



# Station Access: Trends, Best Practices, and Discussion



October 22, 2015

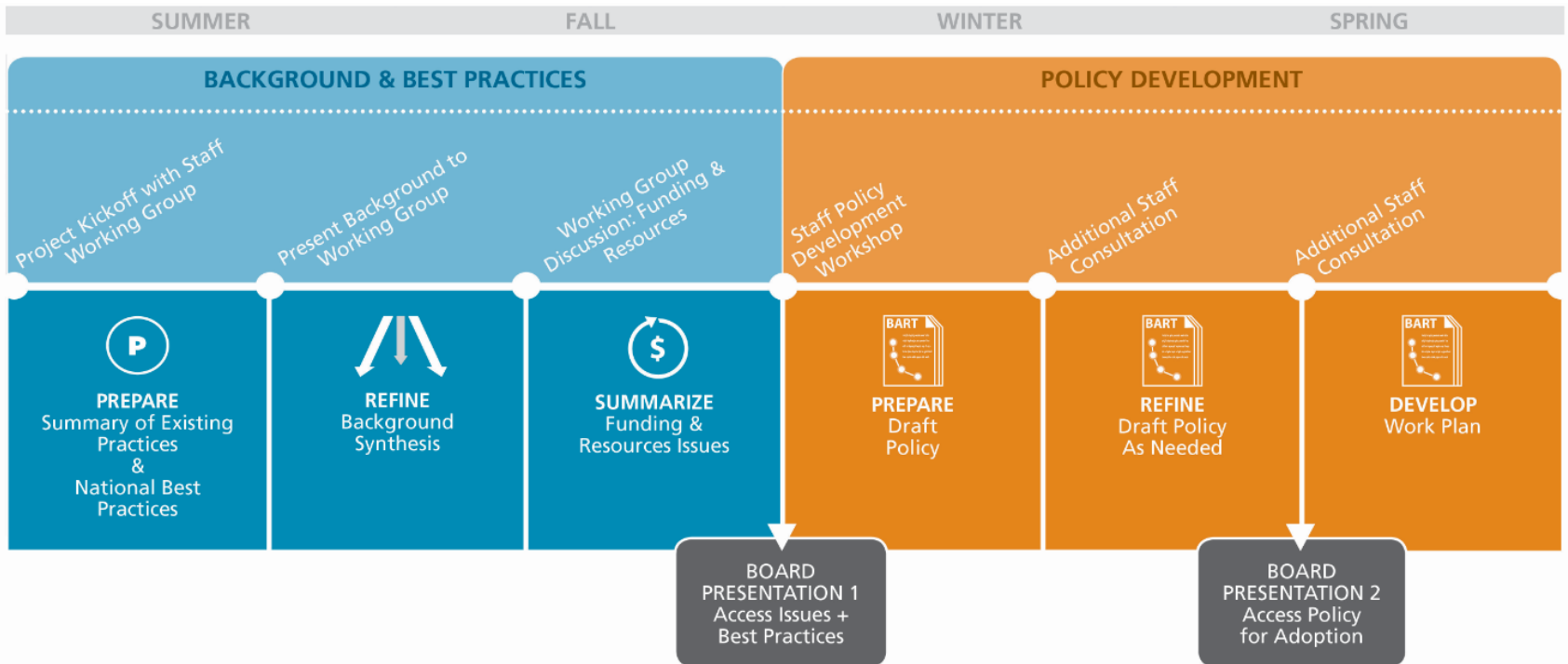


# Station Access Policy Update

- Revise existing access policy (approved 2000) to account for recent trends and best practices
- Guide access practices and investments through 2025
- Develop 4-year work plan



# Project Process

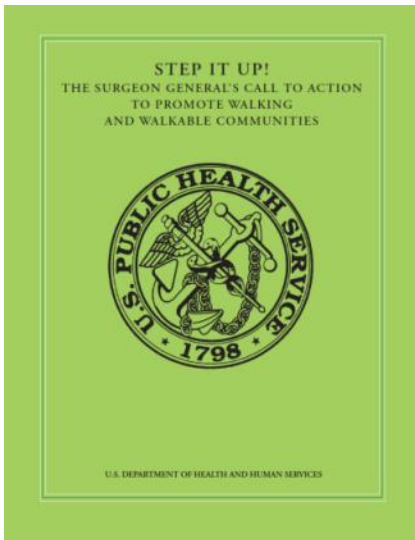
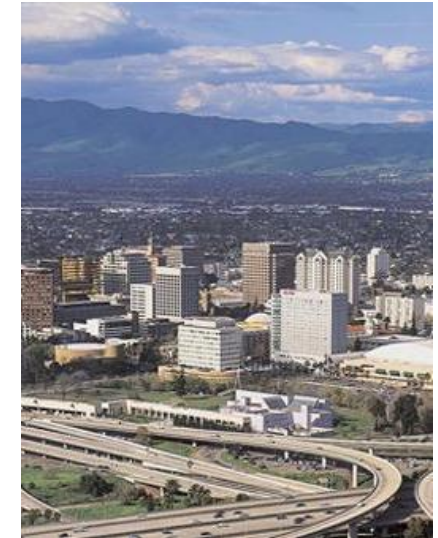
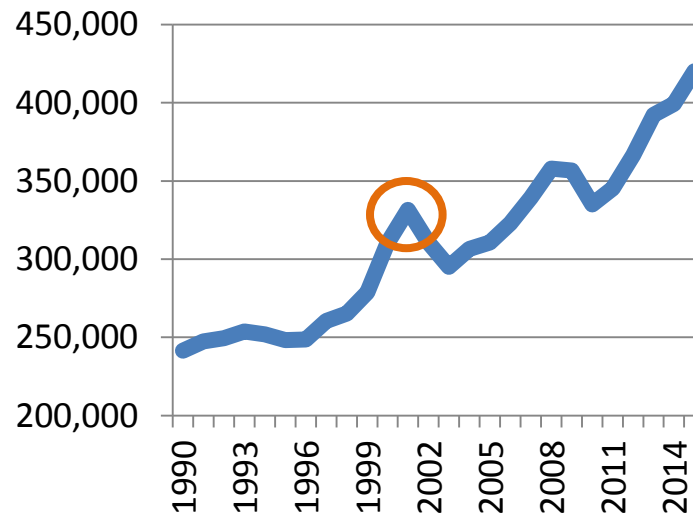




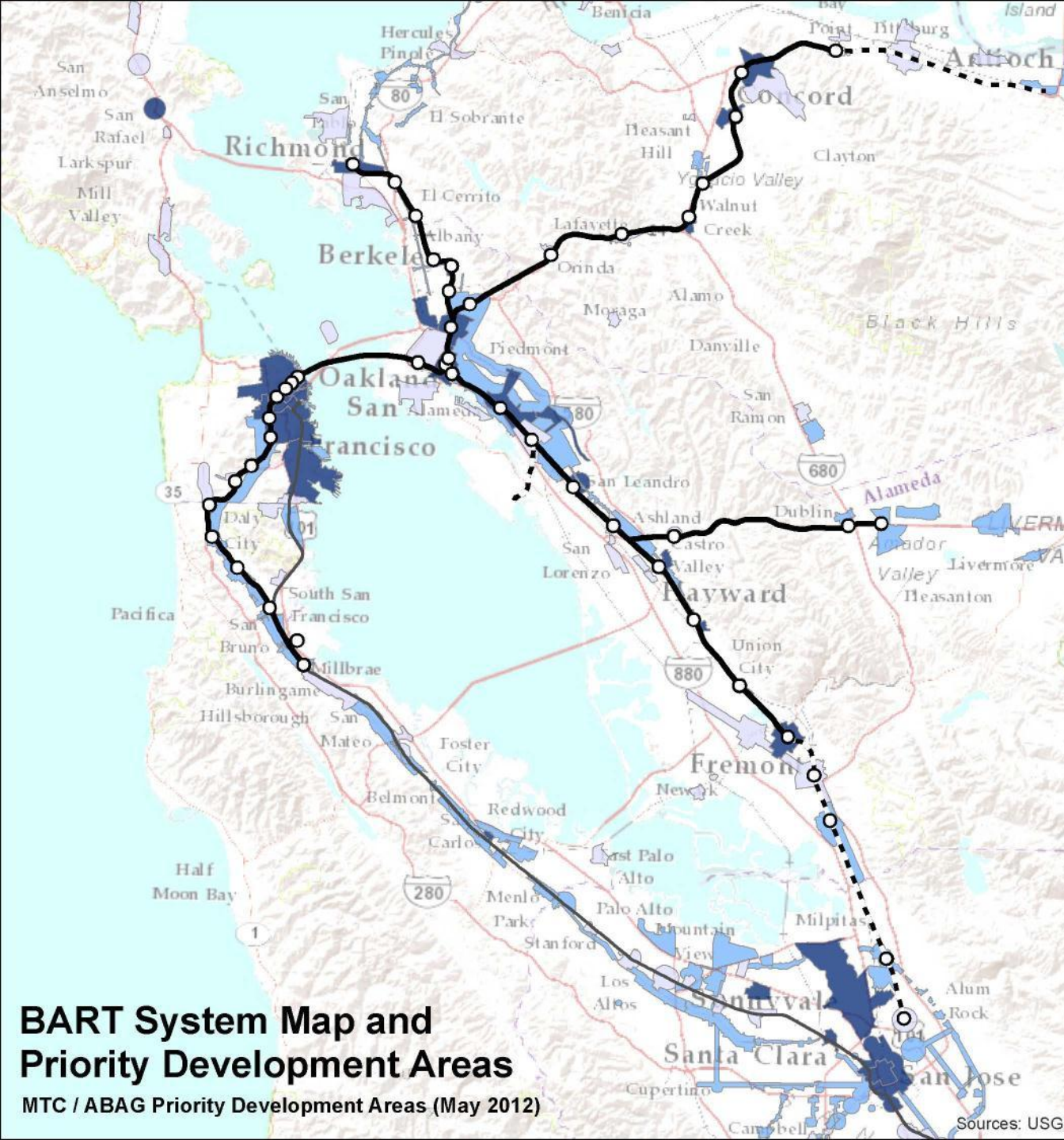
# What's Changing?

- Travel patterns / demographics
- Sustainability
- Plan Bay Area
- Focus on public health
- Ridership increase
- Peak period challenges
- New markets
- Asset management

BART Ridership







### Three BART District Counties

- Job Growth
- 565,000
  - 50% of growth near BART

- Household Growth
- San Francisco 100,000
  - Alameda 160,000
  - Contra Costa 90,000
  - Total 350,000
  - Over 40% of growth near BART

### Five Counties

(includes San Mateo and Santa Clara)

- Job Growth
- ~ 1,000,000
  - nearly 40% near BART

- Household Growth
- 625,000, over 30% near BART

**Legend**

- BART Stations
- BART System**
  - Current BART System
  - - - Extension Under Construction
  - Caltrain Line
- Priority Development Areas**
  - High Intensity
  - Medium Intensity
  - Moderate Intensity

**BART System Map and Priority Development Areas**  
 MTC / ABAG Priority Development Areas (May 2012)

Sources: USGS, ESRI, TANA, AND, Sources: Esri, DeLorme, USGS, NPS

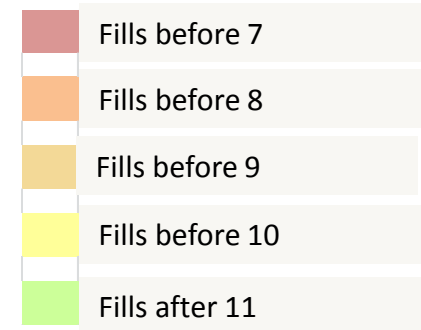


# High Demand for Parking

| Station                | Fill Time |
|------------------------|-----------|
| West Oakland           | 6:30 AM   |
| Pittsburg/Bay Point    | 7:00 AM   |
| Lake Merritt           | 7:05 AM   |
| Union City             | 7:25 AM   |
| Rockridge              | 7:30 AM   |
| Walnut Creek           | 7:35 AM   |
| Fremont                | 7:40 AM   |
| MacArthur              | 7:45 AM   |
| Orinda                 | 7:45 AM   |
| Dublin/Pleasanton      | 7:45 AM   |
| West Dublin/Pleasanton | 7:45 AM   |
| Lafayette              | 7:50 AM   |
| San Leandro            | 7:50 AM   |
| Castro Valley          | 8:10 AM   |
| Daly City              | 8:15 AM   |
| Pleasant Hill          | 8:15 AM   |

| Station              | Fill Time |
|----------------------|-----------|
| Concord              | 8:20 AM   |
| Ashby                | 8:25 AM   |
| El Cerrito Plaza     | 8:25 AM   |
| El Cerrito del Norte | 8:25 AM   |
| Fruitvale (c)        | 8:35 AM   |
| North Berkeley       | 8:40 AM   |
| Colma                | 8:40 AM   |
| Richmond             | 8:40 AM   |
| North Concord        | 8:55 AM   |
| Hayward              | 8:55 AM   |
| San Bruno            | 9:00 AM   |
| South Hayward        | 9:00 AM   |
| Bay Fair             | 9:05 AM   |
| Coliseum/Oak Airport | 9:15 AM   |
| South San Francisco  | 9:20 AM   |
| Millbrae             | 11:15 AM  |

Over 44,000 names on the waitlist for monthly parking







# Active Transportation



## BART Bike Parking Capital Program

Increasing bike access while reducing bikes onboard

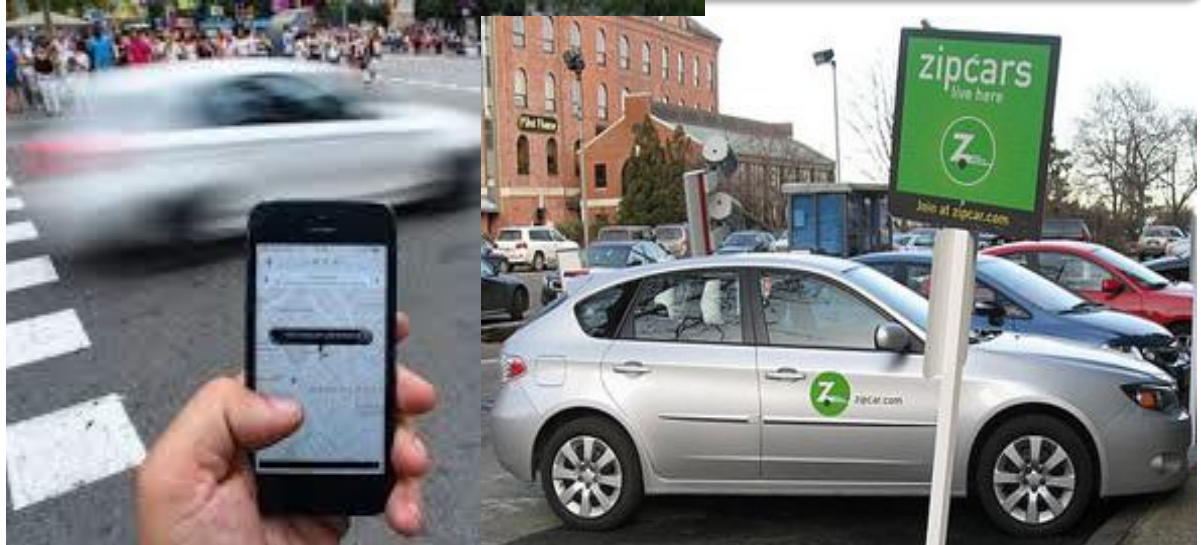
April 2015





# Mobility Innovations

Sidecar  
lyft  
UBER



Carrier 9:27 AM  
Boarding

**CHARIOT**  
BOARDING PASS  
**X2**  
CHARIOT #32  
ETA: 9 Min

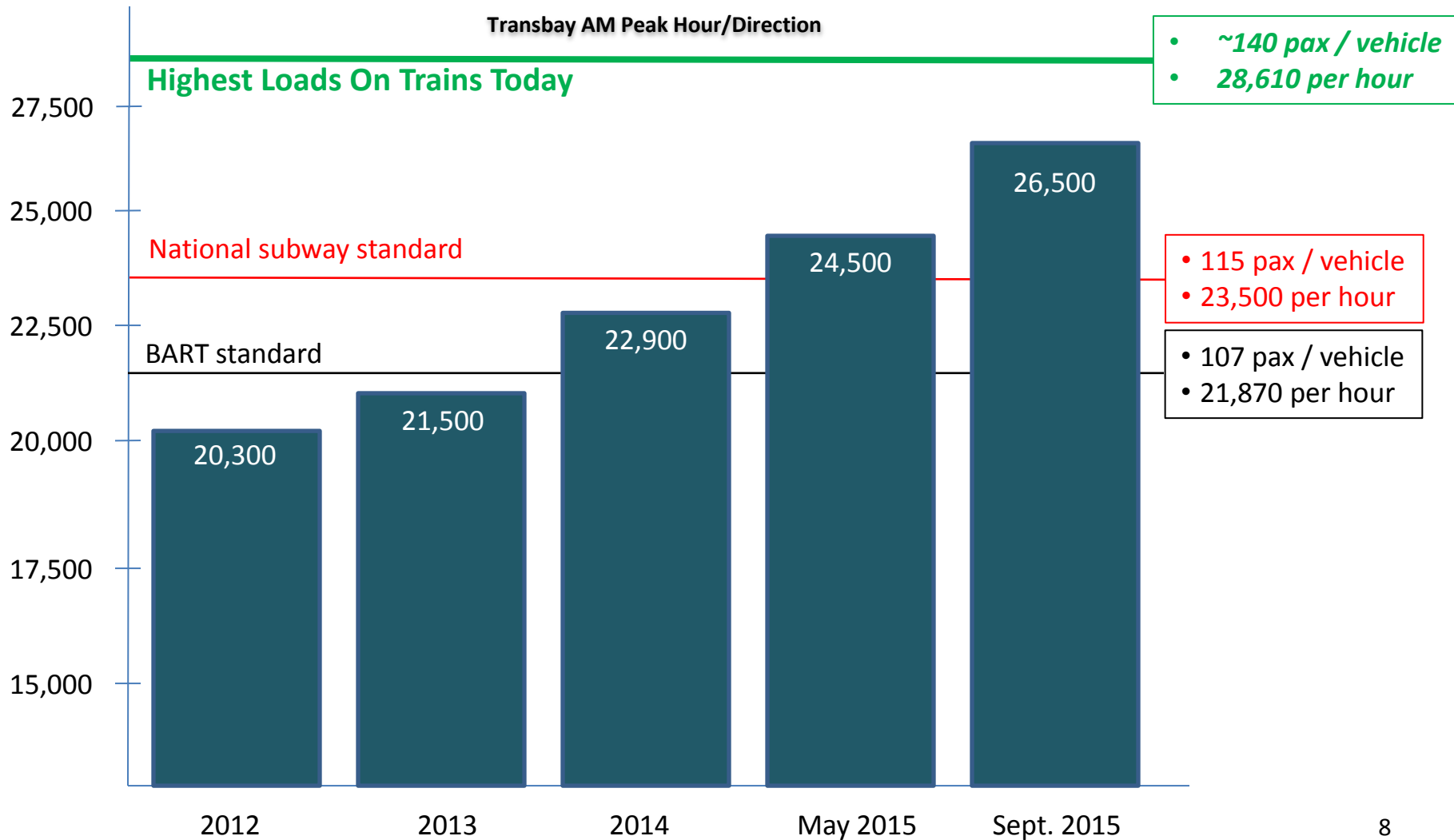
TRACK CHARIOT  
CANCEL RESERVATION







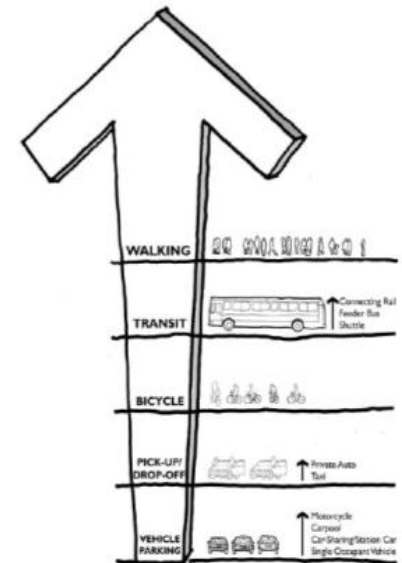
# More Crowded Trains





# Access: Policies and Practices

- Access Management and Improvement Policy (2000)
- Station Access Guidelines (2003)
- Access Policy Methodology (2005)
- Transit-Oriented Development Policy (2005)
- Access BART Study (2006)
- Station Profile Survey (2008)
- Bike Plan (2012) & Bike Parking Capital Program (2014)
- Demand-Based Parking Policy (2013)
- C-Line Access Study (2014)





BART Policy Framework for

# Access Management and Improvement

Adopted 2000

## Goals

- Enhance customer satisfaction.
- Increase ridership by enhancing access to the BART system.
- Create access programs in partnership with communities.
- Manage access programs and parking assets in an efficient, productive, environmentally sensitive and equitable manner.

## Strategies

- Access Goals
- Community Partnerships
- System-wide Parking Management
- Access Improvements
- New Programs
- Resources



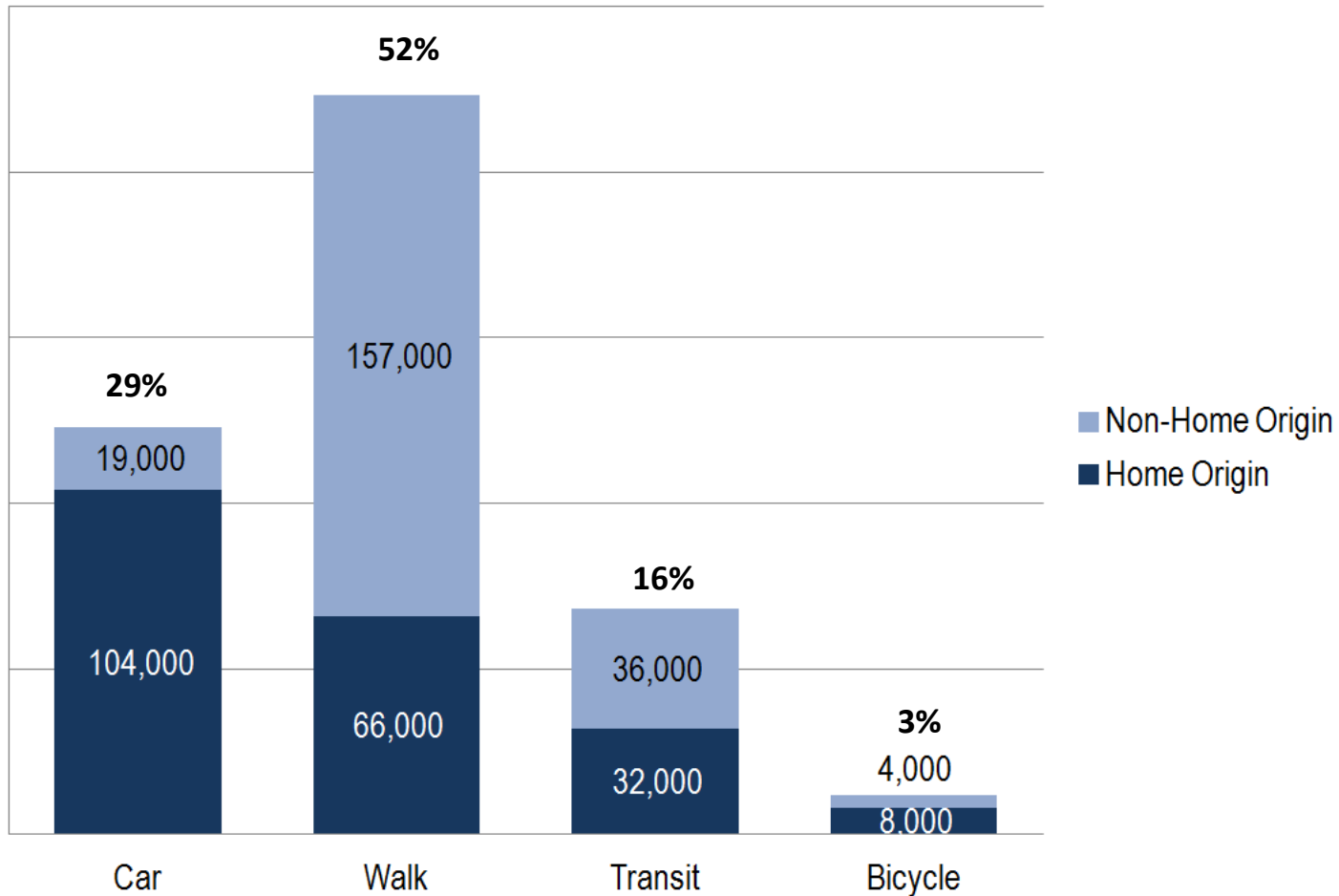




Mode of Access to BART, All Trips (2008)

# Riders by Mode of Access

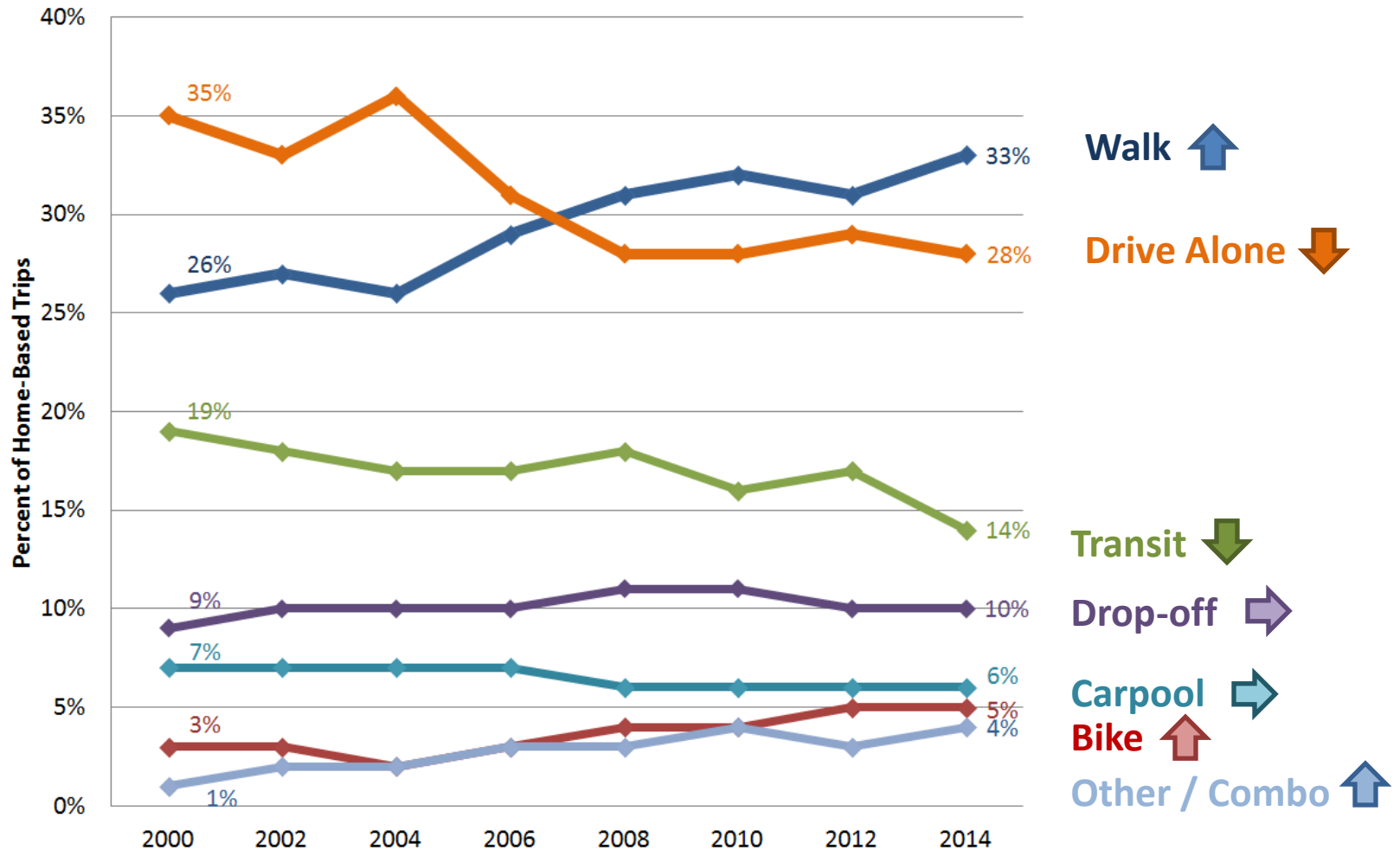
## Daily Boardings by Mode of Access





Mode of Access to BART, Home-Based Trips (2000-2014)

# Mode of Access Trend

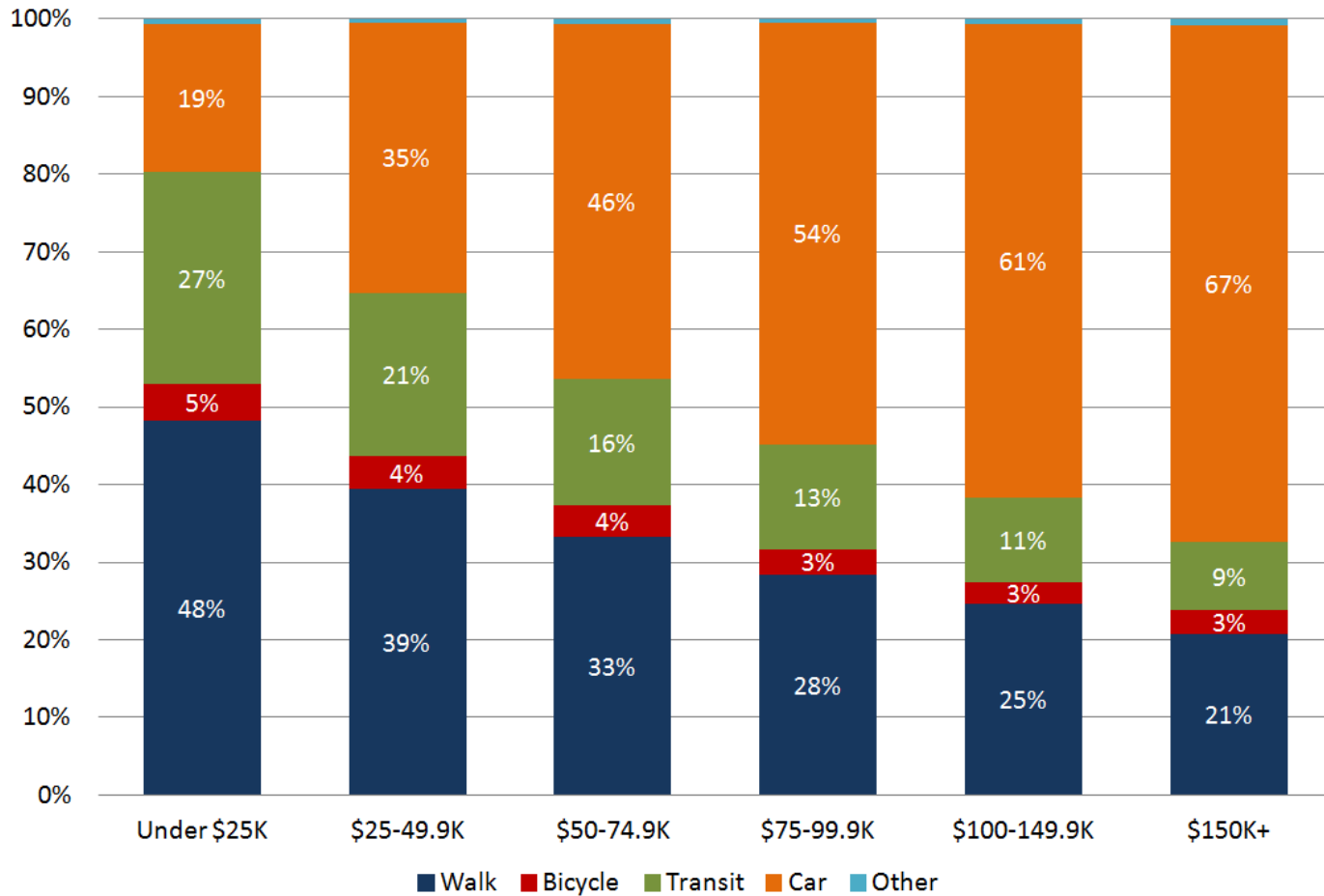




Home-Based Trips

# Mode of Access by Income

Mode of Access by Household Income (Home-based Trips)



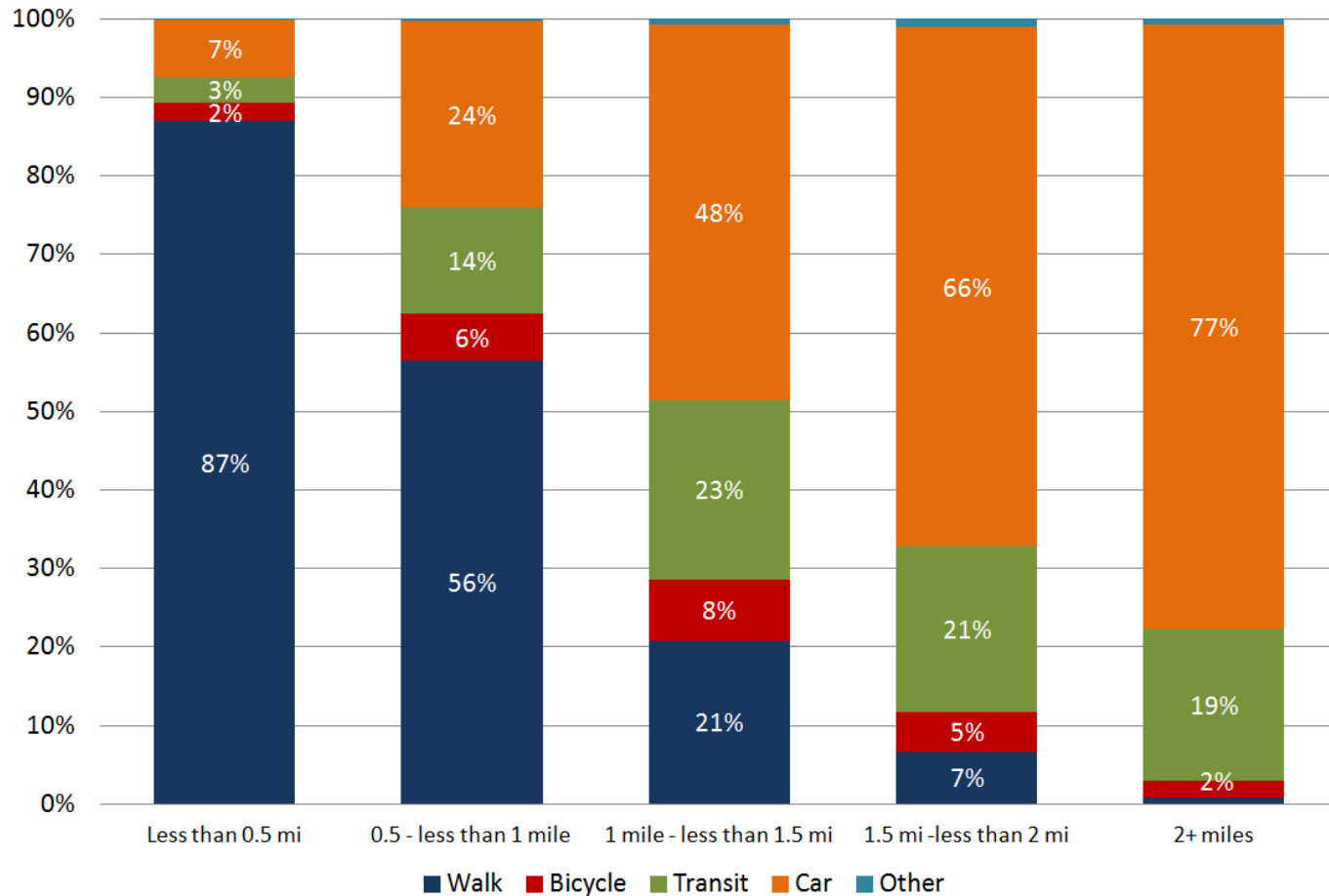




Home-Based Trips

# Mode of Access by Distance from Station

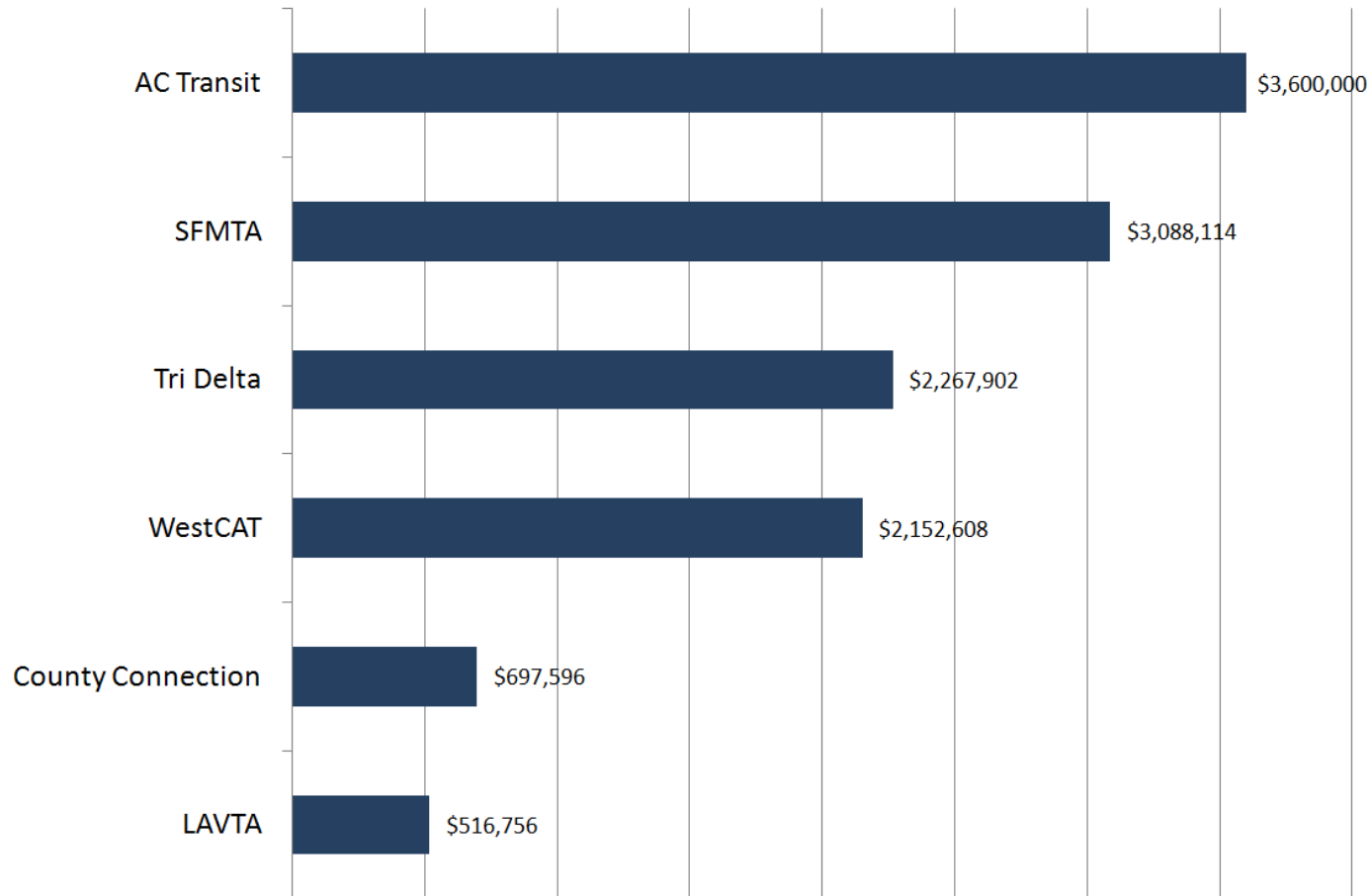
Mode of Access to BART by Distance from Station (Home-Based Trips)





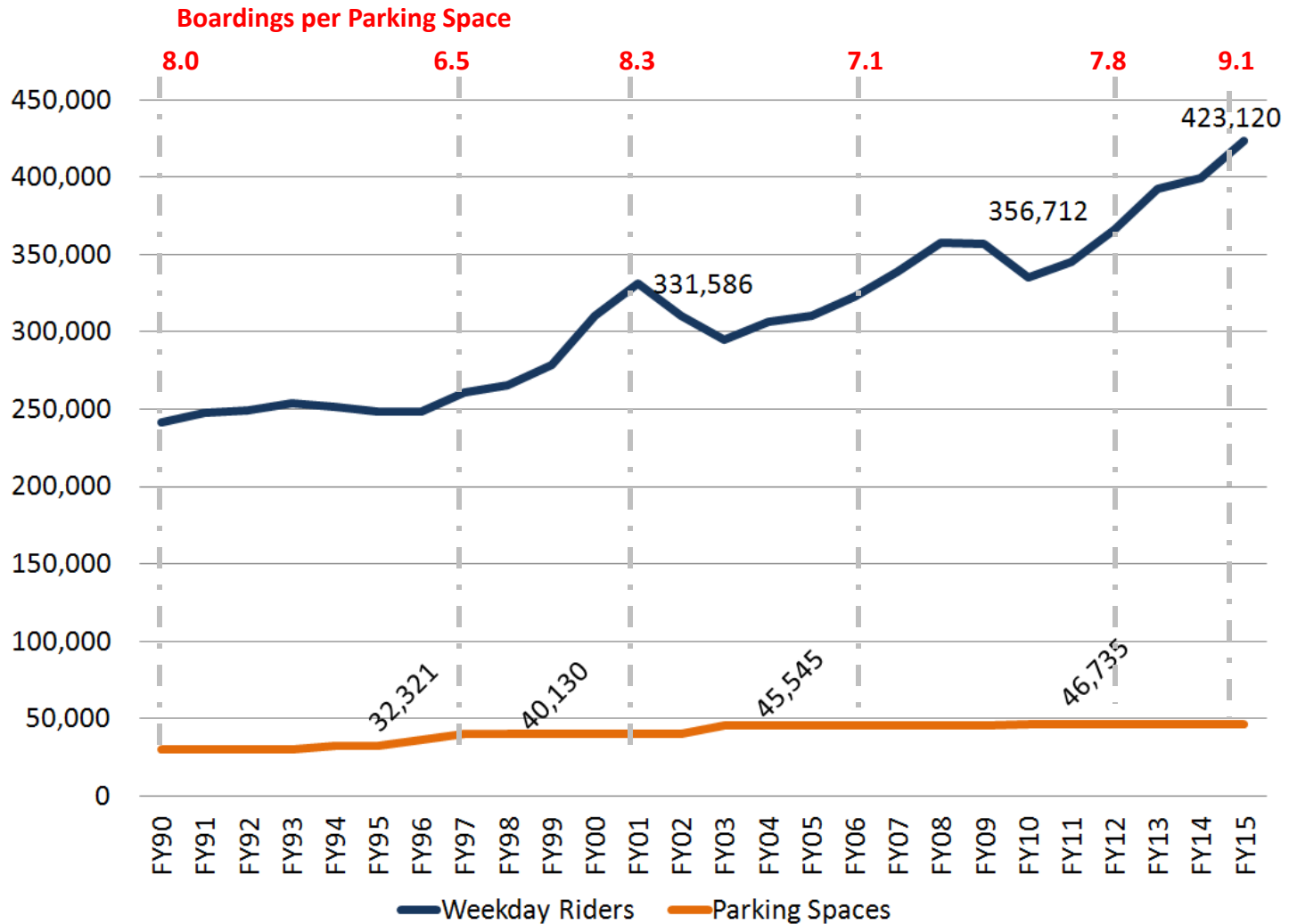
# BART Annual Feeder Transit Funding

Feeder Transit Funding Pass-through (FY 2015)





# BART Riders per Parking Space

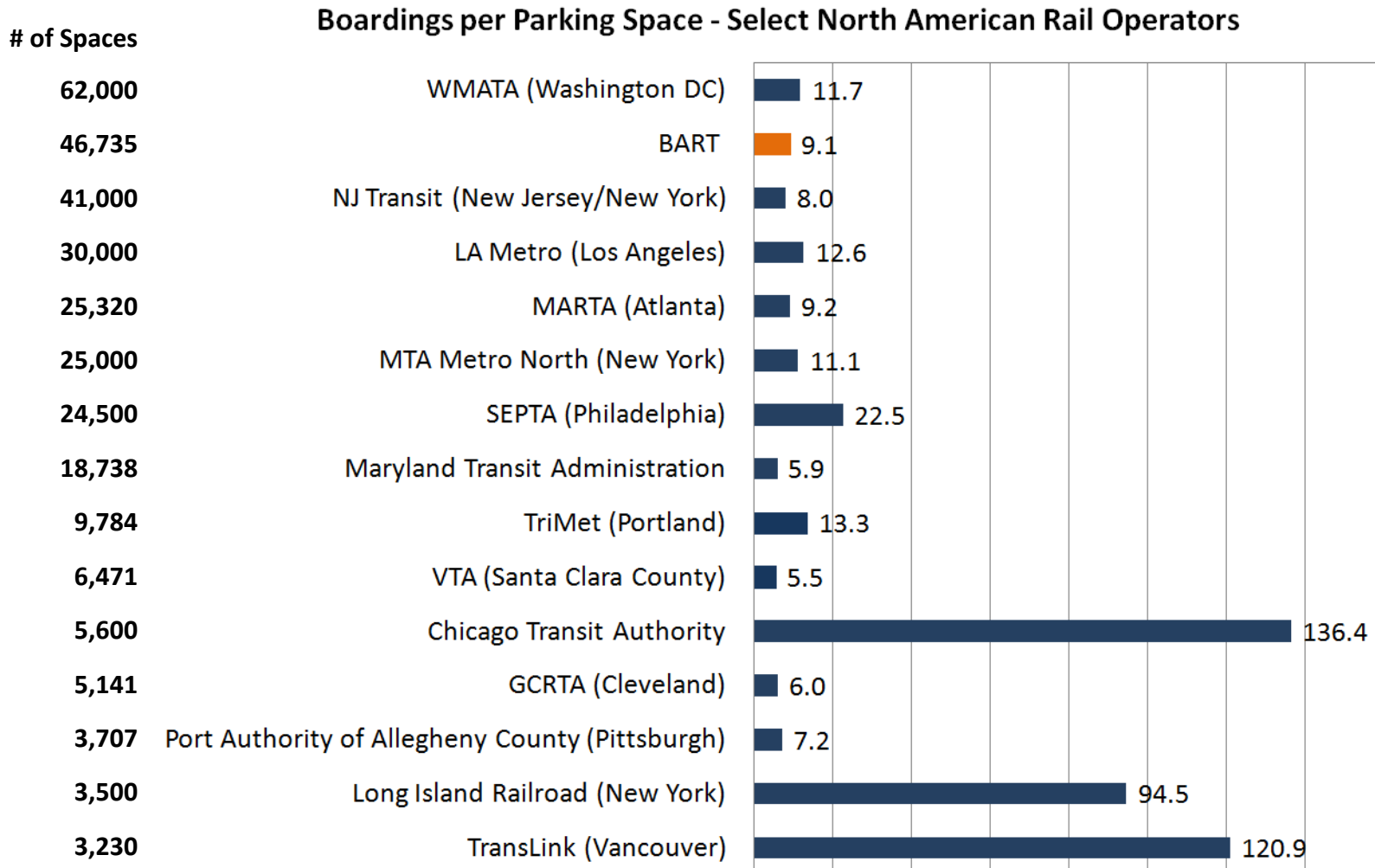


Source: Ridership Records, BART Parking Supply





# Peer Comparison: Boardings Per Parking Space

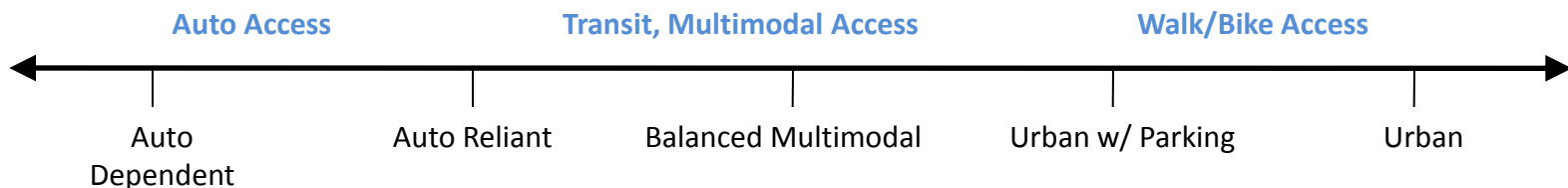


Source: Nelson\Nygaard (TCRP Survey, Forthcoming)



# BART Access Typology

- Urban
- Urban with Parking
- Balanced Multimodal
- Auto Reliant
- Auto Dependent



# BART Access Typology (Preliminary)





# Access Policy Framework **DRAFT**



## Healthier, Safer & Greener

- Prioritize the most sustainable modes
- Improve safety for users



## More Riders

- Manage and invest to optimize the use of BART system capacity
- Encourage new and emerging markets



## More Productive & Efficient

- Utilize best practices to manage productivity of assets and investments
- Routinely assess performance
- Consider the life-cycle costs in decision making



## Better Experience

- Expand choices to improve the customer experience
- Strengthen TOD and sustainable communities



## Equitable Services

- Ensure that disadvantaged communities share in the benefits
- Promote universal design



## Innovation & Partnerships

- Advance solutions in partnership with communities
- Seek, test, and evaluate innovations

# SAMPLE 4-YEAR ACCESS WORK PLAN - DRAFT

| Goals  | Strategies   | Initiatives / Actions  |
|--|--|--|
| <p><b>Healthier, Safer &amp; Greener</b></p>   | <p>Prioritize the most sustainable modes<br/>           Improve safety for users, with special emphasis to promote active transportation</p>   | <ul style="list-style-type: none"> <li>• Prepare Pedestrian and Bicycle Network Analysis at 10 priority stations to ensure safe access for all.</li> <li>• Identify and support 10 priority active transportation projects.</li> <li>• Fund and implement 2015 BART Bicycle Capital Plan; Develop and implement an expanded capital plan to fund bicycle access investments.</li> <li>• Partner to implement expanded Bay Area Bike Share program.</li> </ul>  |
| <p><b>More Riders</b></p>                      | <p>Invest to optimize the use of BART capacity<br/>           Encourage new and emerging markets</p>   | <ul style="list-style-type: none"> <li>• Identify strategies and investments to encourage peak shoulder and mid-day travel.</li> <li>• Implement access improvements to serve new and emerging travel markets, including trips to and from Silicon Valley.</li> </ul>  |
| <p><b>More Productive and Efficient</b></p>    | <p>Utilize best practices to optimally manage productivity of assets and investments<br/>           Routinely assess performance of investments and programs<br/>           Consider life-cycle costs in decision making</p> | <ul style="list-style-type: none"> <li>• Work with feeder service providers to efficiently serve stations.</li> <li>• Prepare Multimodal Access Design and Curb Use Guidelines.</li> <li>• Track performance of investments and trends.</li> <li>• Establish station access targets, and develop investment plan to achieve.</li> <li>• Inventory assets in intermodal facilities as preparation for upgrade and maintenance program.</li> <li>• Revamp carpool program at BART.</li> </ul>  |
| <p><b>Better Experience</b></p>                | <p>Expand choices to improve the customer experience<br/>           Strengthen sustainable communities</p>   | <ul style="list-style-type: none"> <li>• Implement parking full monitors at 4 stations; Seek funding for 2 more stations.</li> <li>• Partner on 5 station area Specific Plans to advance access improvements.</li> <li>• Ensure access investments and practices strengthen BART's Transit Oriented Development objectives.</li> <li>• Partner with AC Transit on International / Broadway BRT implementation.</li> <li>• Partner with SFMTA on Better Market Street planning and implementation.</li> </ul>                                 |
| <p><b>Equitable Services</b></p>             | <p>Ensure that disadvantaged communities fully share in the benefits of programs<br/>           Promote universal design</p>   | <ul style="list-style-type: none"> <li>• Assess results of AC / BART Joint Fare Study pilot, and implement next steps.</li> <li>• Assess results of MTC's means-based fare pricing study, and implement next steps.</li> <li>• Ensure all facilities designed and built are accessible to all users.</li> <li>• Ensure multimodal access guidelines reflect accessibility requirements.</li> <li>• Complete Districtwide Accessibility Plan.</li> </ul>  |
| <p><b>Innovation &amp; Partnerships</b></p>  | <p>Advance solutions in partnership with communities<br/>           Seek, test and evaluate innovations</p>  | <ul style="list-style-type: none"> <li>• Implement pilot program with shared use mobility providers to assess effectiveness.</li> <li>• Prepare electric vehicle policy and plan; Pilot electric vehicle charging at 1 or more station, to assess market potential, customer convenience and technologies.</li> <li>• Advance on-street Parking Benefit District and satellite parking opportunities with local partners.</li> <li>• Pilot dynamic bus bays.</li> <li>• Explore new parking payment and enforcement technologies.</li> </ul> |





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