



WCCTAC

West Contra Costa Transportation Advisory Committee
West Contra Costa Transit Enhancement Strategic Plan
&
West Contra Costa/Albany Transit Wayfinding Plan

Working Group Meeting

Thursday, July 7, 2011

11:00 a.m.

AGENDA

- I. Introductions
- II. May 12 Working Group Meeting Notes/Key Actions
- III. Draft 35% Wayfinding Plans Discussion
- IV. Draft Outreach Report Discussion
- V. Draft Transit Enhancement & Wayfinding Plan Document Discussion
- VI. Final Grant Prioritization Matrix Information
- VII. Toolbox Compendium Information
- VIII. Next Working Group Meetings (Look Ahead) Information
 - September
 - Power Point Presentation to WCCTAC Board
 - Final Report
- IX. Adjourn



WCCTAC

West Contra Costa Transportation Advisory Committee
West Contra Costa Transit Enhancement Strategic Plan
&
West Contra Costa/Albany Transit Wayfinding Plan

Working Group Meeting

Thursday, May 12, 2013
11:00 a.m.

MEETING NOTES

Attendees: Christina Atienza, John Rudolph, Linda Young (WCCTAC); Yvetteh Ortiz (City of El Cerrito); Steven Tam (City of Richmond); Robert Reber (City of Hercules); Kanwal Sandhu (City of San Pablo); Aleida Andrino-Chavez (City of Albany); Deidre Heitman (BART); Bob Grandy, Brooke Dubose (Fehr & Peers); Sue Labouvie, Max Heim (Studio L'Image).

I. April 14 Meeting Notes

The Working Group had no requested changes to the April 14 meeting notes.

The following key actions from the April 14 meeting were highlighted.

- The Working Group approved the dates for the three planned May workshops, reviewed the draft flyer, and asked that it be distributed to WG members.
- The Working Group reviewed the Wayfinding strategy recommendation and approved it with modifications.
- The Working Group reviewed the Draft Project Prioritization matrix and asked for some revisions to the table format.



WCCTAC

II. Draft Wayfinding Presentation to WCCTAC Board

Sue and Max presented a draft power point documenting the wayfinding recommendation, approved at the April working group meeting, for presentation to the May WCCTAC Board. The Working Group discussed individual presentation items and suggested revisions. The Working Group also asked that the presentation be shortened for the Board.

ACTION ITEM – Studio L’Image to submit revised version of power point to Christina Atienza for review prior to presentation to Board.

III. May Workshops – Organization & Board Samples

Brooke described the proposed format for the May workshops and walked through a series of boards to show the materials that would be presented. The Working Group approved the format and boards to be presented.

IV. Next Working Group Meeting

The next Working Group meeting will be July 7 at 11:00 am. The focus of the July meeting will be a presentation of several major deliverables including the (1) 35% Wayfinding Plans, (2) Outreach Report, and (3) Draft Plan.



WCCTAC Transit Enhancement and Wayfinding Plans

Summary of public outreach efforts and comments

One of the stated objectives of the transit enhancement and wayfinding plans was to engage the public in West County and Albany, both to inform them about the improvements being proposed under the plans and to solicit their input on these proposals and their ideas and suggestions for additional improvements. The public outreach strategy for the plans consisted of three main elements:

I. Project website

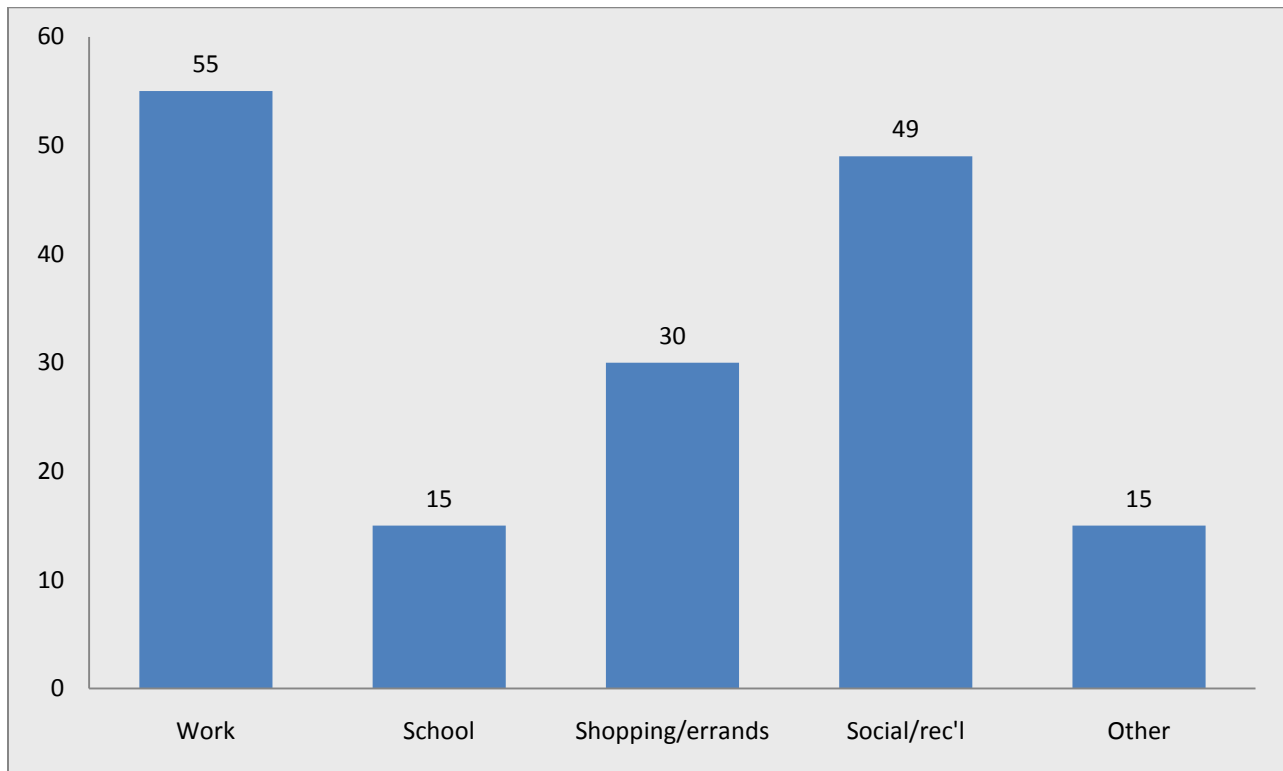
The website, at www.wcAccessTransit.com, contained all the project information of potential interest to the public. It included the lists and maps of improvements proposed for each of the transit centers and also the suggested design options for the wayfinding signs. The website also provided the details about the three community workshops (see below), a link to the online survey (also see below) and contact information for people with questions about the project.



II. Online survey

The survey, administered through SurveyMonkey, asked a number of questions about respondents' key demographic characteristics and general use of public transit. More to the survey's point, it asked people to indicate the main obstacles to accessing and using transit in West County and to identify the projects and strategies that would most help improve people's access to, and their experience at, transit centers. As an incentive to potential survey respondents, anyone who completed the survey was eligible to win a Clipper card worth \$155 or one of three \$60 cash prizes. Below are the full results from the survey:

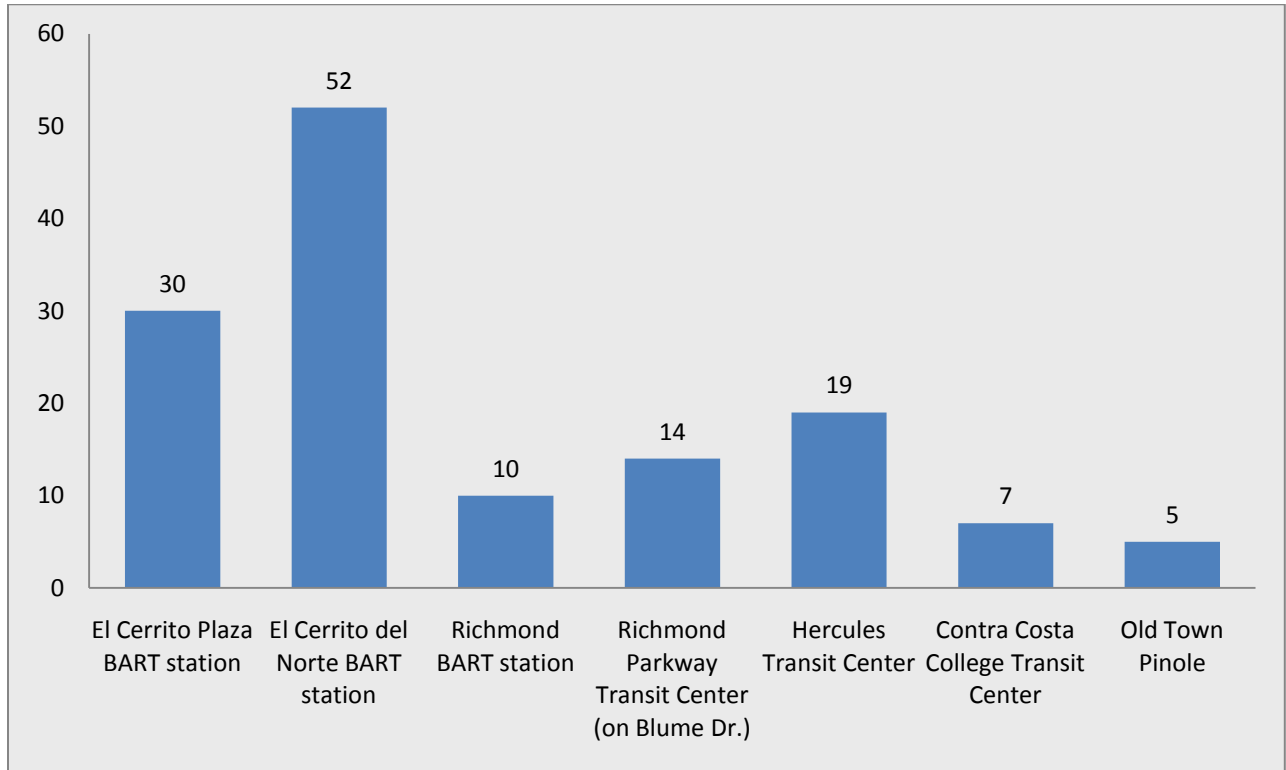
1. For which of these purposes do you use public transit to, from or within Contra Costa at least once a week? Check all that apply.



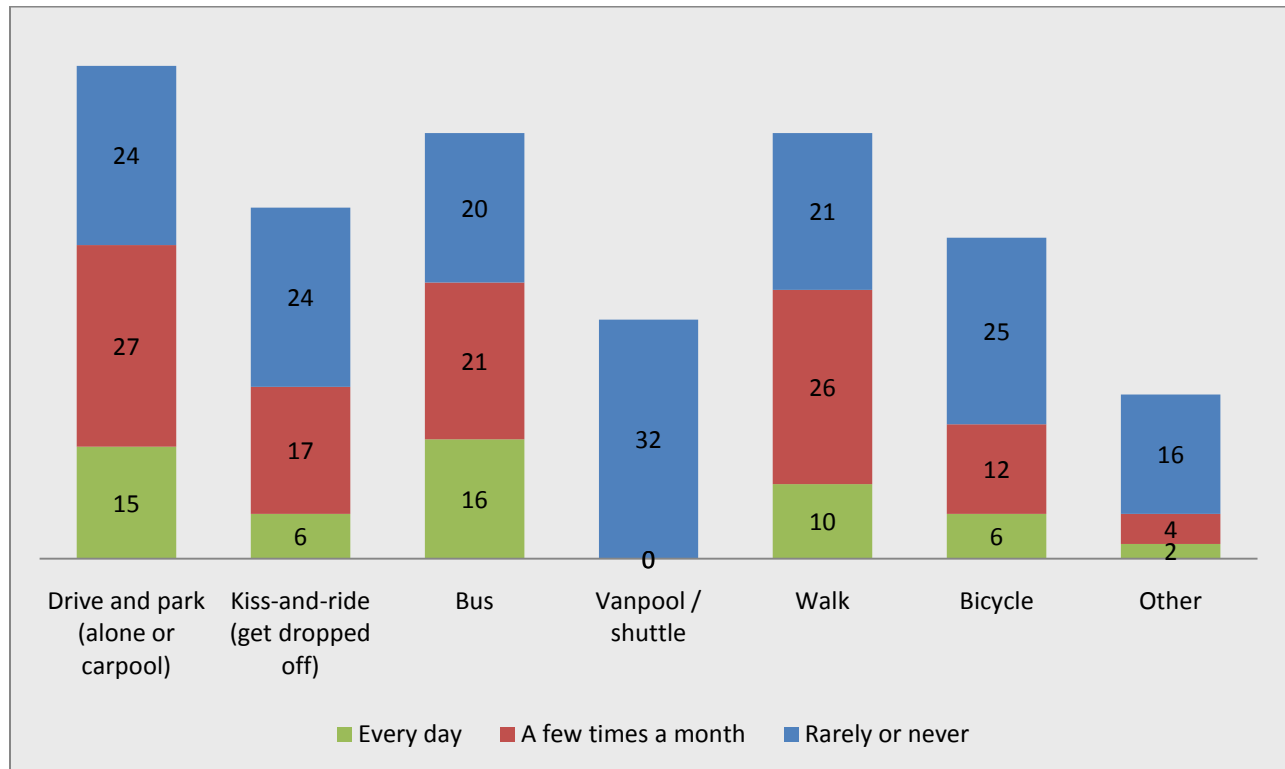
Responses given for “Other”

1. Travel (shuttle to airport)
2. attend community meetings
3. doctor's or other health related visits
4. I usually take BART for entertainment activities in Berkeley, Oakland or San Francisco and to the Beauty Shop every 6 weeks.
5. Subsidies of public transportation such as empty buses is a waste of taxpayer money.
6. bus subsidies are a waste of tax payer money. complete waste of money to fund empty buses to drive routes. union for drivers has too much power.
7. rarely use. waste if resources to subsidize such low ridership. empty buses run constantly, transporting one or two passengers, no justification for salary.
8. when I cant use car
9. Many medical appointments, Meetings
10. Doctor's Appointments
11. spiritual and also 12 step meetings in AA and NA
12. student shopping/ BART access
13. Meetings and church
14. I try not to drive to SF, so if I want to go there, I go by BART
15. medical appointments

2. Which of these transit hubs do you use at least once a week to access any kind of transit service? Check all that apply.



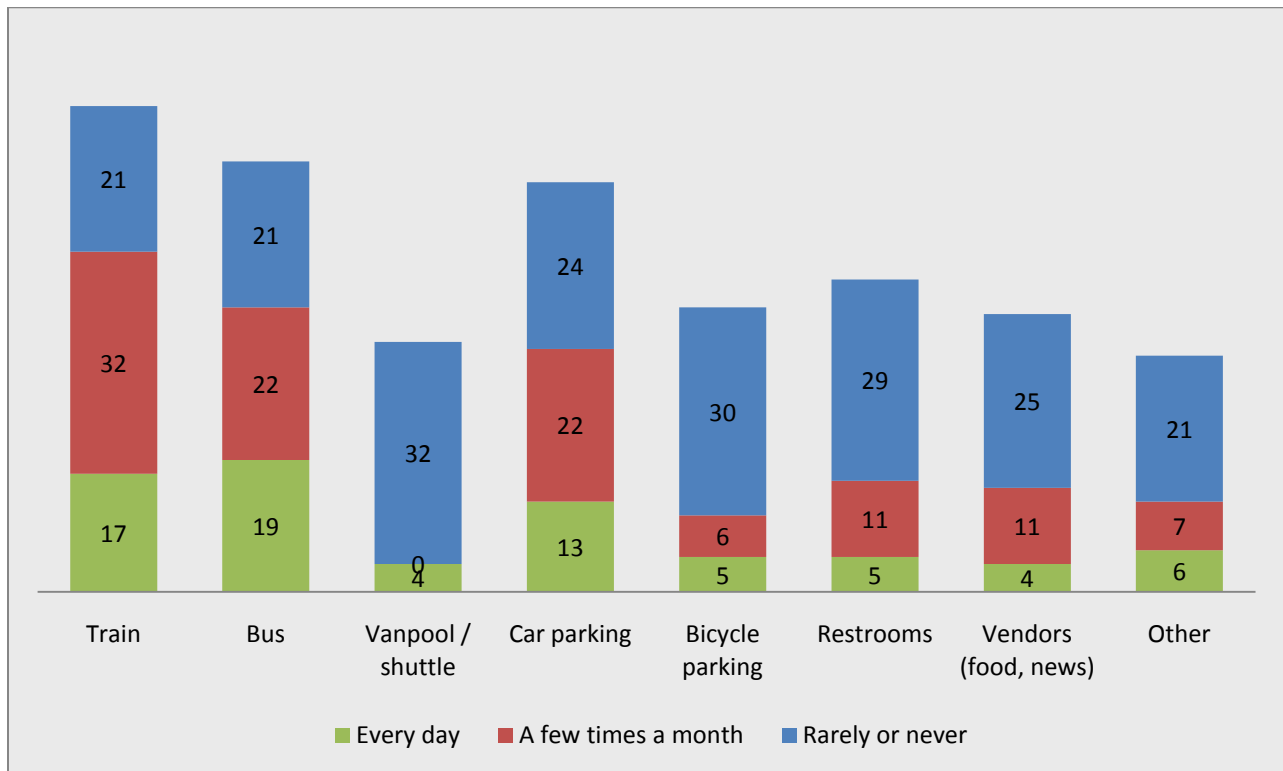
3. If you use any of the transit hubs listed on the previous page, how do you get to them?



Responses given for “Other”

1. use paratransit
2. 60% of time I drive to del Norte BART and park other 40% of time I bus or bike to Richmond Parkway Transit Center and take the express bus to del Norte BART station
3. kiss and ride is not appropriate, unprofessional. Empty buses pulling out of, and dinto transit hubs are a waste of money. Services shoul dbe reduced due to low ridership. Monies could psent elsewhere. Driver's union is too strong and paying a driver to pilot an empty bus on taxpayer money is inappropriate.
4. carpool lanes clog traffic, bus subsidies waste money-program should be self sifficient and if not should be cut. bus sriver unions are paid far too much. waste of tax payer money to subsidize low ridership. citizrns have shown, through empty buses that service is not needed or wanted.
5. BART
6. THERE IS NOT ENOUGH PARKING AT EC STATIONS, RICHMOND UNSAFE
7. Taxi
8. transfer between AC Transit and Westcat

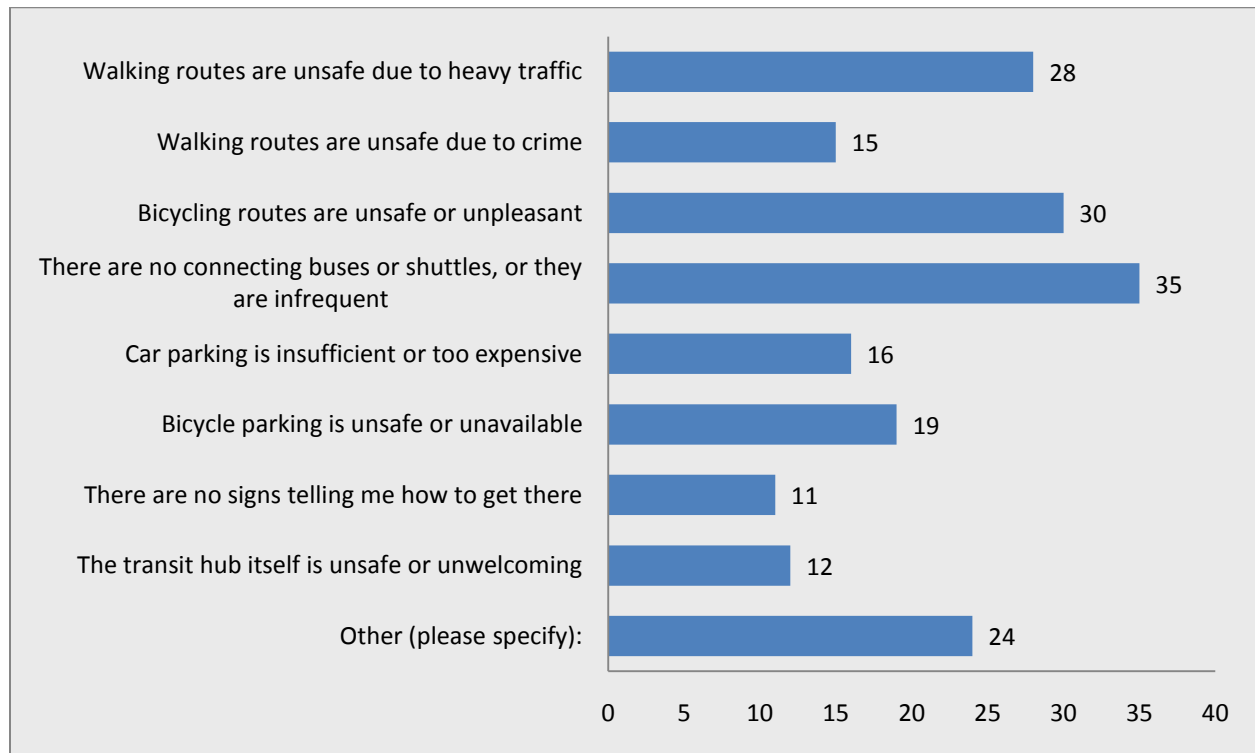
4. If you use any of the transit hubs listed earlier, which of the following transit services or amenities do you use once you are there?



Responses given for “Other”

1. Restaurants, coffee shops, dry cleaners, etc.
2. services around transit hubs are unsafe. Used as starting point for illegal activity such as robberies, burglaries, etc.
3. motorcycle should be free on bridges and parking everywhere.
4. Adjacent bike path
5. Walking
6. I car pool with another work associate every day, except when I have late night meetings
7. Carpool
8. I buy my handicap tickets at Ak's Food Corner
9. Taxi
10. I regularly use the passenger pick-up/drop-off zone at El Cerrito del Norte BART station.
11. taxi

5. In your opinion, what are the main obstacles to getting to the transit hubs in West County mentioned earlier? Choose up to three.



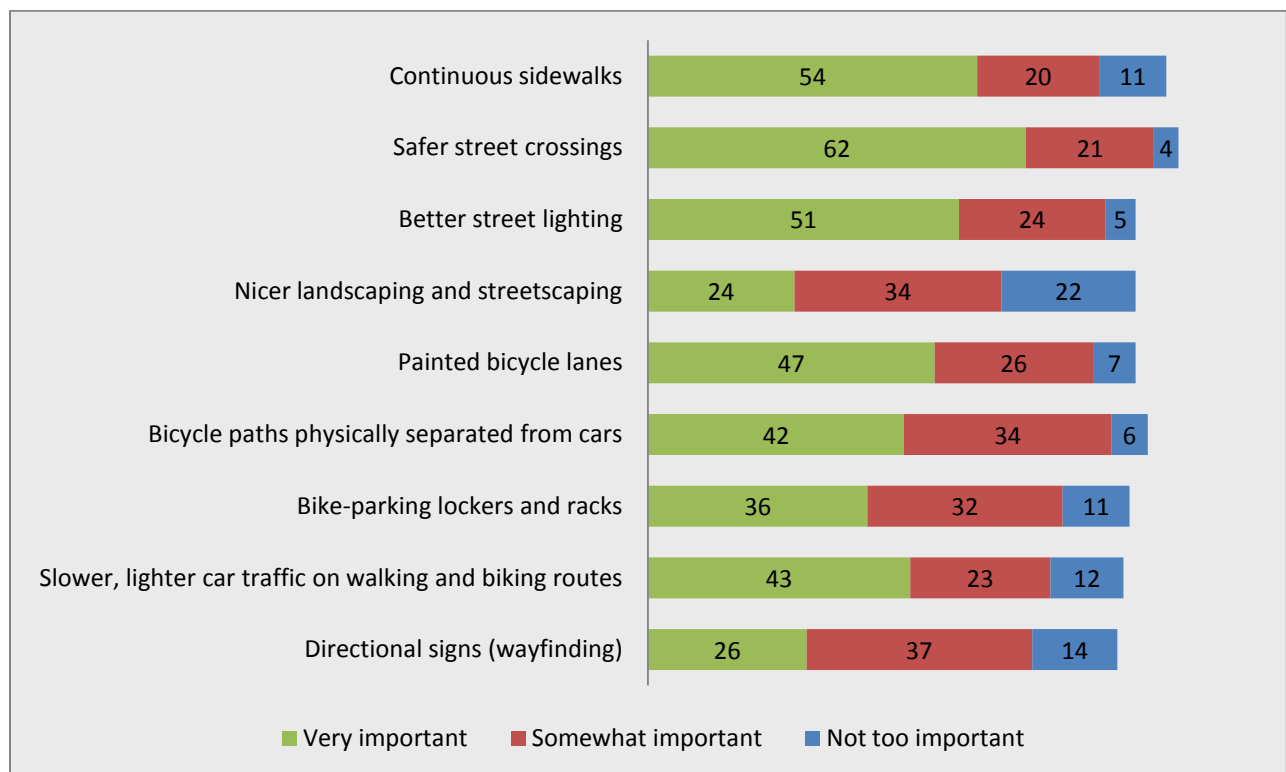
Responses given for “Other”

1. Hercules Bayfront Downtown Train/Ferry station doesn't exist yet.
2. I have no interest in riding the bus. The BART stations are fine.
3. will use Hercules Transit Ctr more often for Bus (lynx)and Carpool if parking is cheaper or Free
4. Transit hubs are unsafe. BART police not doing enough. Far too many people are robbed in and around transit hubs.
5. I only take transit TO Contra Costa County and therefore I only travel FROM the transit hub using a method other than transit.
6. Traffic is horrible getting to the Bart Station.
7. it is too far for me to walk to the transit center in the morning. The parking has no ticket machine, buying parking ticket is extremely difficult for me without a printer at home
8. NO SIDEWALKS IN PINOLE AREA WHERE I LIVE
9. Buses do not keep to schedule or simply do not run at all or don't stop at assigned stops
10. no sidewalks along Willow avenue to Transit Center from the east
11. Buses take too long to get me from Hercules to the El Cerrito del Norte. The Hercules Transit Center to too far away to walk to from my home. It is located in a very poor site within Hercules - far away from residences.

12. No available transit on Sundays nor before 9AM on Saturdays nor late evenings. Cannot even connect to paratransit in Pinole Valley at these times.
13. expensive
14. evening buses don't run late
15. Bus routes don't run late enough, too much money goes to pay BART police that is rarely present when it could pay for a 24 hour security guard along the bus stops and patrol along san pablo avenue, no serious measures taken against gangs that sell drugs by 72/72M and 72R bus stops on the west side of del Norte BART and persistent loiterers and pnahandlers, more retail options such as a starbucks and drycleaner would deter this and make money, a redbox machine would be useful at this station as would vending machines and very serious fines/punishment for rampant vandalism of station furniture and wayfinding signage etc, there should be a security foot patrol along the ohlone trail and parking garages and also emergency buttons to immediately activate a security camera/microphone and lighting that allow you to contact the station agent/security/police/transit info/security patrol, there should be better lighting and security cameras that are actually working and actually and actively watched by someone a few feet away, there should be a notice board online maybe on the bart website or maybe on a new del norte bart website that allows people to casual carpool home or offer rides home to others with a system that makes the driver register/pass background check and register their i.d. and vehicle, maybe they could be given a \$2 charge or something to help with gas, a flower shop would do well here too, the paid area needs to be expanded to provide for a safe bike storage area my bike was stolen from in front of the police substation, the bart station agents are rude and uninformed and unwilling to help people with any non bart questions, there should be a heated/air conditioned waiting area for buses that strictly prohibits unsavory behavior because budget cuts have made long waits for buses for transit dependent individuals a sad reality, there should be a public forum such as a facebook page for transit hubs where people can post their thoughts in real time on what's going on at stations, there should be classical music playing on speakers at this station to calm down the aggressive people here (it really works) and it would be nice, there should be community ambassadors sent to the station periodically sent just to get peoples input and make them smile and give them a reason to have a nice day it would calm down the beasts, there should be change machines here for those that need to pay for their bus fare, an ATM would be very helpful as well, so would something to entertain children maybe a mini play area, there should also be a beautification project with art flowers and maybe a community garden to make the place look nice, the station is filthy and old that needs to change, unprofessional behavior by a minority of patrons (and many non patrons) needs to be addressed to give everyone living and working and commuting from this place a better name and to not scare off decent people.
16. For the walking disabled, it is near impossible to not meet these obstacles. I am also Left-sided deaf and can't always be aware of surroundings.

17. Cancelling the ORINDA BART from 74 has made it impossible for me to take my students off campus from De Anza High School. I use a car to do so now and hate it!
18. Connecting buses are most often late. So sometimes just walk.
19. Buses behind schedule making me miss transfers at Del Norte
20. Nothing in particular
21. AC Transit 72R does n't consistently get me to my WestCat connection at Del Norte since WestCat schedule changed. Plus, BART refuses to let me park at Del Norte station since I take a bus from there, not BART.
22. For a driver, there are virtually no obstacles. I would prefer free parking, but I'm willing to pay for it. Let's face it: those of us who own cars will only stop using them when gas hits outrageous prices in the \$10 per gallon range. Until then, just build parking structures. And please add traffic lights at parking area driveways.
23. Transit hub is 4 miles away. Too far to walk or to bike
24. no lights along Richmond Greenway

6. In your opinion, how important is each of the following projects or strategies in helping people to walk or bike to transit in West County?



7. We are interested in ideas and suggestions from the public. Please use this comment box to suggest other ways to improve access to transit for pedestrians and bicyclists in West County. Be as general or as specific as you would like.

1. pedestrian overpass
2. I look forward to the Hercules Bayfront Downtown Multimodal Train/Ferry station coming online, not just for Hercules, but for the entire region.
3. Hercules Transit Center is nice and big enough, More than half of the parking spaces are empty most of the time due to the expensive parking fees. It'll be more utilized and encouraging if parking is free so that commuters can park and ride buses or carpool.
4. I think it would be extremely helpful to have the westcat JL go into Richmond parkway T.C. or at least have a stop on blume drive in front of the transit center. Right now, the JR stops there, but it does not go to the mall. Currently, access from RPTC to Hilltop mall is poor, since the 18 comes every 70 min.
5. There are printed schedules, but its a guess when the bus will be there. Schedule transfers closer
6. ON AC TRANSIT I WOULD LIKE CHANGES TO THE 70 AND 71 ROUTES SO I CAN GET FROM 3400 RICHMOND PARKWAY TO TARGET ON FITZGERALD DRIVE ON ONE BUS. I HAVE TO PAY 25 CENTS EXTRA FOR A 2 MINUTE TRANSFER. THERE SHOULD BE AN OVERHEAD CROSSWALK ON RICHMOND PARKWAY NEAR HIGHWAY 80 TO AVOID TRAFFIC AND ACCIDENTS. ALSO, I WOULD LIKE WESTCAT TO USE THE CLIPPER SERVICE. I HAVE TO CARRY SEPARATE TICKETS FOR THEM.
7. Wider pathes for pedestians and bikers
8. If there was a bike rack available to the Richmond Parkway lot it would get used. Please work to get one installed.
9. More frequent WestCat transit routes from Pinole/Richmond Parkway Transit Center to El Cerrito del Norte BART station. More frequent AC Transit service on line 70 with a more efficient and coordinated transfer [to AC Transit line 72] connection to the El Cerrito del Norte BART station.
10. Have free shuttle that will drop off people heading to the bart. It is also important to make it available to people to feel safe once they get to either bart or bus by installing more lighting. Helps as a deterrent.
11. All three West County BART stations lack safe bicycle pedestrian access to the Bay Trail. This is an imperative connection. Connection from the Carlson Rapid Bus stop to El Cerrito Plaza BART needs to be improved. There is no direct, safe or intuitive path through the Plaza between the two.
12. In addition to safer street crossings, make crossing San Pablo Avenue, especially near Del Norte, much more convenient. Mid-block cross walks would be great. Right now, getting across SPA means walking to infrequent cross walks and waiting for 6 way traffic to cycle through before you get your turn. It takes minutes crossing multiple intersections that are way out of your way just to get across the street.

13. Longer running BART trains on weekends
14. I appreciate the bike lockers at EC Plaza and EC Del Norte BART. However, a majority of them are out of service. They need more regular maintenance. Thanks!
15. I would love to see more bike lockers in my area.
16. Working kiosks for BART and Amtrak tickets are very important.
17. more connecting buses
18. More frequent bus routes and locations.Sidewalk access to and from the transit center. Cheaper parking.
19. We need a road from the transit center to the city(or the senior center) hall for the residences who live on east of hercules to walk or bike
20. Lower the fare costs
21. Anything that would connect Pinole to Del Norte BART. A bike route would be great, a direct bus is sorely needed.
22. It would be helpful if the county had some type of auditor to occasionally ride the buses to insure that the driver's are keeping to schedule and stopping. It's bad enough to have a bus running 20 minutes late, but then to be standing there waiving and have him or her just drive on by is not acceptable. It makes it impossible to use public transit.
23. BART needs to extend service to the north. Within the West County, a light rail trolley system needs to be built to supplement BART.
24. LOCAL BUSES ARE SLOW TO TRANSIT HUBS, NOT ENOUGH PARKING AT BART STATIONS, NOT ENOUGH PARKING FOR CAR POOLERS IN EC OR ALBANY. RICHMOND BART NOT GOOD PLACE TO LEAVE VEHICLE. BIKE LANES AND PED PATHS SHOULD BE OFF MAIN VEHICLE ROUTES (TRUCK & BUS EMISSIONS AS WELL AS TRAFFIC). THE CITY OF RICHMOND HAS A BIKE / PED PLAN THAT IS NOT VERY GOOD. MOST MAJOR VEHICLE ROUTES THRU TOWN WILL DROP FROM 4 LANES DOWN TO 2. THIS WILL CREATE VEHICLE BOTTLE NECKS TO THE HOSPITAL, DOWNTOWN SHOPPING DISTRICT AND RICHMOND TRANSIT HUB AND INCREASE OVERALL EMISSIONS IN THOSE AREAS. THE IDEA OF A TRANSIT HUB IS TO CAUSE PEOPLE TO LEAVE THEIR VEHICLE AT THE HUB NOT MAKE IT SO INCONVENIENT PEOPLE DONOT WANT TO USE IT. EL CERRITO NEEDS TO LEARN THAT TO. THE BART STATIONS HAVE BIKE LOCKERS, BUT PEOPLE WILL ONLY USE THEM IF THEY RIDE EVERY DAY. PEOPLE THAT RIDE ONLY SOMETIMES DO NOT HAVE ENOUGH SAFE BIKE PARKING.
25. We need better access to transit in Pinole Valley On Sundays and before 9AM on Saturdays and also later evenings. Presently, there is no access to transit and paratransit for able-bodied and disabled persons when WestCAT is not in operation. This "gap" needs to be fixed!
26. El Cerrito Plaza Hub:
There are no dedicated bicycle lanes along Central Avenue and Fairmount Avenue to the El Cerrito Plaza station. There is considerable traffic generated on those two streets from the

freeway (Central) and the Plaza (Fairmount) making it unsafe for bicyclists/pedestrians to travel to the transit hub. Dedicated bicycle lanes would go a long way to having safer transit options.

I would like to see a bicycle/pedestrian friendly path connecting the East Bay to the North Bay along the San Rafael Bridge. The more options we give residents to connect to the rest of the Bay Area, the better. This is already progressing to some degree along the new Eastern span of the Bay Bridge.

I like the idea of a ferry terminal in south richmond.

27. My biggest concern is making sure that we don't spend too much money to alter things that are already in place and to be sure that other existing structures don't have to move or be displaced by adding trails and paths. I'm increasingly concerned about any changes to one of the locations we bike to beginning to feel the squeeze of other entities. UC Village Ball fields need to be preserved, my children and I enjoy biking to this for their games.
Thank you for your time
28. I rarely ride the Ohlone bike trail at night, but if I did, I would want to have a well-lit trail, especially so that wayfinding signage can be visible from a distance.
29. clearly marked entrances at transit hubs for non-car entry, such as bicycles and pedestrians. Often the most prominent signs provide information on what's not allowed (buses only, no entry, turn left) and fewer signs directing non-car traffic to the transit options.
30. There should be a security patrol at night time and when there are few people around. There should be a staffed police station instead of a police sub-station at the del Norte BART, BART police substation. As a women I have felt very threatended and there is no police to protect me. I have to walk along San Pablo Avenue and it is very scary at night (poor lighting, no easy way to contact police). A panic booths along San Pablo Avenue, the Ohlone, and Richmond Greenway trails and other paths to BART that allow me press one button that would increase lighting and sound an alarm, immediately begin recorinding via webcam audio and video and connect me to the police department via skype.
31. Bus routes don't run late enough, too much money goes to pay BART police that is rarely present when it could pay for a 24 hour security guard along the bus stops and patrol along san pablo avenue, no serious measures taken against gangs that sell drugs by 72/72M and 72R bus stops on the west side of del Norte BART and persistant loiterers and pnahandlers, more retail options such as a starbucks and drycleaner would deter this and make money, a redbox machine would be useful at this station as would vending machines and very serious fines/punishment for rampant vandalism of station furniture and wayfinding singage etc, there should be a security foot patrol along the ohlone trail and parking garages and also emergency buttons to immediately activate a security camera/microphone and lighting that allow you to contact the station agent/security/police/transit info/security patrol, there should be better lighting and security cameras that are actually working and actually and actively watched by someone a few feet away, there should be a notice board online maybe on the bart website or maybe on a new del norte bart website that allows people to casual carpool

home or offer rides home to others with a system that makes the driver register/pass background check and register their i.d. and vehicle, maybe they could be given a \$2 charge or something to help with gas, a flower shop would do well here too, the paid area needs to be expanded to provide for a safe bike storage area my bike was stolen from in front of the police substation, the bart station agents are rude and uninformed and unwilling to help people with any non bart questions, there should be a heated/air conditioned waiting area for buses that strictly prohibits unsavory behavior because budget cuts have made long waits for buses for transit dependent individuals a sad reality, there should be a public forum such as a facebook page for transit hubs where people can post their thoughts in real time on what's going on at stations, there should be classical music playing on speakers at this station to calm down the aggressive people here (it really works) and it would be nice, there should be community ambassadors sent to the station periodically sent just to get peoples input and make them smile and give them a reason to have a nice day it would calm down the beasts, there should be change machines here for those that need to pay for their bus fare, an ATM would be very helpful as well, so would something to entertain children maybe a mini play area, there should also be a beautification project with art flowers and maybe a community garden to make the place look nice, the station is filthy and old that needs to change, unprofessional behavior by a minority of patrons (and many non patrons) needs to be addressed to give everyone living and working and commuting from this place a better name and to not scare off decent people. There should be a vending machine that sells tickets and passes for WestCat, Napa Vine, Vallejo Transit, Golden Gate Transit, FAST, AC Transit, BART and even Muni and Capitol Corridor and other areas reached by BART. There is serious need for better transit options at night time. The trail is scary north of the BART station.

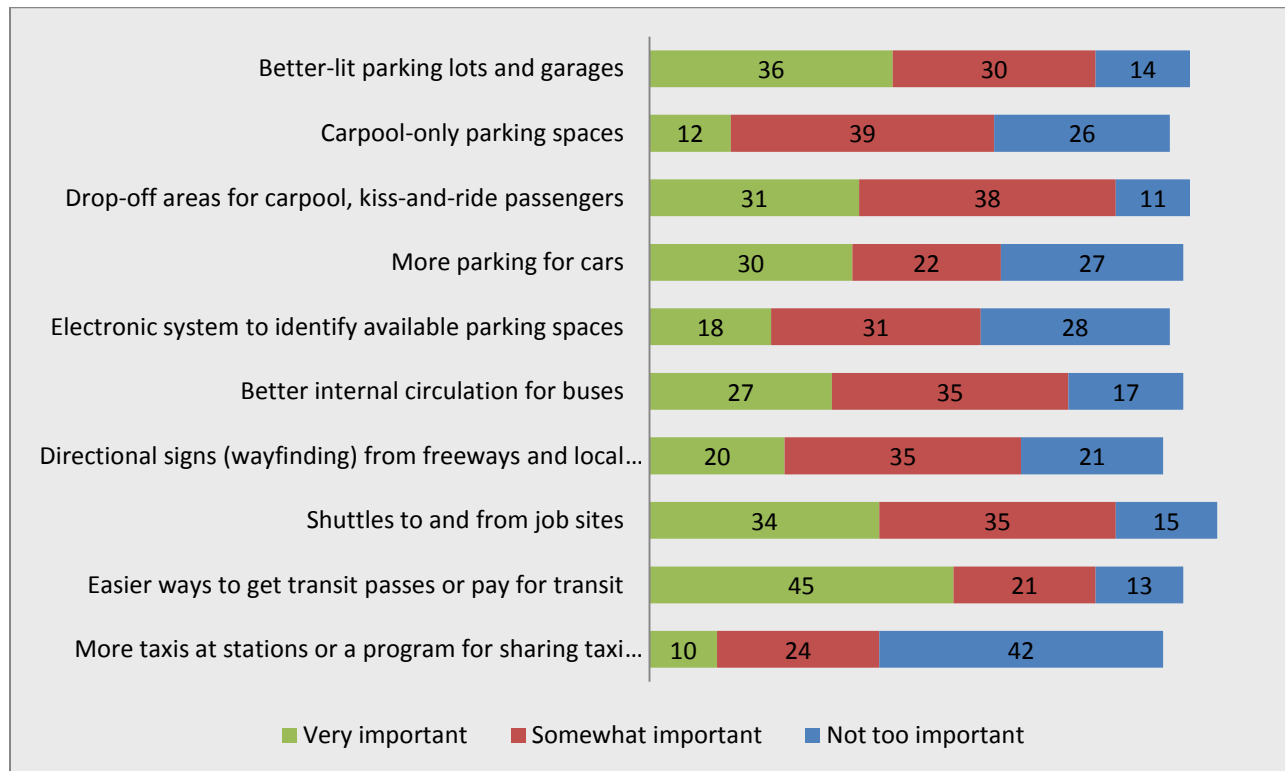
32. I am too tired at present to dwell on this inquiry.
33. Can you have a shuttle or someother link from De Anza High School out to BART?
34. If the transit service was improved, with more efficient buses running on time, I think more would rely on public transportation. It's very hard if you need to bus to bart and your bus is always late forcing you to miss your train. Keep the seats and cars clean, it's so nasty to have to sit in a chair that someone may have urinated on themselves and then riders sit in it.
35. We need maps of bike lanes of every city in power point presentations.
36. Position bus stop benches in clear view of approaching buses, in relation to trees etc.
37. I really like the access ramp on the east side of the Richmond BART station, it makes it very easy to use with your bike. I heard there were plans to get rid of it and that would be bad for bicyclers. I also think the stations should be more developed, have more kiosks, vendors. More people = more eyes = safer. A fruit/vegetable stand or flower vendor would be great!
38. Better lighting at night, so sidewalks are easier to see, and as a deterrant to crime
39. Expansion of the "Next Bus" system to BART, WestCat, and other transit operators should be a higher priority. More people would use public transit if they could easily determine when the next bus or train is arriving.

40. The BART elevators are dirty, smelly, and feel like safety hazards. Forget about restrooms -- I won't even look for them. Checking in a bicycle at a BART station by going through the gate and then exiting back out to find an elevator (with no directions anywhere about the process) is not convenient. BART bike racks/lockers look unsafe. Access to North Berkeley BART station is particularly confusing as the elevator must be pointed out by staff (as it is located far away from the hub). Also street directions for bicyclists to easily know how to get to the BART station by following 511 cycle map routes would be nice. I have gotten lost. BART facilities need an upgrade on getting all the gates, escalators, and elevators in working order - also the BART machines for paying for parking frequently do not accept perfectly good paper \$1 bills. BART needs to accept their discounts on the Clipper card as well as paying for parking with the Clipper card.
41. I don't have any problem with access TO transit. The problem is once I get to transit. BART is a great resource although it doesn't run late enough or frequently enough at peak times. The bus is terrible! I used to use AC Transit almost exclusively and found it to be reliable and convenient (15 years ago). Now it's horrible and the schedules that are posted at signs are just setting waiting riders up for disappointment when the bus not only doesn't come at the next scheduled time but misses the one after that as well. The only way to use the bus is to know the schedule and be at the stop early. Heading to the bus stop when you're ready to will lead to hours of extra time spent in transit.
42. I can't speak for other people, but the reason I sometimes walk to and from the Del Norte BART station instead of catching the H bus on Arlington Blvd. near my house is for the exercise I get.
43. Add more busses to the bus lines, and coordinate between AC Transit, West Cat and County Connection, so there is less waiting at bus stops for the next bus. The bus stop at the Amtrak Martinez station is unsafe due to vagrants loitering around. El Cerrito del Norte BART station does not have any good place to wait if you are a driver picking up someone who is using public transit.
44. I have tried biking to work (Richmond to Oakland) a few times, but there is no good route. Cities should plan together how to accommodate bike transit. The greenway bike path is OK, but there are many, many curb cuts to navigate and the bike path crosses the street in the middle of the block, which is a less safe than if a bike path is on the street (and this is also better because there are no bumpy curb cuts to navigate). I also used to ride my bike to BART, but there is not a lot of secure bike parking and I had a bike stolen.
45. (1) The Ohlone bike/pedestrian path paralleling San Pablo Ave. is very useful. I use it when I walk from my house in Richmond southward to EC del Norte BART. One thing: there's a fair amount of vagrancy and graffiti tagging under the BART tracks in that mile (and others), and this can be scary; I am afraid to use this area after dark. For biking, it's nice but not excellent. Drivers are never really prepared to see cyclists ride in from the sidewalk. (2) I'd like to see traffic lights at places where the path intersects driving zones, with priority given to cyclists and pedestrians. (3) I'd like to see map boards on the trail/bike path that tell about other bike

routes in Richmond/El Cerrito. What's a safe way for me to get from the east side of hwy. 80 to Marina Bay, for example? How can I safely get to the Bay Trail? How can I bike to Hilltop to shop, if I want to? Where are the quiet and fairly direct routes? (3) Newer AC Transit buses are stiff and jerky. The last time I took one, it was hard for this healthy 48-year-old woman to hang on; God knows how old people manage to stay safe on them. Still, I'm glad bus service exists. I grew up with Muni in SF in a no-car family, and know that bus lines are essential. (4) If there's a casual carpool at EC del Norte BART for SF-bound riders, its location is too well hidden. (5) Put a City Car Share or ZipCar station at every BART station. This would encourage us to get rid of one car at my house. (6) Make Spanish-language materials or interpreters available in Richmond, where we have a huge Latino population that helps fuel the Bay Area economy. (7) Come to think of it, we need Spanish-speaking BART booth employees available. (8) Thanks for asking. I'm glad you folks are on the job.

46. There is very little-to-no policing of the Richmond Transit Center on Blume drive. Riders are confronted by hostile individuals, such as obnoxious teenagers or the mentally unstable, with no intervention whatsoever by persons of authority. It creates an unsafe environment and drives away riders.
47. Need to find a way to educate cyclists and drivers about the rules of the road. Some incentive for class/certification? Perhaps free and/or sliding scale bicycle and helmet upon completion. Helmet alone will not be enough, in our experience!

8. In your opinion, how important is each of the following projects and strategies in helping people access transit in West County?



9. Please use this comment box to suggest other ways to make it easier for people to access transit hubs in West County. Be as general or as specific as you would like.

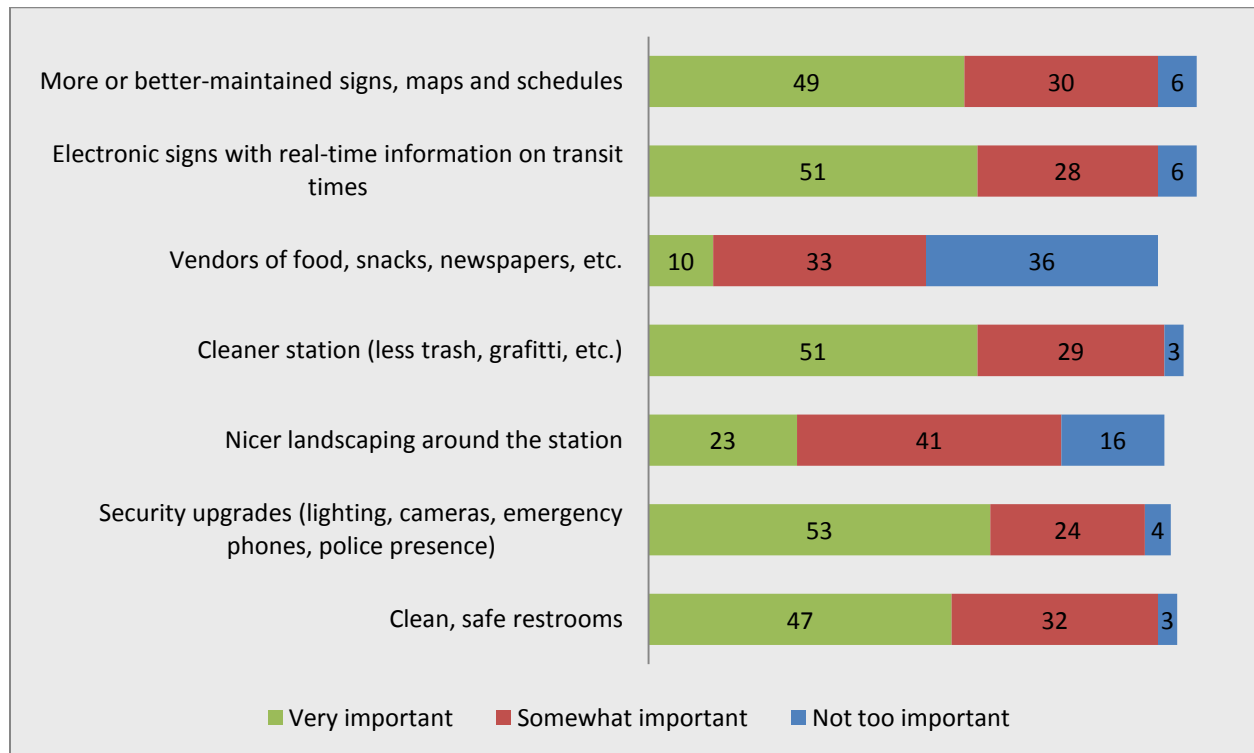
1. I would like to encourage support and funding for the Hercules ITC, an important transit project for the region.
2. JPX/JX from Fitzgerald/Appian Way to Del Norte BART (vice-versa) more frequent in morning and evening commute times not mainly during noon.
3. More parking spaces with less fees, install parking fee pay toll (meter to collect parking fee on site) on site especially needed in Hercules Transit Ctr.
4. Lower fees
5. WestCat needs to allow the use of WageWorks transit credit/debit cards to pay for transit tickets.
6. How about casual carpool sites for getting down and up the El Cerrito hills to or from BART? BTW, what are "kiss-and-ride passengers"?!?
7. more directions/signs to get there
8. A commuter bus straight from Pinole to downtown SF would be very helpful.
9.
 1. Easier ways to get parking tickets or pay for parking tickets
 2. Easier and safer ways to walk to the transit center by crossing the railroad
 3. Shuttles to and from home

10. TO MANY NEW PROGRAMS ARE FORCING PEOPLE TO CHANGE TRANSIT OPTIONS INSTEAD THEY SHOULD LET PEOPLE CHOSE WHAT WORKS BEST FOR THEM. PEOPLE WILL CHOSE SMART OPTIONS WITH SOME EDUCATION BUT REJECT FORCED OPTIONS. PEOPLE WILL NOT GIVE UP VEHICLES, THEY MAY NOT USE THEM AS MUCH BUT THEY WILL NOT GIVE THEM UP, AND YOU HAVE TO HAVE GOOD TRANSIT OPTIONS IN PLACE FOR PEOPLE TO SWITCH OVER.
11. Call or make reservation for shuttle to hub rather than circulate all day with no passangers. Call or make reservation for Sundays and late evenings and early Saturday AM shuttle to HUB.
12. That the buses make it on time. Better connections with the BART system, especially return trips from San Francisco. Don't let drug dealers
13. Sharing taxis would be great so would "Colectivos". In Chile there are areas that have colectivos (collectively shared taxis) on a fixed route that stop only on demand. They have fares similar to buses but run as fast as possible and have a lower cost than a bus, think of them as Rapid Buses when demand for 150 seat bus is low but there is still steady demand. In fact they can also be used to replace low ridership or discontinued bus lines. This was done in Orange County and was so successful at attracting new riders that some of the carpool lines where turned back into bus lines! A pilot program would be great to run north of del norte to Contra Costa College and replace AC Transit #72 service when ridership is steady but frequencies low. It could also be used to create a great guaranteed ride home program for those that miss their final buses to Napa, Vallejo, Fairfield, Vacaville, Martinez, San Rafael, Hercules, or elsewhere because BART runs past the final bus for each one of those systems but there is no one to pick people up after that.
14. thank you.
15. The clumsy wording of this survey makes it unclear whether you are asking about how important it is to IMPROVE something, or how important is the thing already there. For example, "Drop-off areas for carpool, kiss-and-ride passengers" are very important, but they also are just fine the way they are. It's not clear what you're asking, and you're going to get different and incompatible responses from different people.
16. Make it free.
17. (1) More realistic bus schedules for planning arrival at bus stops and destinations, and for transfers. AC Transit buses are usually behind schedule, especially mid-day and early evening, by as much as 15 minutes. Westcat "J" is usually behind schedule southbound.
(2) AC Transit bus drivers should watch for arriving buses from other lines at transfer points, and wait for passengers transferring from those lines to board.
18. I think non car travel should be encouraged, therefore better transit links and nicer for bikers and walkers.
19. More bus only lanes. Bus schedules become unreliable when the bus gets stuck in traffic. Also, more express buses like the AC Transit Transbay Express and expanded service hours

for buses in general, but especially the Transbay Express and the Rapid Bus/72R (especially on the weekends).

20. Get BART to allow car parking for bus passengers at Del Norte BART Station
21. There is a need to improve coordination of different transit operators, e.g., timing of connections between Del Norte BART trains and WestCat vehicles is often difficult because there is almost no margin for error---if the BART train is only 1 or 2 minutes behind schedule you miss your WestCat connecting bus.
22. Unless you get to BART before 8 am, there are no parking spaces at West County BART stations - you must wait until 10 am and be ready to pounce. This makes for an unfriendly experience for commuters who might want to take BART. More information on park & ride options - places folks can park safely and hop on a bus to get to and from work or BART. A combination BART/bus cooperatively priced ticket on Clipper could encourage more ridership.
23. If buses ran regularly, it would be much easier to get to a transit hub. More comprehensive routes and more frequent service of buses i think is the best way to encourage people to take the bus. If everyone knew that single bus was going to get them where they need to go and comes every ten minutes (as is true in other large cities and municipal areas), that reliable convenience would be incentive enough.
24. There was some talk at one time about having a shuttle run from east Richmond to the BART station. That would allow people to use BART without filling up the parking. Now that parking costs \$1 people might be willing to pay \$1 for the a shuttle.
25. (1) I see lots of taxis at my BART station, but very few customers. Seems like we could limit the number of taxis without affecting riders, though it might mean that some taxi drivers will need to find a new way to make a living. (2) Build BART parking garages vertically instead of trying to spread out. Space is limited. (3) In unfamiliar neighborhoods, I have a terrible time finding the nearest BART station. (Where the heck is North Berkeley BART, anyway?) Please improve signage. (4) In places like EC del Norte BART, create better pedestrian access to major shopping/eating areas directly across San Pablo Ave. I see lots of people jaywalking across that crowded avenue because the corner crossing areas are too far apart. Just make it easy for people to walk across to get their snacks, groceries, or hardware. They should not have to risk life and limb to cross the road. Install a traffic light with pedestrian priority in the middle of the block. (5) Put car-sharing services in at every BART station. These are missing from stations with the lowest-income people, who are the ones that most need this service available. Provide insurance and security to the green car-sharing services so that they will come out here. Let's stop pretending that cars will go away; it's not going to happen.
26. Taxi service to and from EC del Norte is excellent. No need for change. Amount of parking is adequate for present BART ridership. It is inadequate for significant growth of that ridership.

10. In your opinion, how important is each of the following amenities or conveniences at transit hubs in encouraging people to use transit?



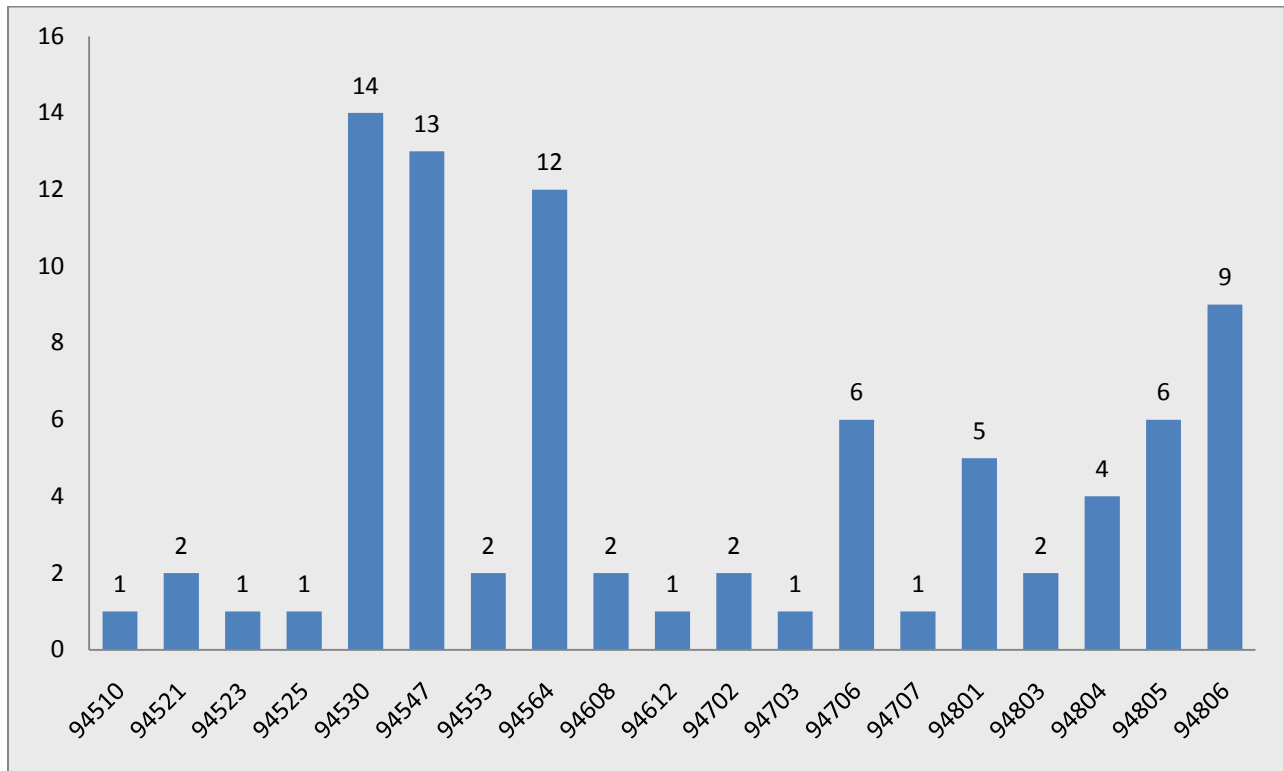
11. Please use this comment box to suggest other ways to improve the experience of passengers at transit hubs in West County. Be as general or as specific as you would like.

1. El Cerrito Plaza vs. Del Norte BART stations are a great example of a nice user experience vs. a depressing user experience. This is due to the landscaping, surrounding shopping district, overall design and nice & safe user experience of El Cerrito Plaza.
2. It would be very convenient to have electronic departure signs for buses, however since this can be expensive, it would be better to put small display cases on westcat bus stops with schedules and an area map.
3. There is no public restroom at the Richmond Parkway lot and the bus shelters are in disrepair or are insufficient in protecting patrons from the weather elements. The Parkway lot gets very windy!!
4. Emphasize the installation of electronic signs with real-time information on transit times outside the del Norte BART station and at the Richmond Parkway Transit Center.
5. Better lighting would be great.
6. Overall pedestrain and bike circulations at transit hubs needs to be improved. There is little delineation of pedestrain versus bike areas which leads to conflicts and is less pleasant for everyone.

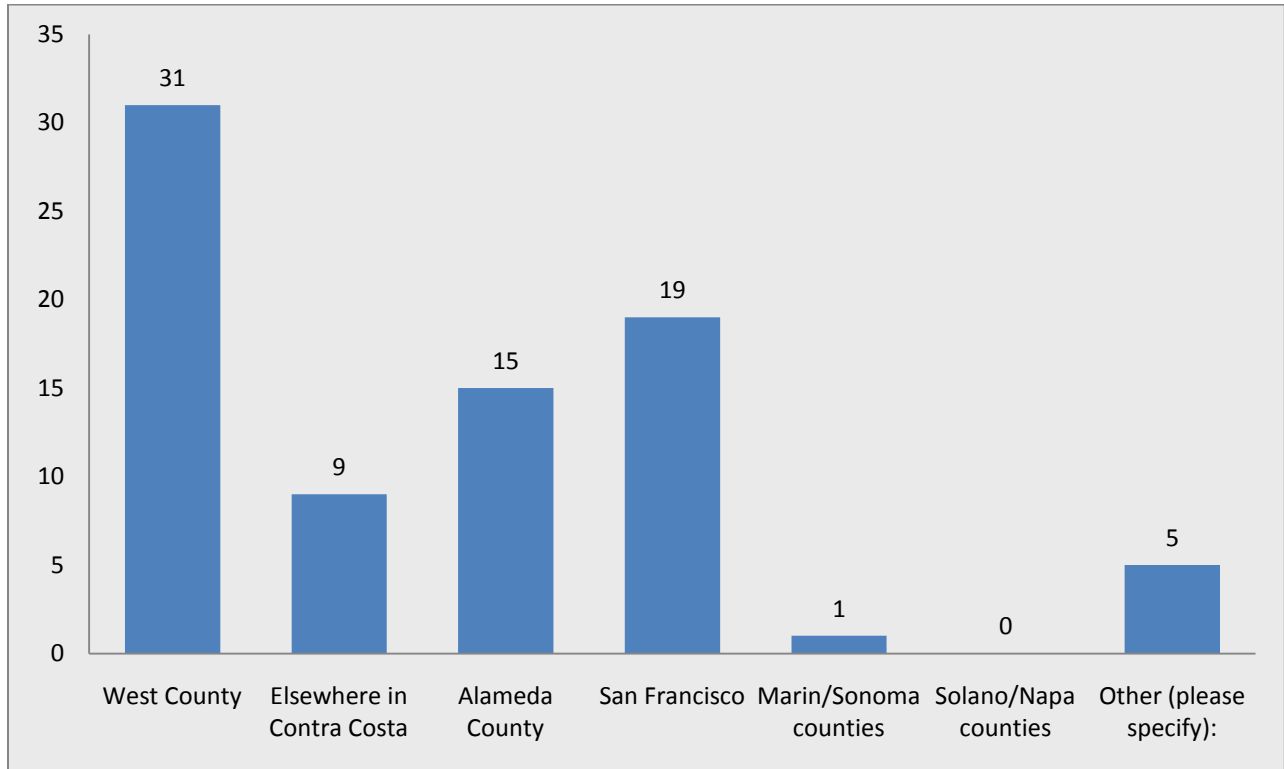
7. Availability of real-time information on all bus lines/providers, BART and connections on smart phone apps such as NextBus. Parking availability on apps is important as well.
8. More garbage and recycling cans would be good, especially within the BART stations. At some (all?) stations, there are no trash cans on the secure side of the ticket turnstiles. This is probably due to some security concern, but it encourages people to leave garbage on the train, rather than in a can at the station.
9. PEOPLE WANT TO FEEL SAFE AT A STATION, THAT INCLUDES THEIR BIKE OR VEHICLE THAT IS LEFT THERE, AND THE ROUTE THAT IS TAKEN TO GET THERE. IF THESE AREAS ARE NOT ADDRESSED, PEOPLE WILL NOT USE TRANSIT HUBS. RICHMOND TRANSIT HUBS HAVE A MAJOR IMAGE PROBLEM.
10. Richmond Parkway is "scary." The traffic noise is also very unpleasant.
11. I wish there was more vigilance at least once or twice a day because there is a lot of drunk and drugged out people on BART trying to sell items and intimidate people especially women out of money. Malodorous people and people that are unsanitary should not be allowed to ride.
12. The wayfinding materials are vandalized heavily, this needs to be strictly policed and punished. Electronic signs are great but have to actually work, a dedicated method of identifying the sign that is broken/obsolete/vandalized and report it online, each should have an easy to remember designation NOT the stop going northbound at xxx or number 47574847449484 but rather a drop down menu of all the stops and signs at a particular location with a picture of each, pictures can be submitted by patrons via online. Vendors would create a safer atmosphere, we should not even charge them rent, its free security, maybe we can take 2% of their profit's instead and they should be stocked with tickets and passes too and be allowed to charge \$2 or so as a surcharge for their service. Boston Market type foods for take home should be sold at stations too or even a Tamale lady or a Pizza night monday, a meatloaf tuesday, maybe a stand could be manned by a different area restaurant everyday, also a little shop that sells the bare essentials, i.e. milk, tampons, diapers, condoms, cereal, bread, cold cuts, fruit, salads, juice, water, a 24 hour 7 eleven would provide 24/7 security! Make the station prettier with plants and art and people might just act like they would in a more expensive neighborhood, like they should be careful of what they break! We should create a neighborhood watch for hubs and stations and a facebook group for passengers to meet each other, a buddy system for similar itineraries would make it safer and get people talking. The bathrooms are nasty and 1 for each sex is too little, they are in serious need of modernization. A coffee shop would be great too, as would a cafe/restaurant. Emergency/Information phones are really important, but there is a problem they have to ring and you have to wait, there should be an option that it starts recording right away and that it increases lighting around you, even a panic booth might need to be used, this is a very dangerous area at night.
13. thank you.

14. I think I may have answered this question on another page, but improving the buses to run on time/on schedule, in my opinion people would rely more on public transportation. I use it every day and my most frustration is buses late forcing me to miss my connecting train. Also, keeping the buses clean would improve ridership as people are going to work and school and don't want to smell or sit in a seat where someone has urinated [or worse] on themselves. Unless AC Transit/BART are willing to pay riders dry cleaning bills. Disgusting!
15. More reliable and faster service, especially for the bus. People generally don't want to use a service if they can't depend on it to get them somewhere reasonably reliably and swiftly.
16. The paucity of vendors at East Bay BART stations is absurd, I ought to be able to buy a head of lettuce or similar items on the way home from work. I'd also like to see farmers market once a week in the late afternoon at all BART stations.
17. Having staff present or visible at all transit hubs at all times (not just at one end a half mile away).
18. Electronic signs are useless and infuriating when they carry information that is not accurate. If you're going to continue using them, you need some real-time way of tracking a buses progress rather than conveying theoretical information from the schedule.
19. These issues do not apply to me
20. (1) Many BART stations I go do not allow public use of restrooms; some have been closed "for security reasons" for so long that it's laughable. OK, I know we have to watch out for terrorists planting bombs, but honestly, everybody needs a place to pee. (2) BART security seems to be limited to driving around parking lots and stations. Get officers walking through trains and walking around inside and around stations. I'm not going to tell some 15-year-old tough-looking kid to get his feet off that empty seat I want, and neither is anyone else. We're all waiting for someone else to do it.
21. Most service runs on time - but when it doesn't, there usually is no way to know! The attendants have no idea either, which seems like it shouldn't be the case.
22. Working Electronic signs.
23. Be sure to solicit and give preference to local vendors, as long as it is cost effective/beneficial to transit/taxpayers.

12. What zip code do you live in?



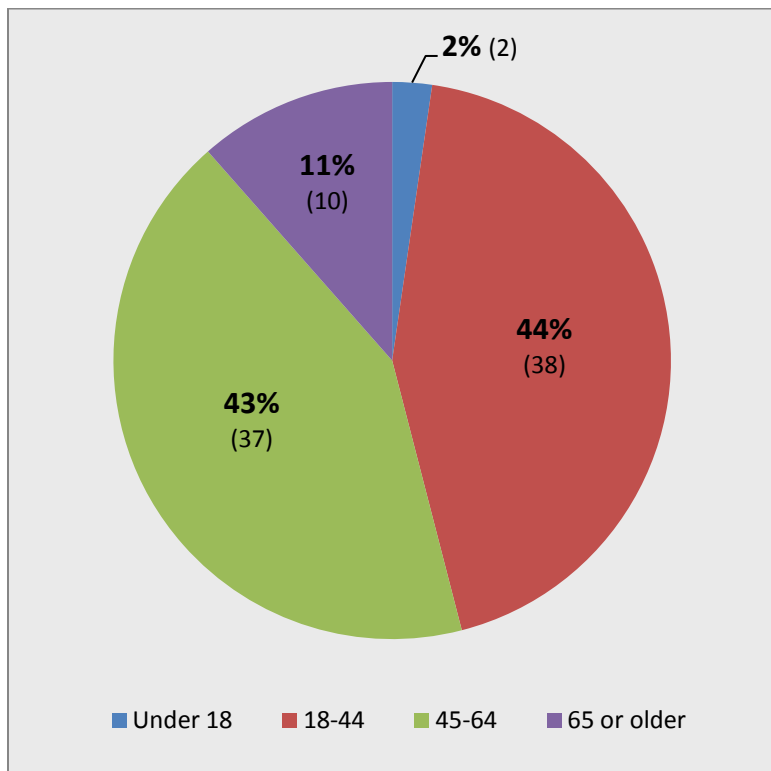
13. If you are employed, where is your main job or place of employment located?



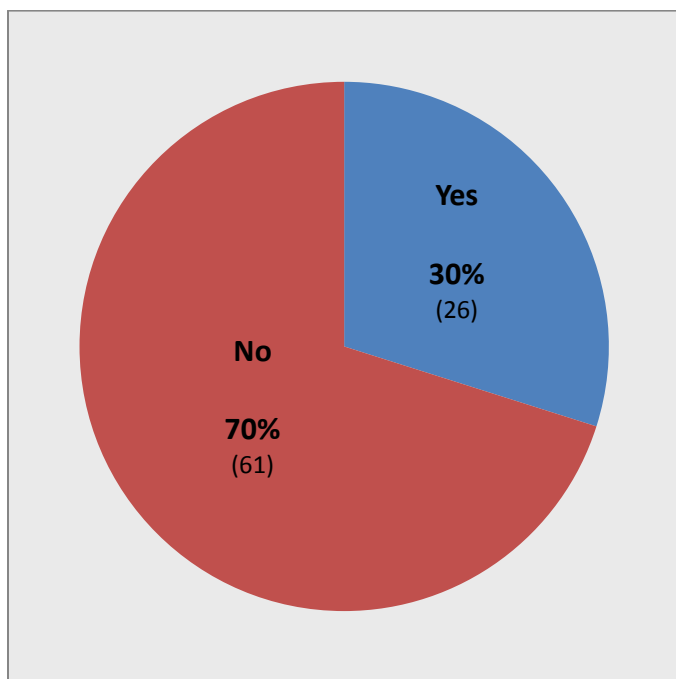
Responses given for “Other”

1. Berkeley
2. RETIRED
3. San Ramon
4. volunteer work in Concord, 2 x week.
5. part-time: Berkeley City College and USGS in Menlo Park

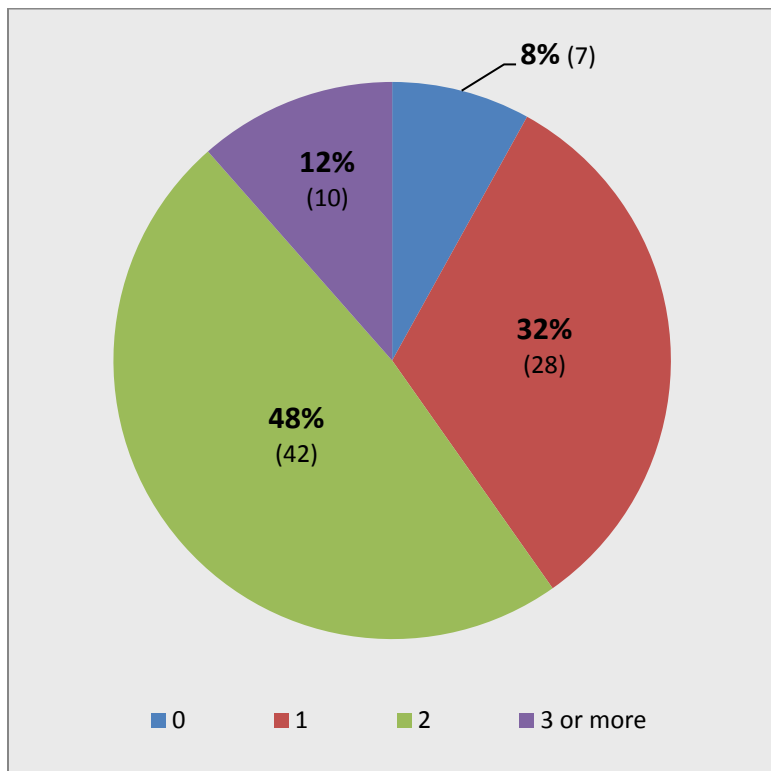
14. How old are you?



15. Are there school-age children in your household?



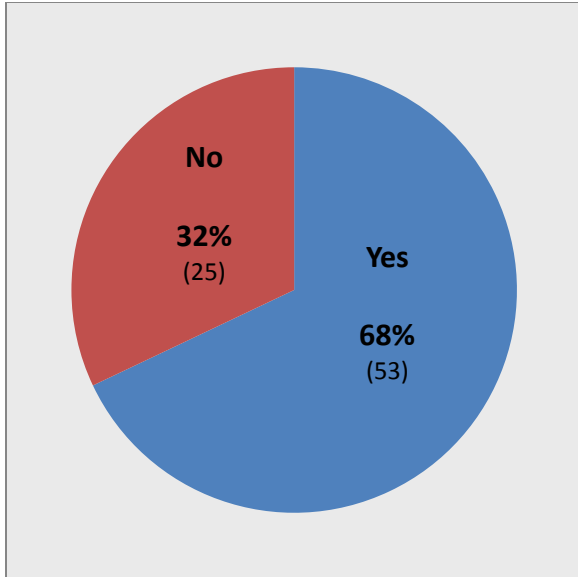
16. How many cars does your household have?



17. If you would like to be entered in the raffle for a Translink/Clipper Card worth \$155 or one of three cash prizes worth \$60, please provide your email address below. (Your email address will not be used for any other purposes.)

NOT AVAILABLE.

18. Would you like to receive occasional updates about this project at the email address you provided above?



III. Community workshops

Three evening workshops were held in mid-May to hear directly from West County residents and transit passengers. To advertise the workshops, announcements were posted on the websites or social media channels of all nine WCCTAC member agencies and the City of Albany; of community groups such as the East Bay Bicycle Coalition, Richmond Bicycle/Pedestrian Advisory Committee and Albany Strollers and Rollers; and of media outlets such as the West County Times

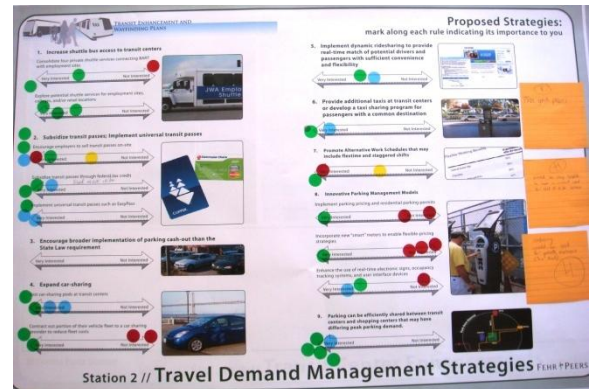


and El Cerrito Patch. The workshops were also announced as part of city managers' weekly reports and through several public-access TV stations, including KALB, HCTV, KCRT and CCTV. Flyers about the workshops were distributed at the San Pablo Avenue Spring Fling celebration in El Cerrito and Bike to Work Day energizer stations, and were made available at the Neighborhood House of North Richmond. To encourage attendance, a Clipper card worth \$155 was raffled off among attendees at each workshop.

The dates and locations of the three workshops were:

- **May 16 at Hercules City Hall:** This workshop was held in conjunction with a meeting of the city's Planning Commission and included a slide presentation to the Commission. The workshop, including the presentation, focused on the proposed improvements for the Hercules and Old Town Pinole transit centers.
- **May 23 at Richmond City Hall:** This workshop was the best attended of the three. It focused on the four transit hubs in Richmond and San Pablo: the planned ferry terminal in south Richmond, the Richmond BART station, the Richmond Parkway Transit Center and the Contra Costa College Transit Center.
- **May 24 at El Cerrito City Hall:** While this workshop was perhaps the most widely advertised of the three, it saw the lowest attendance, possibly because of the unseasonably warm weather that evening. The workshop focused on the proposed improvements at the two BART stations in El Cerrito.

At each workshop, the project team gave a brief slide presentation about the project and staffed five stations, each dealing with one of the following topics: (1) project introduction and background; (2) projects and strategies to improve access at transit hubs; (3) projects and strategies to improve walking and bicycling to the hubs (including maps of proposed improvements); (4) transportation demand management (TDM) strategies; and, (5) wayfinding signage.



The posters showed, among other things, lists and maps of the proposed improvements for each of the transit centers; descriptions of proposed TDM strategies; and suggested design options for the wayfinding signs. Workshop attendees were encouraged to provide feedback on these by either writing comments directly on the posters or placing stickers to indicate the extent of their support for the various recommendations. Below are the comments made by workshop participants concerning the proposed strategies:

Station 1: Transit Center Enhancements

El Cerrito Plaza Station

- Blue sticker for Series ECP-501: Station area maps and signage
- One green, one blue sticker for Series ECP-503: Improve station cleanliness
Comment: And recycling
- Green sticker for Series ECP-505: Electronic system to identify available parking spaces
- Green sticker, blue sticker for Series ECP-506: Safe and convenient bike lockers
- Two green, one blue sticker for Series ECP-507: Access to El Cerrito Shopping Center
- One red, one green, one blue stickers for Series ECP-508: Relocate NextBus signs
Comment: These signs are inaccurate more often than not. I'd rather NO info than BAD info

General comments

- Frequency and reliability of bus service between BART stations (and everywhere, really) would be the best transit encouragement
- Need more parking lots, full by 8
- People park in Richmond Annex and walk to station

El Cerrito Del Norte BART Station

- Green sticker for Series DN-401: Shared parking at Cutting/San Pablo
- Green sticker for Series DN-402: Electronic parking availability
- Green sticker for Series DN-404: Improved bus bay signage

- Blue sticker for Series DN-405: Electronic signage with real time arrival information
- Green sticker for Series DN-406: Transit information brochures restocking
- Two green stickers for Series DN-409: New benches and shelters in waiting area
Comment: Warmer benches (cement is cold)
- Blue sticker for Series DN-410: Improved maintenance and cleanliness of stations
- Blue sticker Series DN-412: Upgraded safe and convenient bike lockers

General comments

- Can cement benches be made not so cold without expense of full replacement?
- Need more parking lots, full 7-7:30
- People park in Richmond Annex

Richmond BART Station

- Four green, one red sticker for Series CR-101: Upgrade bus circulation area
- Three green, one blue sticker for Series CR-102: Improve bus waiting area
- Four green stickers for Series CR-103: Real-time electronic bus signs at waiting area
- Six green stickers for Series CR-104: Upgrade signage within station about transit
- Two green, one red sticker for Series CR-105: Improve cleanliness of bus waiting area
- Two yellow stickers for Series CR-106: Increase parking supply
- Four green stickers for Series CR-106: Dedicated carpool spaces
- Four green, one red sticker for Series CR-107: Upgraded bike lockers
- One red, one blue, one green sticker for Series CR-108: Safety cameras

General comments

- More is needed than safety cameras, BART Police Personnel
- People need to feel safe and know their car will not be broken into
- Picture is Amtrak, isn't it?

Richmond Parkway Transit Center

- Two green stickers for Series RP-302: Improved Passenger Waiting Area
- Three green stickers for Series RP-304: Real-time electronic signs at all bus stops
- Green sticker for Series RP-305: Sign on I-80 to direct motorists to RPTC
- Yellow sticker for Series RP-306: Shared parking at Hilltop Plaza
- Two green stickers for Series RP-307: Bike parking spaces and lockers
- One blue and one red sticker for Series RP-308: On-site vendors/amenities
- Two green stickers for Series RP-309: Shane Drive/Hilltop Drive Bus Signal Priority
- Two green stickers for Series RP-310: Blume Drive/Klose Way Bus Signal Priority
- Green sticker for Series RP-311: Consolidate WestCAT/AC Transit at Hilltop Mall

General comments

- Advertise RP Center, safe place to park car

- Observation that Richmond Parkway lot NOT full, why more parking?
- Reduce parking costs at RPC (now \$3)

Hercules Transit Center

- Two green stickers for Series H-601: Real-Time Information
- One green sticker for Series H-602: Information Kiosk
Comment: Time schedule would be very helpful for commute and non-commute routes
- One red sticker for Series H-603: Restrooms
Comment: Restrooms would not feel safe (isolated)
- One red sticker for Series H-604: Passenger Amenities
Comment: Not enough demand
- One green sticker for Series H-605: On-Site Parking Payment System
- One green sticker for Series H-606: Preferential Parking
Comment: Concerns about pulling transit riders away to carpool, etc.

Station 2: Travel Demand Management Strategies

Richmond

- Free youth passes
- Bottom line for me: get more people on bus and BART--->more revenue--->better schedules and routes
- Need lot for carpoolers---pick up on east shore
- People park at BART lot and in Richmond annex
- Very interested stickers for the following strategies:

1a: 2	1b: 3	2a: 5	2b: 3	<i>(comment: Need more info)</i>	
2c: 3	4a: 4	4b: 2	6a: 2	7a: 2	8a: 1
8b: 1	8c: 2	9a: 5			
- Somewhat interested stickers for:

2a: 1	5a: 2	7a: 1
-------	-------	-------
- Not interested stickers for:

1a: 1	4b: 2	8a: 2	8b: 3	8c: 1
-------	-------	-------	-------	-------

Hercules

- Bio-Rad (employer) would be a good candidate for private shuttle OR ride share to/from work
- Very interested stickers for the following strategies (one sticker each): 1a, 1b, 2a, 2b, 2c, 3a, 4a, 4b, 5a, 7a, 8a, 8b, 8c, 9a
- Not interested stickers for (one sticker each): 6a, 9a
- In Hercules, graffiti is an issue
- For Hercules, distances are far---would be tough to do shared taxi service
- Would be very helpful to have a universal card for Dial-a-Ride services

- Carsharing would be good for private employers (Bio-Raid)

Station 3: Pedestrian and Bicycle Access Strategies

El Cerrito Plaza BART Station

- Green sticker for Series ECP-502: Central Avenue Class I Shared Use Path
- Green sticker for Series ECP-504: Class II Bike Lanes on Central Ave/I-580 overpass
- Green sticker for Series ECP-506: Class I Shared Use Path along Central Ave Underpass
- Green sticker for Series ECP-507: Intersection Crossing Improvements at Central/Pierce/580
- Green sticker for Series ECP-509: Class I Connection from Central to Santa Clara
- Green sticker for Series ECP-510: Huntington/Stockton Class III Bike Route
- Two green stickers for Series ECP-513: Bay Trail Connection along Cerrito Creek

El Cerrito Del Norte BART Station

- Tehama is bike route
- Terrible idea to stoop on west side, too much vehicle traffic

South Richmond and Planned Ferry Terminal

- Green sticker for Series RF-201: I-580/Harbour Way Interchange Improvements
- Two green stickers and one red sticker for Series RF-203: 23rd Street Road Diet
- One green and one red sticker for Series RF-204: I-580/Marina Bay Parkway Improvements
- Green sticker for Series RF-205: Marina Bay/Meecker Ave Intersection Reconfiguration
- Three green stickers and one blue sticker for Series RF-207: Cutting Blvd Road Diet
- Two green stickers and one blue sticker for Series RF-208: Marina Way Class II Bike Lanes
- Three green stickers and one blue sticker for Series RF-209: Marina Way Road Diet and Class II Bike Lanes
- One green sticker for Series RF-210: Marina Way Class II Bike Lanes, Hall to Ferry Terminal
- Two green, one red, one yellow sticker for Series RF-211: Regatta Blvd Class I Shared Use Path Improvements
- One green, one blue sticker for Series RF-212: Regatta Blvd Class II Bike Lanes
- One green, one blue sticker for Series RF-213: Class I Connections to Ferry Terminal

General comments

- In favor of ferry
- Provide connections to Bay Trail
- Consider LBL potential development

Richmond BART Station

- One red and one green sticker for Ongoing Projects: Marina Way Road Diet and Bike Lanes

- Three green, one blue, and one red sticker for Ongoing Projects: Barrett Ave Road Diet and Bike Lanes
- Three green and one yellow sticker for Series CR-101: 23rd Street Streetscape Improvements
- One green and one blue sticker for Series CR-102: Nevin Ave Streetscape Improvements
- Green sticker for Series CR-103: Marina Way sidewalks and ADA access
- Green sticker for Series CR-104: Marina Way/Barrett Ave Crossing Enhancements
- Green sticker for Series CR-105: 19th St/Barrett Ave Intersection Enhancements
- Two red stickers for Series CR-109: Richmond Greenway connection between 15th and Marina
Comment: Should be 16th Street
- Blue sticker for Series CR-111: Roosevelt Avenue Class III Bike Boulevard
- Green sticker for Series CR-113: Marina Way Class III Bike Boulevard
- Green stickers for Series CR-115: Intermodal Transit Center Bike Station
- Two green and one blue sticker for Series CR-116: Traffic Circle on Nevin Plaza
- Three green stickers for Series CR-117: Richmond Greenway Connections
Comment: Propose new design without bridge and railroad crossing, good signage here

General comments

- Besides street lighting need ped path lighting and signs of safety
- We do not need road diets, blocks access to transit center, hospital, central shopping district
- Improve ped access on 16th across greenway and make 16th the ped route (not 15th)
- Intersection of 16th/Macdonald needs significant enhancements
- 3/4 of main bike paths are on arterials---more to slower streets to reduce exposure to truck and bus fumes

Contra Costa College Transit Hub

- Red sticker for Series CCC-709: 23rd Street road diet with bike lanes

Hercules Transit Center

- Would like less expensive parking---the Linx parking lot is free and it's always full
- Green sticker for Series H-602: Palm Avenue and Willow Avenue Sidewalk Improvements
Comment: Road needs to be paved---challenge with clean-up of toxic land

Station 4: Signage and Wayfinding

General

- Like the dual color Ped signs, Green and Brown/Black
- One color transit destinations all cities
- I like the green and blue color combo---suggest using white on black for most important major locations as shown at tops of signs, for max visibility from distance (maybe white on green below??)

- I like the green/blue sign with space for city logo on top

El Cerrito

- The Ohlone Greenway is an existing Class I throughout Albany and Berkeley
- Pierce Street proposed Class I (500 block to be built this summer, 2011)
- Kains Avenue proposed Class II or III bikeway
- Jackson Street proposed Class II
- 8th Street proposed Class I
- Buchanan Street Proposed Class I, II, or III

Richmond

- Green sticker for B1: Bike/Ped Wayfinding Off-Street Path
- Green sticker for B2: Bicycle Wayfinding Bicycle Boulevards
- Red sticker for B3: Bicycle Wayfinding On-Street Routes
- Green sticker for M1: Map Kiosk (Transit Information) Transit Centers
- Blue sticker for B3: Bicycle On-Street Routes (Standard)

IV. Comments by email

In addition, five comments were submitted by members of the public via email. Below—and edited for readability—are the comments received:

- Focus more on improving actual transit service and less on indirect TDM measures
- Reduce the amount of signage on the Richmond Greenway to reduce visual pollution
- Make it safer for pedestrians walking to the Hercules Transit Center from the Bayside/Bayfront neighborhoods with better traffic signals and increased motorist awareness
- Implement ferry service from Hercules to San Francisco
- Ensure continued operation of WestCat bus services