

BART testing bikes on board during commute hours

Bikes welcome at all times March 18-22

BART takes the next step in the history of bikes on board with a second pilot program the week of March 18-22 that will allow bikes on trains all day, including commute hours. During this test, we ask that cyclists not take their bikes on the first three cars of each train during commute hours (7 a.m.-9 a.m., 4:30 p.m.-6:30 p.m.), and as always, avoid taking bikes onto crowded trains.

Cyclists must continue to yield space on trains to elderly riders and people with disabilities. Bicycles are also not allowed on escalators.

BART first tested allowing bikes on board during commute hours last August and since then has taken a number of steps to improve the ability to accommodate bikes. These steps include reconfiguring train car interiors to create more space, increasing secure bike parking

and launching an etiquette campaign to encourage all passengers to be courteous.

BART is working with the BART Bicycle Task Force and with the BART Accessibility Task Force to make sure access issues are considered for all BART passengers. BART is also collaborating with the East Bay Bicycle Coalition and the SF Bicycle Coalition.

For more information and to take a short survey on your experience during this pilot, visit bart.gov/bikes. The survey will be live starting on the first day of the pilot, March

18. In addition, other feedback on bikes can be emailed to bikes@bart.gov.

Results will be presented to the Board of Directors in the future, with opportunity for public comment, before determining what happens next.

Tips for taking your bike on BART

In BART stations:

- Use stairs and elevators.
- Bikes are not allowed on escalators.

On platforms:

- Only board trains that can comfortably accommodate you and your bicycle.
- Make sure there is space on platforms for other riders to pass by you and your bicycle.

On board trains:

- Keep aisles and doorways clear.
- Yield seats and space to elderly and disabled passengers.
- Take care to keep bike from bumping into others.
- Control bikes at all times—keep a hand on your bike.
- No bikes on the first car of any train. No bikes on the first three cars of any train during commute hours (7 a.m.-9 a.m., 4:30 p.m.-6:30 p.m.).



From the General Manager...

Last year was a record-breaking year for BART: we carried more than 114 million riders, regularly seeing weekday ridership top the 400,000 level.

It's good news for the Bay Area; an indication the economy is rebounding as more people are finding jobs and choosing to ride BART to work. As ridership continues to increase, we must focus on issues related to high ridership, such as crowded stations and trains and how our riders get to BART.

We have only so many parking spaces for customers who drive to BART and limited options for adding spots. We have to look at multiple ways for people to get to our stations. These options include buses, walking and biking.

This month, we're taking the next step in improving bicycle access on BART with a second pilot program the week of March 18-22 that will allow bikes on trains all day, including commute hours. (See full story at left.) During this test, we ask that cyclists not take their bikes on the first three cars of each train during commute hours, and avoid taking bikes onto crowded trains.

After receiving feedback from you about our first bike pilot project last August, we're working on a number of initiatives to improve BART's ability to accommodate bikes. For example, train car interiors are being reconfigured to create more space for everyone; we're launching a new bike etiquette campaign; and efforts are underway to increase secure bike parking.

Beginning March 18, you can provide additional feedback on the bike test by completing a short survey at bart.gov/bikes.

Thanks in advance for your input.



Grace Crunican, General Manager

May the luck of the Irish be with you!

Paint the town green! Not literally, of course, but with St. Patrick's Day spirit.

Saturday, March 16, San Francisco will celebrate St. Patrick's Day, and everything Irish, with a parade full of thousands of dancers, musicians and revelers of all kinds, filling the City with laughter and mirth.

Those who take BART will be smiling a bit more than others, having avoided traffic and parking hassles on the way to the parade and festival. Exit BART at the Montgomery Street, Powell Street or Civic Center stations to find your pot of gold. Plan your trip at bart.gov.

The Parade begins at 11:30 a.m. at the corner of Second and Market. The festival will take place from 11 a.m. to 5 p.m. at San Francisco's Civic Center Plaza. For information, visit saintpatricksdaysf.com.



If you're celebrating St. Paddy's Day in the East Bay, check out Dublin's St. Patrick's Day festival Saturday and Sunday, March 16 and 17 from 10 a.m. to 5 p.m. at the Dublin Civic Center.

Your bus trip from the Dublin/Pleasanton BART station to the Dublin Civic Center is free when you take a Route 10 bus from Dublin/Pleasanton BART to the festivities! Please visit wheelsbus.com or call 925/455-7500 for more information.

There's a parade and pancake breakfast on Saturday and a 5k fun run on Sunday.

For information, visit dublinstpats.com.

Board dedicates inflation-based fare increases to new trains; OKs demand-based parking

The BART Board of Directors voted last month to continue its inflation-based fare increase program, which is dedicated to paying for new trains and other system improvements needed to continue reliable, safe and clean train service for the Bay Area. The Board also approved a demand-based parking program which outlines a policy when to raise or lower the cost of parking. This revenue will fund station and access improvements.

BART's inflation-based fare increase program, which has been in place since 2003, has offered passengers a predictable pattern of small fare adjustments over time. The renewed program will raise fares in 2014, 2016, 2018, and 2020 at a rate below inflation. The increase is calculated based on the average rate of inflation over the two year period minus 0.5% for BART's commitment to productivity improvements. This program is estimated to generate \$325 million over the next eight years. The first increase, which will go into effect January 1, 2014, will be 5.2% (based on inflation data from 2010-2012). BART's average fare is \$3.59. A 5.2% increase would cost an extra 19 cents, bringing the fare to \$3.78.

When surveyed, about 60% of BART passengers support the continuation of the inflation based program as they would rather have predictable small increases over time than large erratic hits to their wallets. 70% of passengers recently rated BART a good value for the money in the 2012 Customer Satisfaction Survey.

Demand-Based Parking Program

Currently, the amount of money collected from BART's paid parking program does not cover the cost to provide parking. It costs \$21.7 million a year to provide security, maintenance, lighting, landscaping and cleaning. BART only collects \$15.6 million a year, yet almost all of our lots fill up at an early hour every day.

Under the new parking program, all parking lots will cost at least \$1. If a lot fills up as evaluated every six months, the daily fee will be increased by 50 cents. If the occupancy is less than 95% full, the fee would decrease 50 cents. The BART Board voted to cap the fee at \$3, except for at West Oakland, which costs \$5. Customers will be given 30 days notice of any changes in fees.

Since the monthly, single day, and long term/airport rates are a function of the daily fee, the cost for those permits may be raised or lowered in the equivalent of 50 cents daily increments in accordance with the changes to the daily fee at a particular station.

This new parking rate policy is expected to generate a much needed \$6 million in the first year and \$10 million in subsequent years. The additional revenue generated could only be used for station access, rehabilitation, and modernization needs.

For more information on BART parking programs, visit bart.gov/parking.

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Etiquette deprived or simply oblivious? Should we say something?

