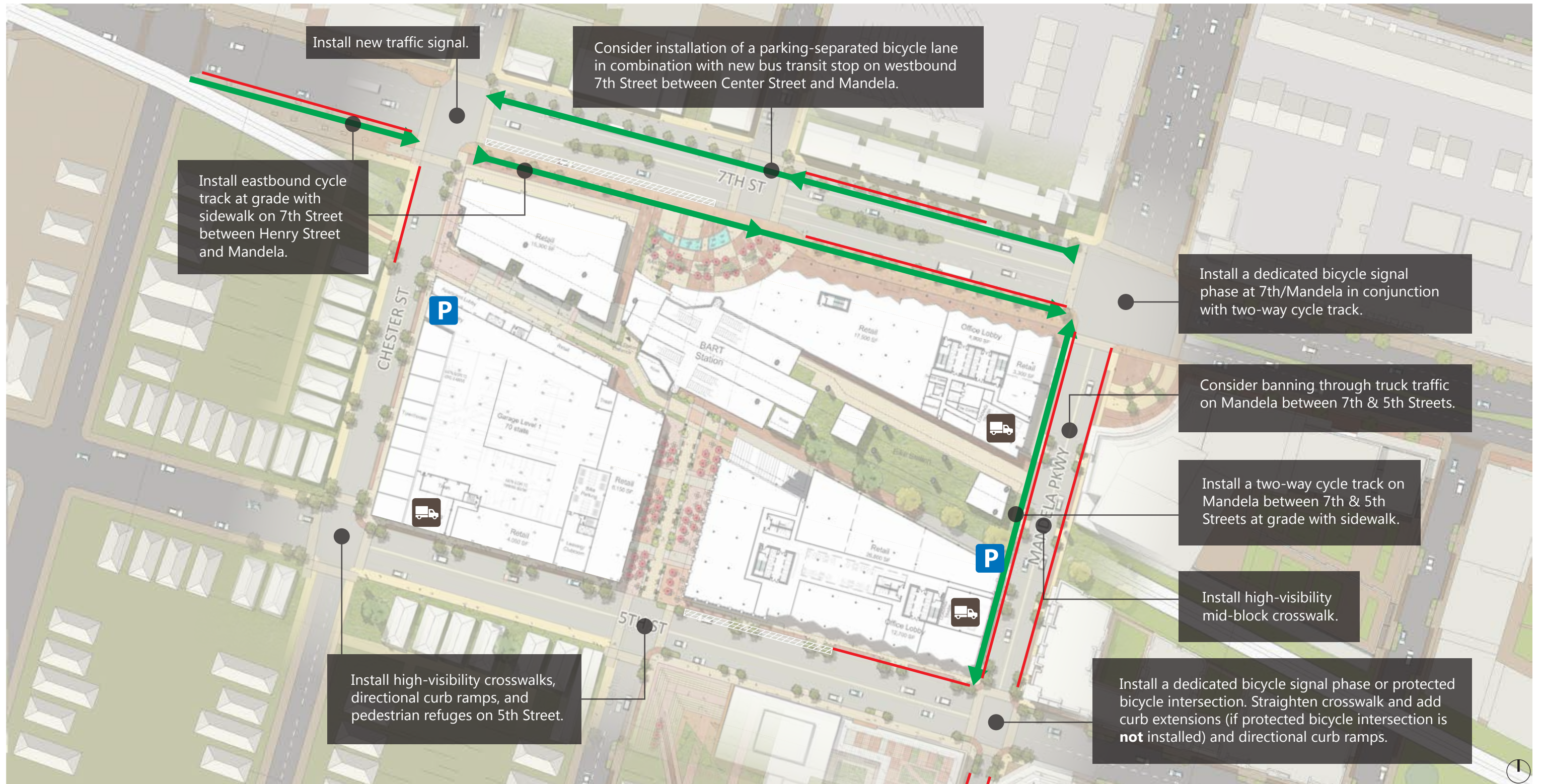


Figure 2: Pedestrian Improvements



West Oakland BART TOD Access Study, February 2018



LEGEND Bicycle Facility Improvement No On-Street Parking or Stopping Truck Loading Driveway Parking Garage Driveway



Figure 11
West Oakland BART TOD Proposed Pedestrian and Bicycle Access

West Oakland BART TOD Access Study, February 2018

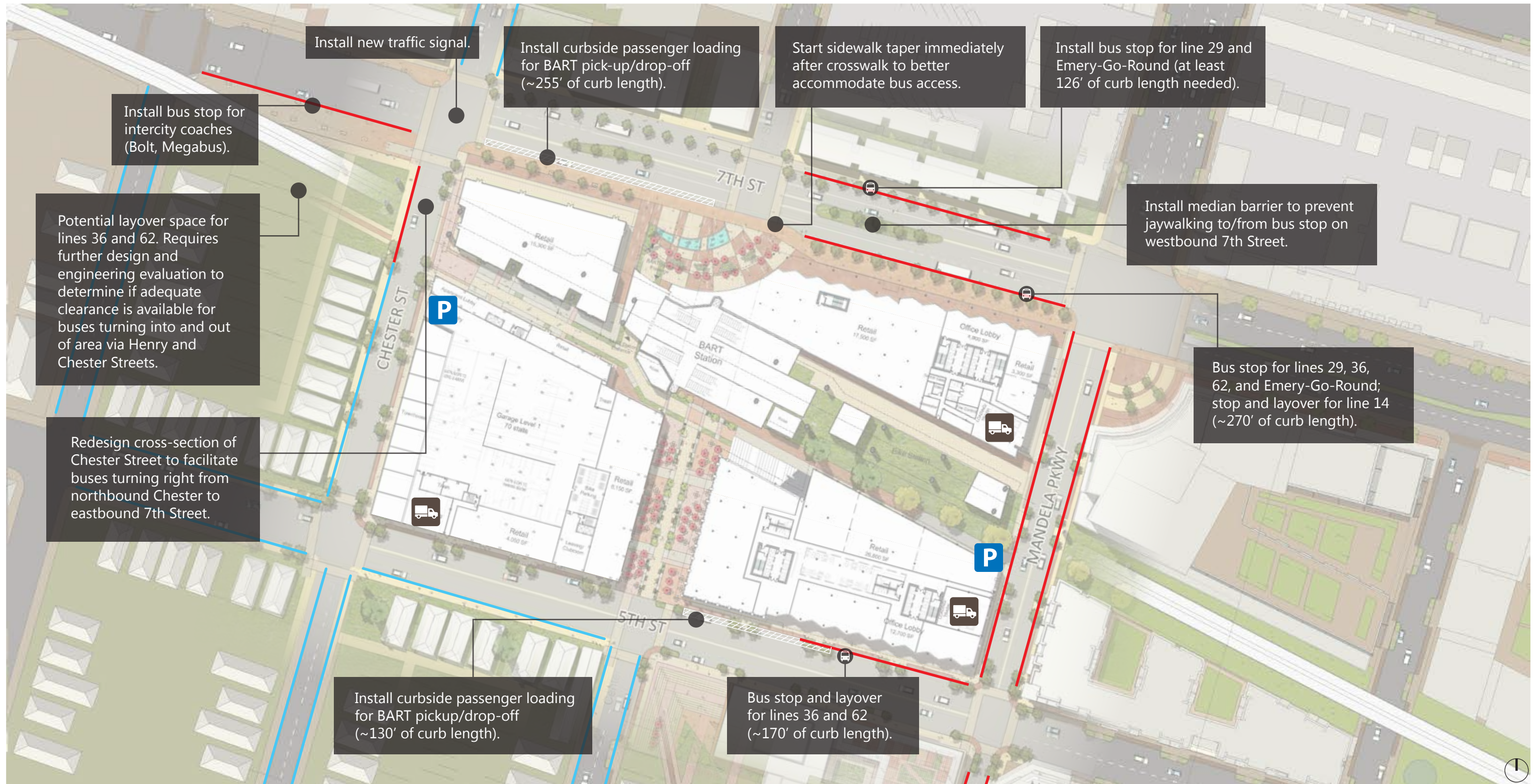


Figure 12
West Oakland BART TOD Proposed Bus and Vehicle Access



West Oakland BART

Conditions Of Approval (COA)

COA #11

- 7th Street Improvements
 - Raised Class IV one-way separated bikeways on both sides of 7th Street between Chester St and Mandela Pkwy.
 - Minimum 8 ft pedestrian through zone on the sidewalk between Chester St and Mandela Pkwy. 7th St sidewalk to provide adequate width to accommodate high level of pedestrians with pedestrian amenities such as seating, real-time bus arrival information, trash receptacles, and pedestrian-lighting.
 - Approximately 270-foot extended bus stop on eastbound 7th St at Mandela Pkwy
 - Approximately 130-foot bus stop on westbound 7th St just west of Center St
 - Approximately 250 feet of linear curb designated for passenger loading and unloading on eastbound 7th St between Chester St and Center St, with about 50 feet of curb on eastbound 7th St just west of Center St designated as blue accessible loading zone.
- Mandela Parkway Improvements
 - Class IV one-way separated bikeways on both sides of Mandela Pkwy between 7th St and 5th St
 - Minimum 8 ft pedestrian through zone on the sidewalk between 7th St and 5th St
 - Prohibit parking on the west side of Mandela Parkway between 5th St and 7th St
- 5th Street Improvements
 - Minimum 8 ft pedestrian through zone on the sidewalk between Chester Street and Mandela Parkway
 - Approximately 170-foot long bus stop and layover zone with a concrete bus pad on 5th Street just west of Mandela Pkwy.
 - Approximately 100 feet of linear curb designated for passenger loading and unloading east of Center St and about 200 feet west of Center St
- Chester Street Improvements
 - Minimum 8 ft pedestrian through zone on the sidewalk between 7th St and 5th St
 - Centerline redesigned to facilitate northbound bus turning movements.
 - Prohibit parking on the east side of Chester St between 5th St and 7th St and on the west side of Chester St for about 100 feet south of 7th St.
- Intersection Improvements
 - 5th St and Center St
 - High-visibility crosswalks and directional ramps
 - Curb extensions
 - 5th St and Chester St
 - High-visibility crosswalks and directional ramps
 - 5th St and Mandela Pkwy
 - High-visibility crosswalks and directional ramps
 - Mandela Pkwy between 5th St and 7th St
 - High-visibility, mid-block pedestrian crossing
- Other:
 - Bike station on the east side of the existing BART station, under the BART tracks.

COA #52

Requirement #2. Implement the following at the 7th Street/Mandela Parkway intersection:

- o Convert the existing through/right-turn lane on the westbound 7th Street approach to a right-turn/bus only lane, and remove the merge lane on westbound 7th Street west of the intersection

Requirement #5. Explore the feasibility of (and implement, if feasible) installing curb extensions (bulb-outs) and directional curb ramps with truncated domes at the following locations:

- o Southwest corner of the 7th Street/Chester Street intersection.
- o All four corners of the 5th Street/Mandela Parkway intersection and curb extensions (bulb-outs) across the 5th Street approaches of the southwest and northeast corners.

Requirement #6. Provide all-way stop control at the 5th Street/Center Street and 5th Street/Chester Street intersection.

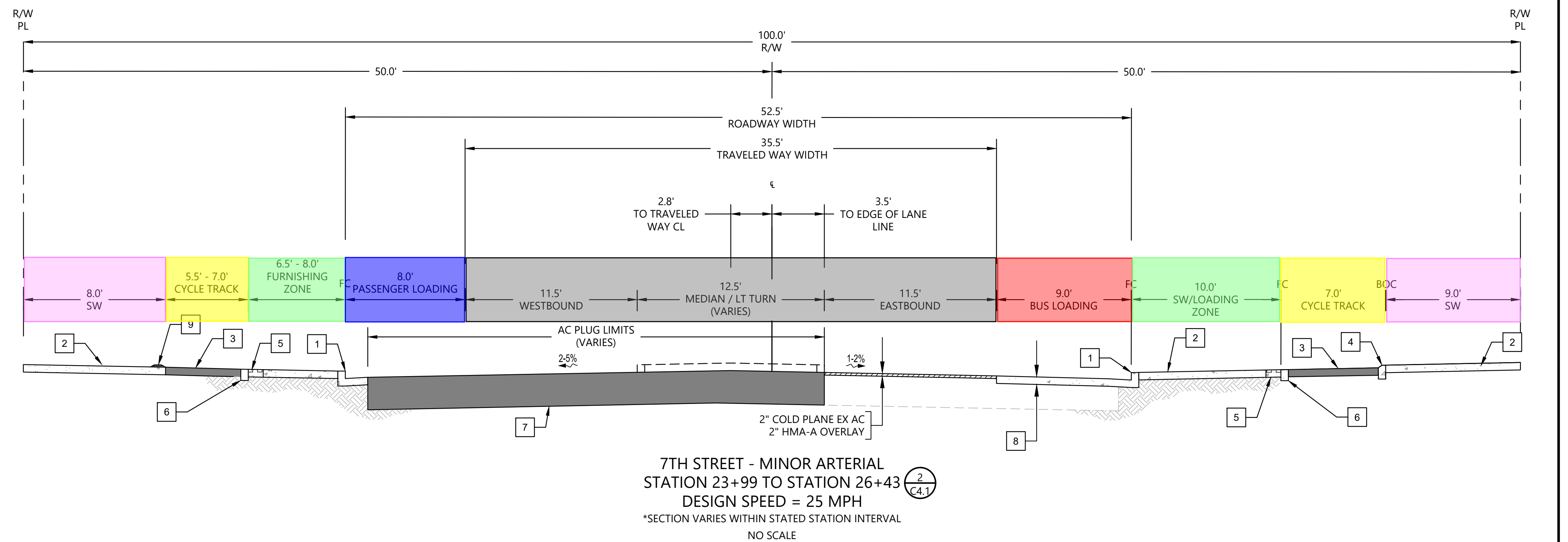
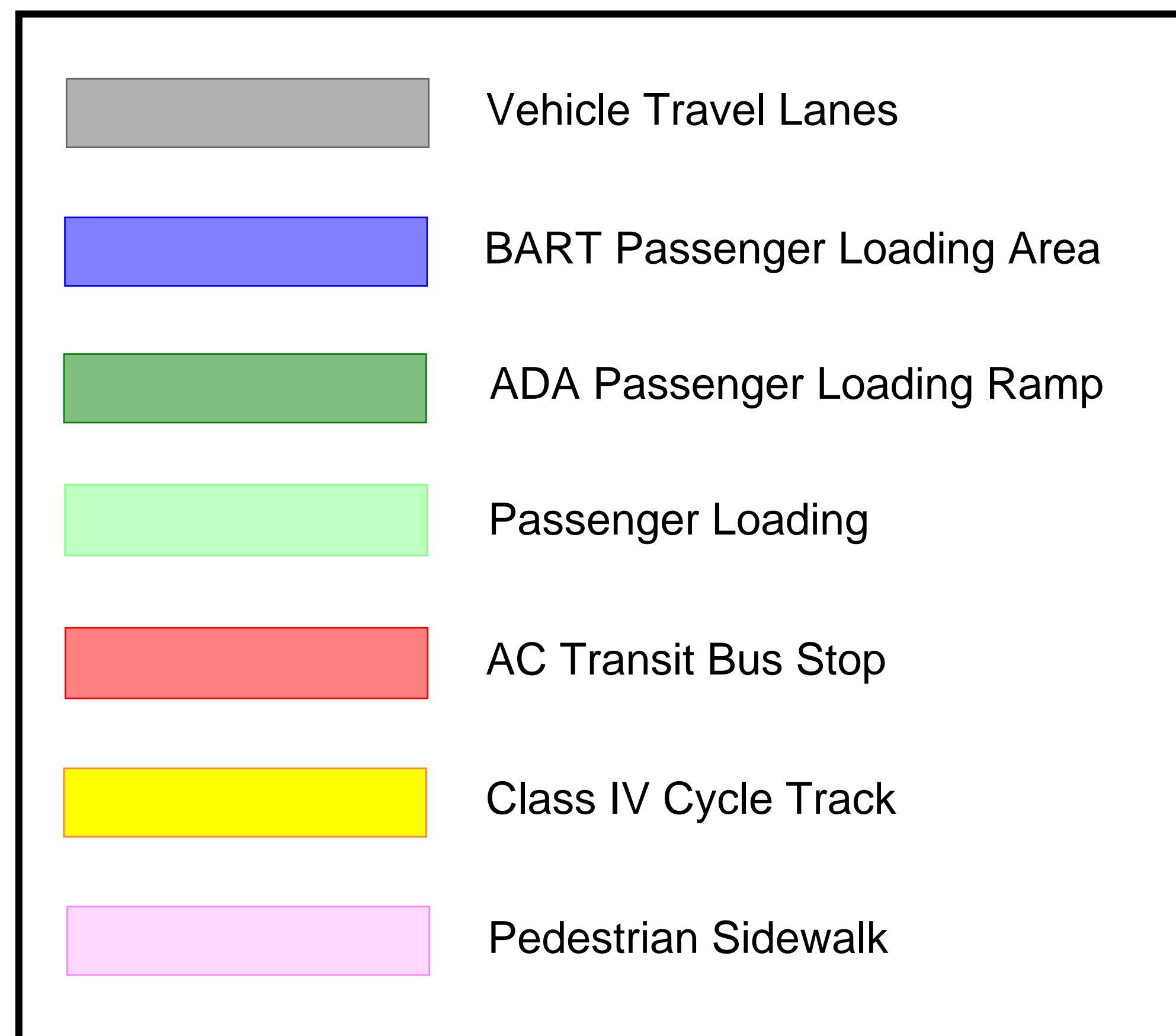
Requirement #8. Install a pedestrian scramble at the 7th Street/Center Street intersection.

Requirement #9. Coordinate with the City of Oakland and the appropriate property owners to determine the feasibility of and if deemed feasible, complete the sidewalk gap on the south side of 5th Street just east of Center Street.

Requirement #10. Work with the City to designate a bus stop for intercity coaches (e.g., Megabus and Bolt) and other shuttles on 7th Street between Henry and Chester Streets.

Requirement #11. Install improvement measures at the proposed mid-block crossing on Mandela Parkway, such as raised crosswalk, Rectangular Rapid Flash Beacon (RRFB), or other measures as approved by the City of Oakland.

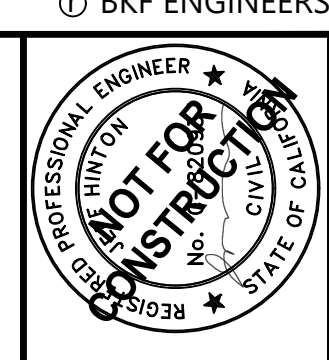
Mandela Station at West Oakland BART 7th Street Hardscape Design



FUTURE CONDITION OVERALL EXHIBIT
WEST OAKLAND BART DEVELOPMENT
MANDELA STATION/T3 COMMON AREA PLAN
MAY 2026

PREPARED BY
BKF **BKF ENGINEERS**
1646 N. CALIFORNIA BLVD.
SUITE 400
WALNUT CREEK, CA 94596
(925) 940-2200
www.bkf.com

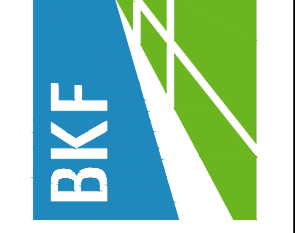
Mandela Station at West Oakland BART 7th Street Hardscape Design



C-82093

JEFF HINTON

BKF ENGINEERS
1646 N. CALIFORNIA BLVD.
SUITE 400
WALNUT CREEK, CA 94596
(925) 940-2200
www.bkf.com



WEST OAKLAND BART STATION PUBLIC IMPROVEMENT
PHASE 1 CONSTRUCTION DOCUMENTS
CITY OF OAKLAND ALAMEDA COUNTY CALIFORNIA

TYPICAL SECTIONS

ABBREVIATIONS:

- AC ASPHALT CONCRETE
- BB BIKE BUFFER
- BOC BACK OF CURB
- BL BIKE LANE
- BW BACK OF WALK
- BOW BOTTOM OF WALL
- CL CENTER LINE
- DWY DRIVEWAY
- EXIST EXISTING
- FC FACE OF CURB
- FL FLOW LINE
- HMA HOT MIX ASPHALT
- O.C. ON CENTER
- P/L PROPERTY LINE
- R/W RIGHT OF WAY
- S.E.P. SEE ELECTRICAL PLANS
- SHLD SHOULDER
- S.L.P. SEE LANDSCAPE PLANS
- S.S.P. SEE STRUCTURAL PLANS
- SW SIDEWALK
- TC TOP OF CURB

LEGEND:

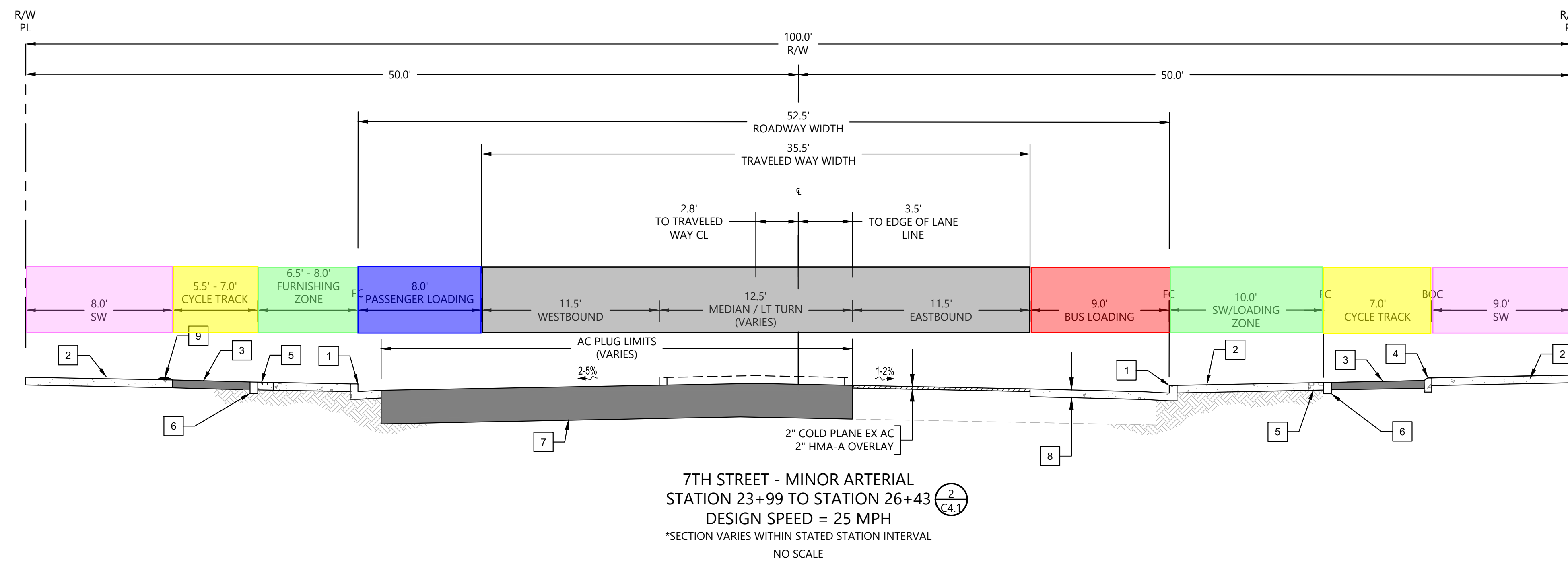
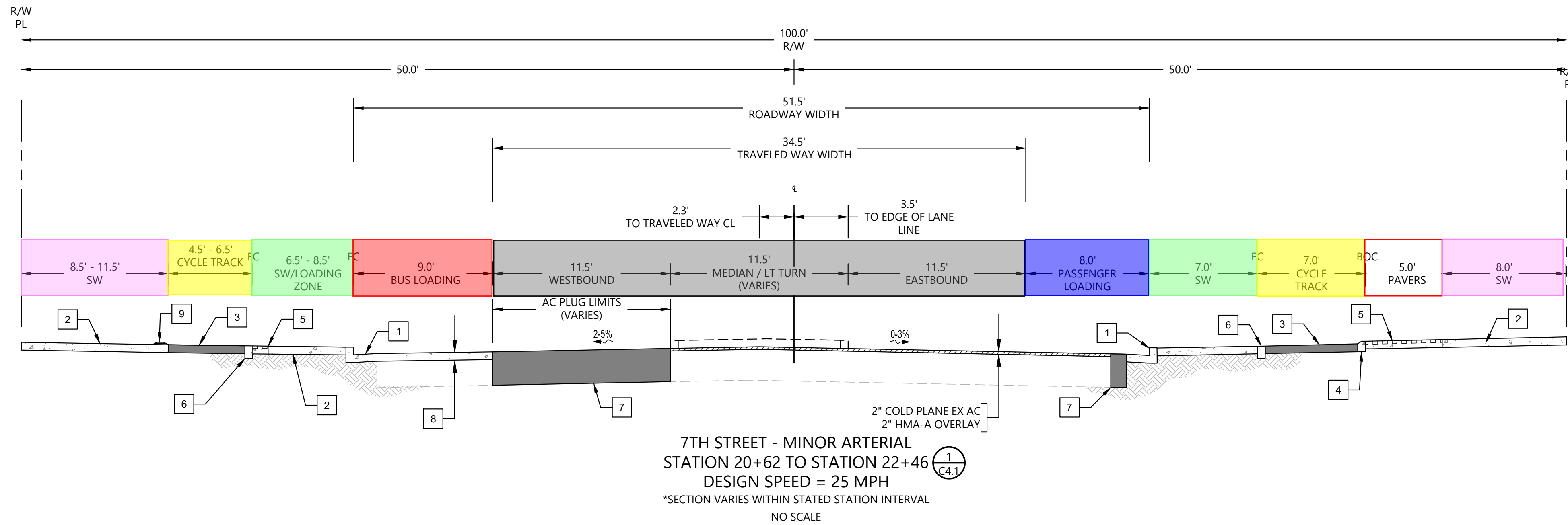
- MILL AND FILL AC
- PLAIN CEMENT CONCRETE
- FULL DEPTH AC
- EXISTING AC
- EXISTING CONCRETE
- CENTER LINE
- PROPERTY LINE

KEYNOTES:

- 1 TYPE A CURB AND GUTTER PER CITY OF OAKLAND DETAIL S-1 - SEE DETAIL 1, SHEET C8.1
- 2 STANDARD SIDEWALK - SEE LANDSCAPE PLANS
- 3 AC CYCLE TRACK - SEE DETAIL 8, SHEET C8.13
- 4 SLANTED, 2" VERTICAL CURB - SEE DETAIL 2, SHEET C8.13
- 5 CONCRETE PAVERS - FOR DETECTABLE WARNING (1" MIN. WIDTH) - SEE LANDSCAPE PLANS
- 6 FLUSH CURB - SEE DETAIL 1, SHEET C8.13
- 7 FULL DEPTH ASPHALT CONCRETE PLUG - SEE DETAIL 6, SHEET C8.13
- 8 CONCRETE BUS PAD - SEE DETAIL 5, SHEET C8.13
- 9 TRAPEZOIDAL WARNING DELINEATORS - TEKWAY OR APPROVED EQUAL

NOTES:

- 1. DIMENSIONS AND LOCATIONS ARE TYPICAL. FOR ACTUAL DIMENSIONS AND LOCATIONS, SEE THE HORIZONTAL CONTROL PLANS.
- 2. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- 3. FOR LIMITS AND TYPES OF CURB AND GUTTER, LIMIT OF DIKES, LIMITS OF SIDEWALK, AND LIMITS OF FENCING, SEE HORIZONTAL CONTROL PLANS AND DETAILS.
- 4. FOR DETAILS OF CURB AND GUTTER, AND SIDEWALK, SEE THE CONSTRUCTION DETAIL PLANS
- 5. WIDTH MAY VARY DEPENDING ON THE TYPE OF ADJACENT LOADING ZONE AND LANDSCAPE AREA CONSTRAINTS. MINIMUM PASSENGER LOADING ZONE WIDTH TO BE 8 FEET. MINIMUM BUS LOADING ZONE AREA TO BE 10 FEET.
- 6. EXISTING ROAD AND GUTTER FLOW SLOPES ARE FLATTER IN SOME AREAS THAN INDUSTRY ACCEPTED DESIGN MINIMUMS. THIS DESIGN DOES NOT SET OUT TO REMEDIATE EXISTING PONDING AS GRADES ARE CONSTRAINED BY THE WORK LIMITS AND CONFORMING CONDITIONS. THIS WORK MAY RESULT IN CHANGES TO DEPTH AND DURATION OF PONDING AT LOCALIZED POSITIONS WITH NO NET ADVERSE IMPACTS ON A BLOCKWIDE BASIS.



P:\04_Mar23_2026\1157am_032018\B0388_west_oakland_bart_106_survey\ENGIN\Sheet\23_oakland_bart_106_survey\Improvement\Phase 204_WOAKART_OI_TYP_SECT_PH2.dwg

No.	Revisions

Date: 03/23/2026
Scale: AS SHOWN
Design: J.M.
Drawn: K.T.
Approved: J.H.
Job No: C180384