

Community Based Transportation Planning Grants

Jack London Square Infill BART Feasibility Study

- **Grant Recipient:** BART/ City of Oakland
- **County:** Alameda

Project Focus - The Jack London Square area is already served by local bus, ferry and intercity rail. However, the links between these modes are limited and disconnected. This project would encourage the redevelopment of livable neighborhoods and higher-density development in Oakland's Jack London Square area and Alameda's Fleet Industry Supply Site (FISC) and the decommissioned Alameda Naval Air Station. The project would also assist in realizing the local economic development efforts focused in Downtown Oakland and the Jack London Square mixed use center. Finally, the project would strengthen the transit link from the City of Alameda to the City of Oakland and the rest of the region.

Project Goals - The purpose of the study is to quantify the current and future transit needs in the Jack London Square District area, including the redevelopment sites (the FISC property and decommissioned Naval Air Station) across the estuary in the City of Alameda. Additional goals include developing intermodal connections in the Jack London Square area, such as between Capitol Corridor, Amtrak, ferry, AC Transit and BART that will encourage walking, bicycling and riding transit. Lastly, to analyze the feasibility of a Jack London

Square BART Station to provide decision makers with enough information to determine if the project should move to the next phase of project development.

Community Outreach - BART began the study by assembling a project Team, which consisted of local partners including: the City of Oakland, City of Alameda, Port of Oakland, and AC Transit. The study included four stakeholder meetings at which the Project Team received comments from representatives of local agencies, nonprofit organizations, businesses, and residents. At the first stakeholder meeting, three conceptual alternatives were presented: The BART Infill Station, an Underground BART Shuttle, and an electric streetcar. At the second and third meetings, the Infill Station and Underground shuttle alternatives were eliminated. While there was strong support for the streetcar alternative, the final stakeholder meeting determined that a new bus or shuttle service was the best alternative, given its lower development costs.

Project Outcome- This study concludes the first steps of the planning process for transit improvements between 12th Street and Jack London Square. This study represents the first stage of a multi-step process: Conceptual planning. The key summary points are as follows: There is a desire for improved transit link between downtown and JLS; A streetcar is the favorite mode; BART could provide a long-term link to JLS via a new line to Alameda; Rubber-tire bus or shuttle is a viable short-term solution.

Planning Goals Realized -

- Reduce dependence on single occupant vehicle trips;
- Reduce traffic congestion and improve air quality.