



PLEASANT HILL BART STATION ACCESS PLAN August 2002



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Bay Area Rapid Transit
Planning Department

I. PLAN SUMMARY

A. Existing Conditions

The Pleasant Hill BART Station is a magnet for suburban commuters throughout central Contra Costa and southern Solano counties. Pleasant Hill has the highest number of peak AM boardings (4,224) and the largest number of parking spaces in the system (3,398). Situated in unincorporated Walnut Creek, the station is less than one-quarter of a mile from the Treat Boulevard exit on I-680. The immediate land uses are characterized by high-density residential and commercial office. However, the larger station vicinity is dominated by low-scale single-family homes. The station is also the focal point of several transit lines and regional bike lanes.

B. Recommendations

The following access recommendations should be considered priority initiatives by BART. A more complete inventory of recommendations and an explanation of terms are included at the end of this report.

Mode	Recommendation and Description	S/M/L Term	Funding Tier and Lead
Ped/Bike	Develop bike/pedestrian bridge and pathway connecting station to communities east of Contra Costa Canal	M	Tier 3 BART, County, Walnut Creek
Ped/Bike	Redevelop Iron Horse Trail Parking into Bicycle Route and Park.	S	Tier 1 County
Bicycle	Develop Bicycle Pavilion and/or Bicycle Station	M	Tier 3 BART, Developer
Transit	Expand bus Intermodal to accommodate 20 separate bus lines within 10 years	L	Tier 1 Developer
Transit	Increase frequencies on Treat Blvd. (115) and Walnut Avenue (107) service	M	Tier 2 CCCTA
Auto	Explore programs to maximize efficiency of parking lots, e.g. attendant midday parking, reserved parking	S	Tier 2 BART, Contra Costa County
Auto	Explore on-street parking during the midday hours	S	Tier 3 CC County
Auto	Expand Carpool capacity to meet demand	S	Tier 2 BART
Other	Offer Personal Transportation Vehicle (such as Segway or other brands) rentals at station	M	Tier 3 BART, Developer, Caltrans

* (S) Short Term = Up to 2005 (M) Medium Term = 2006 to 2010 (L) Long Term = 2010 and After

** Funding Tiers:

Tier 1 Existing BART Resources and/or Non-BART funds

Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds)

Tier 3 Future BART Revenues TBD and/or Non-BART funds

II. ACCESS PLAN DEVELOPMENT

A. Background

The 1999 Bay Area Rapid Transit District's (BART) Strategic Plan called for improvements to station access by all modes through the promotion of alternatives to driving alone, and linking station access with other key strategic goals. In May 2000, the BART Board adopted the "Access Management and Improvement Policy Framework" which focuses on:

- *Enhancing customer satisfaction*
- *Increasing ridership by enhancing access to the BART system*
- *Creating access programs in partnership with communities*
- *Managing access programs and parking assets in an efficient, productive, environmentally sensitive and equitable manner*

In accordance with these goals, the BART Board directed staff to prepare three Comprehensive Station Plans and eleven additional Access Plans for stations throughout the BART system. These plans will examine and prioritize station access improvements, which could include physical enhancements, new programs, or policy changes that would facilitate BART's goal to achieve patronage targets by mode for each station and to support system-wide targets. These plans will still need to evolve and adjust over time due to changing conditions, new policies and programs.

B. Purpose

In response to peak period access constraints primarily at home-origin BART Stations, the BART Board asked staff to develop Access Plans consistent with BART's Strategic Plan and its access management policies. The Access Plans are intended to balance automobile and other modes while focusing primarily on peak period access constraints. These plans may also address access issues outside the formal scope of home-based AM trips and are expected to benefit all trips to and from BART.

A key goal of the Plans is to ensure that access planning for BART stations will both consider and guide other capital investments, such as those promoting station area development and increasing station capacity. In this initial stage of preparing Access Plans, however, the primary focus remains access to the station. A Comprehensive Station Plan would encompass a more complete integration of station access, station area development and internal station capacity.

The proposed access targets, in the Access Management and Improvement Policy Framework, include a reduction in the share of AM peak period patrons arriving by solo driving with corresponding increases in walk, bike, carpool, passenger drop off and taxi modes. The proposed targets shift the solo driver from 38 percent in 1998, to 33 percent in 2005, to 31 percent in 2010. Table 1 outlines both 2005 and 2010 targets. The achievement of these targets depends on availability, cost, predictability, convenience and safety of the mode.

Table 1: Systemwide Mode Share Targets, AM Peak*

Mode	1998 Mode Share	2005 Targets	2010 Targets
Walk	23.0%	24.0%	24.5%
Bike	2.0%	2.5%	3.0%
Transit	21.0%	21.5%	22.0%
Drop-off, Carpool, Taxi	16.0%	19.0%	19.5%
Drive Alone	38.0%	33.0%	31.0%

*Targets do not include new ridership to be generated by the BART-SFO extension.

Data Source: Analysis prepared by R. Willson, Ph.D., AICP, Transportation Consultant, 2001

Station-specific targets have not been estimated in the Access Plans. Access recommendations proposing to influence travel behavior are still unproven, and the effectiveness of these projects will need to be monitored following the completion of this first series of Access Plans. This will inform the development of future station-specific mode split targets that are more reliable and meaningful for Access Plan updates as well as future Access Plans.

C. Process

The development of the Station Access Plans began with a systematic information gathering effort. Relevant data included: ridership, mode split, on-going access activities and programmed capital improvements. The station area scan included land use, demographics, existing plans and pending local improvements projects from local stakeholders.

The next steps involved an assessment of the current access opportunities and constraints at each station. The primary internal forum to solicit input occurred through the Station Area Working Group. This interdepartmental staff met on three occasions to discuss draft plans, share information, and provide critical comments.

The access planning process also included outreach with external local partners as well as review of local planning and programming documents. For the Coliseum Station Access Plan, the following documents were reviewed and partners consulted through a series of meetings and conversations.

Review of Local and Regional Plans

- Pleasant Hill BART Station Charrette Summary Report (2001)
- Pleasant Hill BART Station Area Specific Plan (1998)

Input from BART Departments and Partner Agencies

- BART Departments: Marketing and Research, Capital Grants, Customer Access, Operations, Transit System Development, Real Estate, Maintenance & Engineering, Capacity, Police, AFC, Safety and Community Relations
- Contra Costa County (Community Development, Redevelopment, Public Works)
- County Connection, Benicia Transit, Fairfield Transit, Livermore Amador Valley Transit
- Cities of Pleasant Hill, Walnut Creek, Clayton, Martinez, Concord

Outreach to Station Stakeholders

- BART Accessibility Task Force and Bicycle Task Force
- Contra Costa Centre Association

III. CURRENT AND FUTURE CONDITIONS

A. Station Setting

The Pleasant Hill BART Station was originally designed as a suburban station serving an area of low-density single-family homes. It has become a regional magnet for commuters throughout Contra Costa and Solano counties due to its easy freeway access and ample parking. Extra train service also draws passengers to the station. BART reroutes three trains from outbound to inbound service in the morning peak. The trains make a turn at the Concord Yard and arrive at the Pleasant Hill station empty. In addition, the area around the station has changed dramatically since the station was developed in the early 1970s. What was once open fields and single-family homes has become mid-rise office buildings, apartment complexes and even urban-style lofts.

Land uses in the immediate area are dominated by high-density office and commercial development along with apartment complexes. The surrounding area is a redevelopment area of unincorporated Contra Costa County known as “Contra Costa Centre”. A tenants/owners association, Contra Costa Centre Association, provides services to area residents and employees. Prior to the recent downturn in the economy, the area was an active office market with vacancies around 1 percent. Even today, two new buildings are under construction.

There are several other significant areas of development that are within the “commuter shed” of the station and act as destinations for BART riders exiting the station in the AM peak period. Diablo Valley College is within 5 miles from the station as is John Muir Medical Center.

While County land use policies and initiatives have created intensive land uses in the immediate vicinity of the station, the larger area is characterized by low-density residential subdivisions. The unincorporated neighborhood to the east of Coggins Drive is called the Walden District and was originally developed in the 1960s. The neighborhood has been very active in planning for the BART station and is presently working with the County and its Redevelopment Agency on several initiatives in the area.

B. Future Development

The Pleasant Hill BART Station will be the site of a mixed-use development that will ultimately change the 18

Figure 1: Pleasant Hill Joint Development Concept Plan



Source: Summary Report, Pleasant Hill BART Station Charrette (2001)

acres of surface parking surrounding the station into a walkable urban district with shops, apartments, townhomes and offices. This joint development proposal, which is in the final planning stages, will be carried out by a development partnership led by Millennium Partners. The development was defined on a conceptual level through a weeklong planning charrette conducted in the winter of 2001. The subsequent report, released in October of 2001, not only addresses the development concept but broader transportation issues and how future development will impact access to the station.

Table 2: Pleasant Hill BART Development Proposal Alternatives

Residential Alternative

Use	Square Feet/# Units/Spaces	Cost (millions)	Funding Sources
Office	290,000 sq. ft.	\$ 77.0	Private
Retail	42,000 sq.ft.	\$ 13.0	Private
Residential	446 units	\$ 93.0	Private
Total for Private Uses	778,000 sq. ft.	\$ 183.0	
Public Infrastructure	Plazas, parks, new roads, sidewalks	\$ 8.0	Public
BART Replacement Parking	1,480	\$ 20.0	Public
Iron Horse Trail Replacement Parking	581	\$ 9.0	Public/Fee Financed
Total for Public Investment		\$ 37.0	
Project Total	799,000 sq. ft.	\$ 220.0	Private/Public

Office Alternative

Use	Square Feet/# Units/Spaces	Cost (millions)	Funding Sources
Office	456,000 sq. ft.	\$ 122.0	Private
Retail	42,000 sq.ft.	\$ 13.0	Private
Residential	274 units	\$ 57.0	Private
Total for Private Uses	772,000 sq. ft.	\$ 192.0	
Public Infrastructure	Plazas, parks, new roads, sidewalks	\$ 8.0	Public
BART Replacement Parking	1,480	\$ 20.0	Public
Iron Horse Trail Replacement Parking	581	\$ 9.0	Public/Fee Financed
Total Public Investment		\$ 37.0	
Project Total	772,000 sq. ft.	\$ 220.0	Private/Public

Data Source: Pleasant Hill BART Station Charrette Summary Report (2001)

The Charrette Summary Report defines the development concept as two alternatives: a residential alternative that places an emphasis on apartment and townhome development or an office alternative that weights the development towards commercial uses with a smaller number of residential units. A comparison between the two alternatives is presented in Table 2 above.

It is anticipated that the Millennium Development could be completed within 3-7 years. The initial phase will be the construction of a parking structure to replace the surface parking spaces that will be replaced by the development. The structure will also incorporate 581 temporary parking spaces that were constructed on the Iron Horse corridor across Coggins Drive from the station. The County Redevelopment Agency has developed a plan for addressing the anticipated loss of these parking spaces in the interim period before the new parking structure can be completed. In addition to finding another location for parking, the County is suggesting enhanced transit service and other incentives for utilizing alternative modes in accessing the station.

C. Community and Rider Demographics

Ridership

In February 2002, there were 7,206 Station average weekday entries at the Pleasant Hill Station on an average weekday in February 2002. Over 4,000 of the entries are between the hours of 6:30 and 9:00 AM. As mentioned before, Pleasant Hill has the highest rate of AM boardings in the BART system, over 54 percent higher than the systemwide average.

As the station origin map below illustrates, the Pleasant Hill Station draws riders from a broad range of origins including Martinez and Benicia. The combination of a large amount of parking, easy freeway access and three extra morning trains attract morning riders.

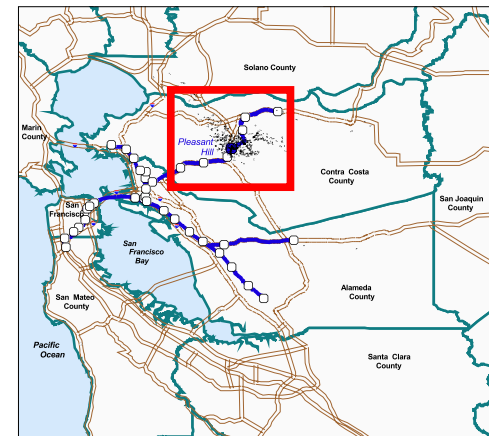
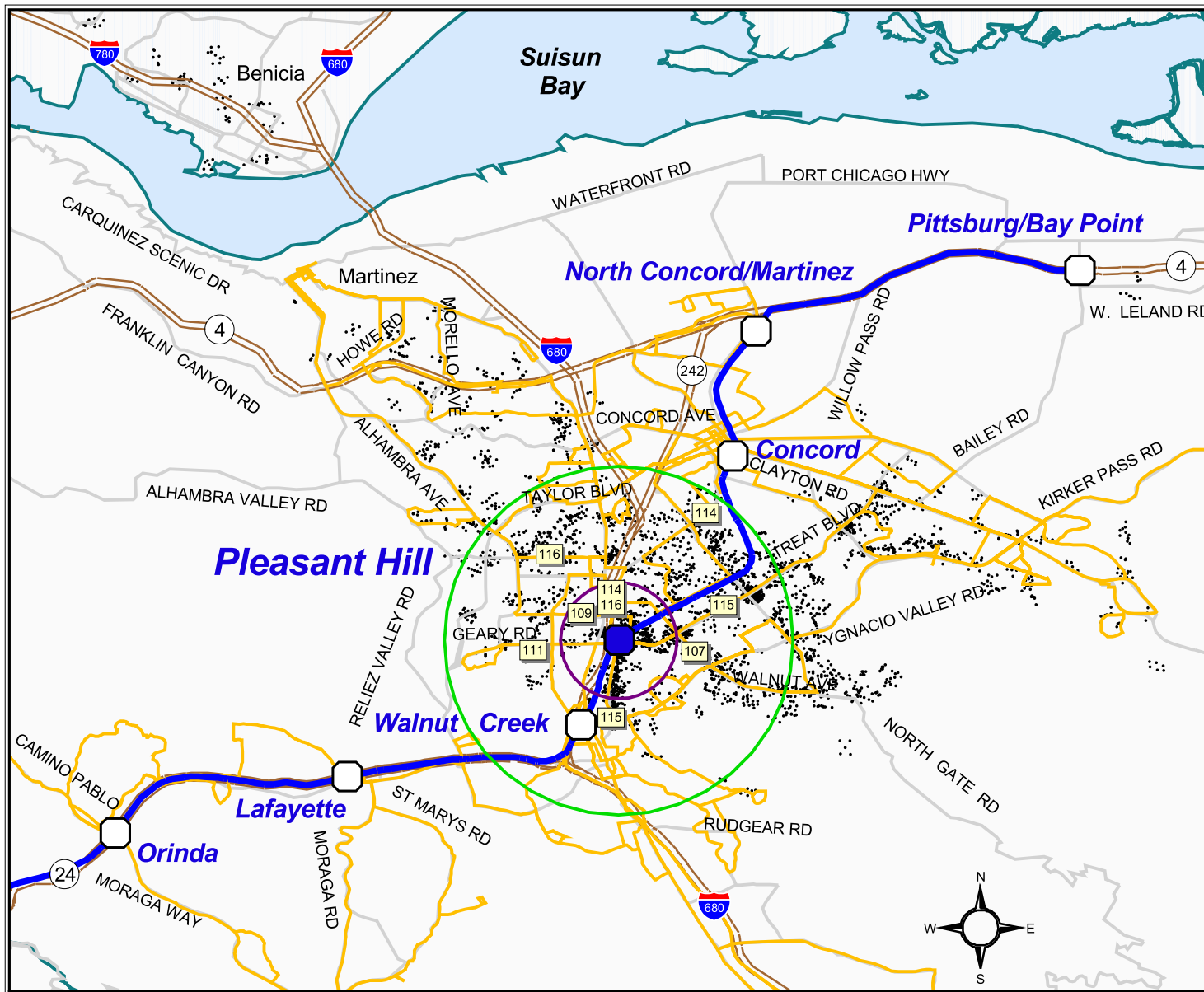
While ridership estimates are still being determined, the proposed BART extension to Milpitas, San Jose and Santa Clara is also expected to increase ridership (and access needs) at this station when it opens around 2012.

Demographics

The following demographic information reflects the makeup of Pleasant Hill Station riders:

- 53% of the riders are Female.
- 48% of the Riders are 25 to 44 years old and 43% are 45 to 64 years old.
- 78% are White, 2% are Black and 12% are Asian/Pacific Islander, 8% of riders are of Hispanic origin.
- 32% of the riders' household income is over \$100K. Only 8% of the riders were in the \$30K or less range.
- 7% of the riders identified themselves as Disabled. They are either blind or have low vision, deaf or are hearing impaired, have mobility problems (e.g. wheelchair user), or have mental or cognitive impairment.

AM Weekday Home Origins : Riders Entering Pleasant Hill BART Station



LEGEND

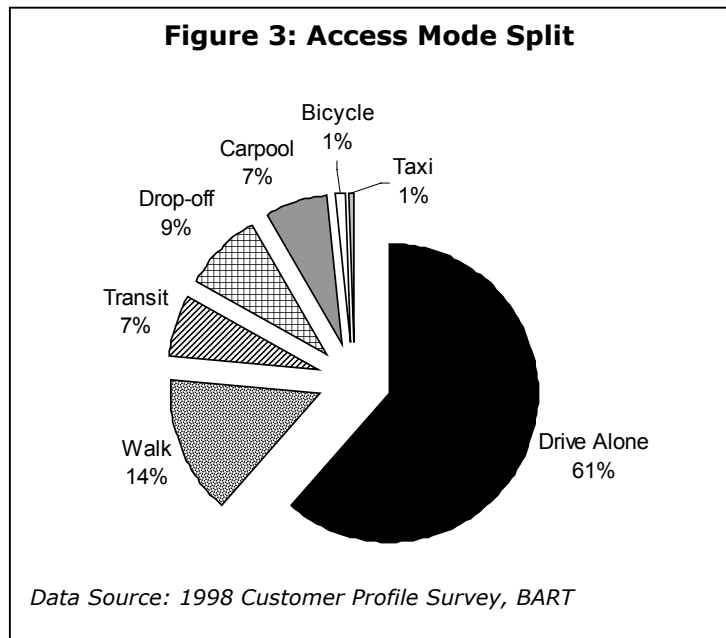
- AM Home Origins
- ▬ BART Line
- BART Stations
- 1 Mile Radius
- 3 Mile Radius
- ▭ County and Border
- ▬ Highways
- ▬ Arterial Roads
- ▬ Contra Costa County Transit Bus Routes



Prepared by : **BART Marketing and Research**

Mode Split

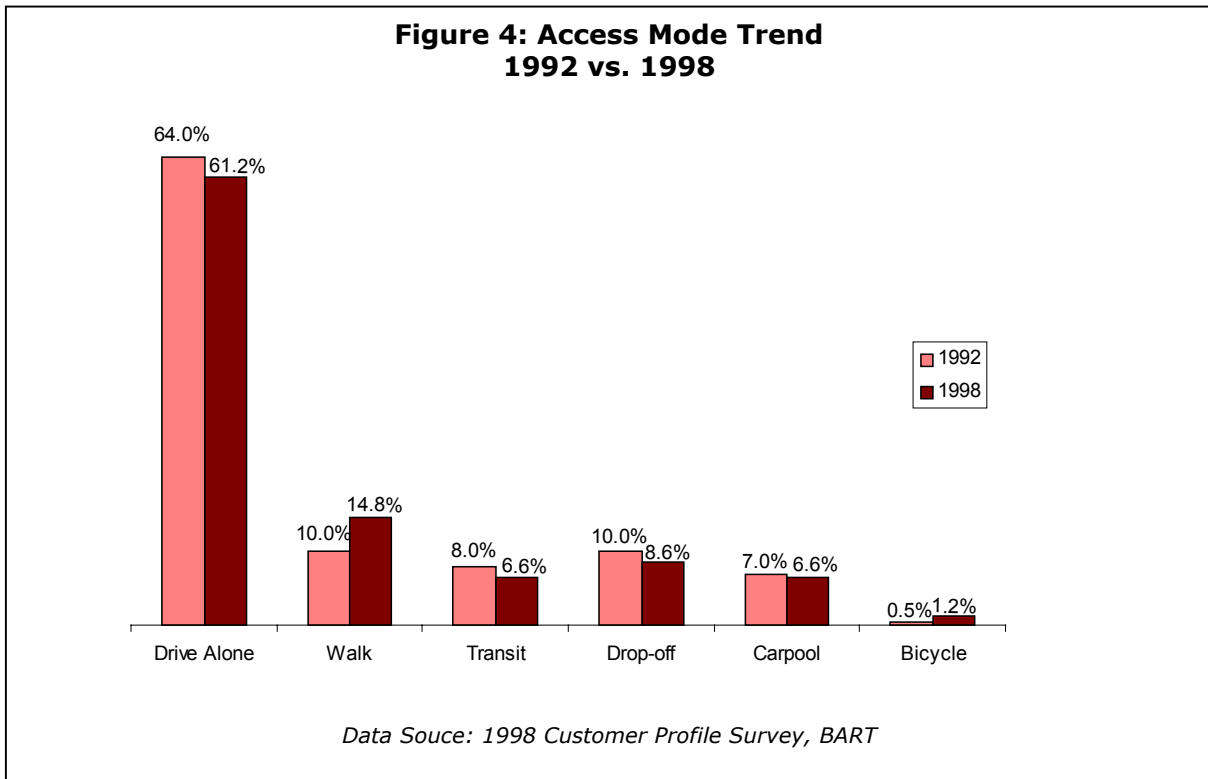
As noted earlier, the Pleasant Hill Station, with 3,398 parking spaces, has the largest concentration of parking in the BART system. It also enjoys excellent freeway access and a centralized location. As a result, the dominant mode is Drive Alone automobiles with 61 percent of the total. However, 14 percent of the passengers walk to the station. This number has almost doubled since 1992, the result of intensive residential development in the area. transit, carpool, drop-off and bicycle were all under 10 percent. These figures can be misleading because Pleasant Hill is such a high volume station. The gross number of bicyclists, for example is much higher, on average than other suburban stations.



C. ACCESS ISSUES AND RECOMMENDATIONS

This Access Plan focuses on increasing the attractiveness of transit, improving the bicycle and pedestrian environment and maximizing the efficiency of the Pleasant Hill BART Station parking lot. While access to the station is dominated by drive alone vehicle trips, the character of the station area will change dramatically in the future making alternative modes more attractive. The pedestrian and bicycle environment, in particular will improve as the Millennium Development creates walkable streets and destinations near the station. The trend to increase pedestrian access to the station began in the early 1990s as Contra Costa County encouraged high density, transit-oriented residential development near the station. With densities that range from 35 to over 70 units per acre, the walking mode share rose from 10 to close to 15 percent in 6 years. This trend should continue as new development comes online. Transit should also be more attractive as the new development builds a “station square” next to the station that will facilitate BART-to-bus and bus-to-bus transfers.

A summary of access issues and recommendations by mode are described below. It should be noted that all access improvements must be designed to accommodate people with disabilities.

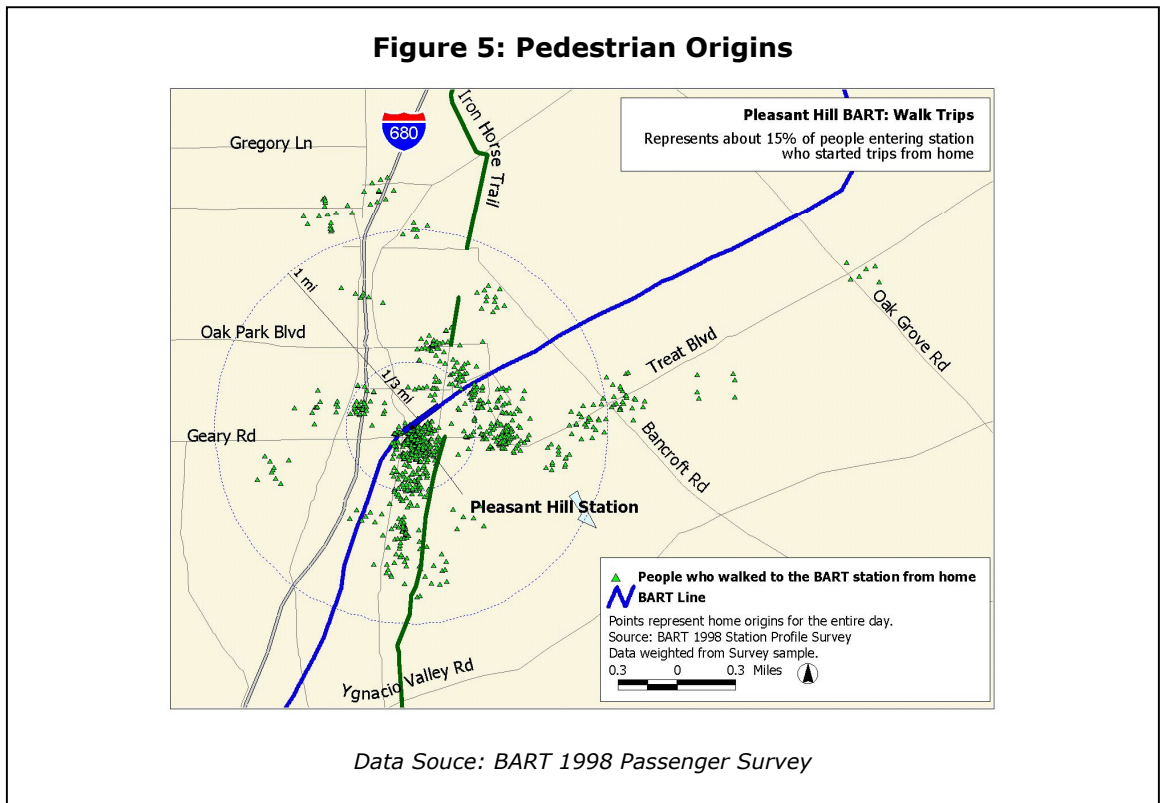


A. Walk

The Pleasant Hill BART Station has benefited from the County’s policies to encourage high density, transit-oriented development for both commercial and residential properties. The County continues to engage in positive work in the area as the Redevelopment Agency is planning to develop a park and pedestrian bridge on the Iron Horse Trail which will improve pedestrian and bicycle access to the station.

While the area’s land use mix is encouraging more walking to the station, the streets and sidewalks in the immediate vicinity of the station are unappealing to pedestrians with wide auto-oriented boulevards and a lack of clear signs directing pedestrians to area destinations. One of the two new developments in the area will be a hotel, joining an existing hotel immediately across the street. Because hotel patrons are likely to be unfamiliar with the area or with BART, directional signage is necessary.

Caltrans is exploring opportunities to rent Human Transporters, electronic two-wheeled scooters manufactured by a company named Segway, and has identified the Pleasant Hill Station as an ideal location. The units would be rented by an on-site vendor who currently sells coffee and rents videos to BART patrons. Because the Human Transporters can safely operate at 12 miles per hour, they may be able to address the need for passengers trying to reach intermediate distances that are too far to walk.



Finally, the Walnut Creek Channel acts as a barrier to pedestrians coming from the neighborhoods immediately east of the station. Pedestrians walking from residential areas east of

the channel must take a circuitous route via Treat Boulevard and Mayhew Way to the BART station. In an effort to address this access need, the County Redevelopment Agency has applied for funding to conduct a planning study and community outreach process. BART supports this concept and any future efforts to initiate planning activities.

Key strategies for increasing the walk mode share are:

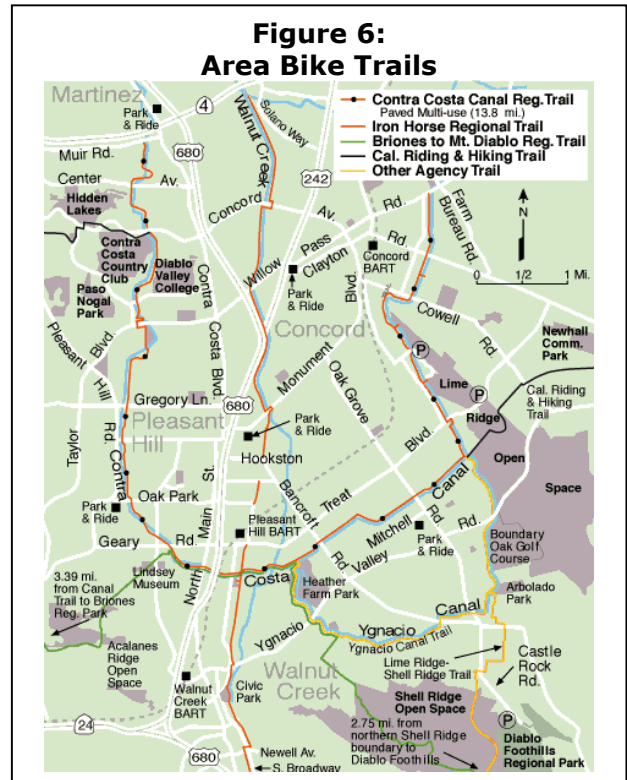
- Providing pedestrian amenities (such as pedestrian lighting, continuous sidewalks with curb cuts, signalized pedestrian crosswalks, street trees and wayfinding signs) along key pedestrian routes connecting the community to the station.
- Providing a more inviting environment for pedestrians through signs and more pedestrian-oriented streets
- Providing higher-density residential development and supporting retail uses near the station.

As noted earlier, many pedestrian amenities will be implemented as a result of the Millennium development.

B. Bikes

The centralized location of the Pleasant Hill BART Station not only serves automobiles but bicyclists as well. The station's bicycle advantages include: a location adjacent to the primary north-south bicycle route in central Contra Costa County, several east-west bicycle routes within close proximity, flat terrain, ample bicycle parking and amenable weather.

BART was recently awarded a State STIP Program grant by the Contra Costa Transportation Authority to design and develop landscaped areas for Class I Bicycle storage, known as "Bicycle Pavilions", at Pleasant Hill and two other Contra Costa stations. The grant funds will be awarded in 2006 and will allow BART to install new, perforated metal bicycle lockers as well as landscaping and other amenities. A Bike Station, which is an attended facility offering bike storage, has also been considered for Pleasant Hill and may be incorporated into the Bicycle Pavilion. Millennium Partners, the lead developer for the planned station development, is also considering incorporating a Bike Station into the project's retail component.



Key strategies for increasing the bike mode share are:

- Supporting the County Redevelopment Agency in their current efforts to develop bike lanes on area streets and trails.
- Work with Millennium Partners to incorporate a bike station into the new development.
- Develop flexible options for bicycle storage at the station.

Figure 7:
New, perforated metal bike lockers



C. Transit

Although the transit mode share is only seven percent, transit growth is expected in the future as the population in the area grows and the station serves as a transit transfer point. Today, four separate transit operators serve the station: County Connection, Benicia Transit, Fairfield Transit and Livermore Amador Valley Transit (Wheels). Arrangements are being made to relocate the Wheels bus, which also serves the Walnut Creek BART station. However, the market served by the Wheels bus will continue to be important for Pleasant Hill riders as Express Bus service will increase in the I-680 corridor in the future. County Connection is the dominant transit operator at Pleasant Hill with 6 lines serving the station. Table 4 presents destinations, frequency of service and service hours for County Connection Routes.

Table 4: County Connect Transit Routes to/from Pleasant Hill BART

Route	Bus Line (Operator)	Peak frequency	Off-Peak frequency	Hours of Operation
Local Routes				
107	Mitchell Drive Park & Ride – John Muir Medical Center – BART (CCCTA)	30 min	30 min	5:23AM 6:55PM
109	Diablo Valley College -- BART (CCCTA)	30 min	30 min	5:45AM 7:25PM
111	Geary Road -- BART (CCCTA)	30 min	30 min	6:05AM 6:08PM
114	Monument Blvd – BART (CCCTA)	20 min	40 min	6:07AM 9:27PM
115	Treat Blvd – Concord BART – Pleasant Hill BART – Walnut Creek BART (CCCTA)	20 min	30 min	5:35AM 7:55PM
116	Martinez AMTRAK – Pleasant Hill BART – Walnut Creek BART (CCCTA)	30 min	30 min	5:40AM 8:42PM
Express Routes				
40	Solano BART Express (FST)	30 min	60 min	5:20AM 6:36PM
--	Vallejo – Benicia – BART (BT)	30 min	60 min	5:25AM 7:10PM

Operators:

CCCTA – County Connection

BT – Benicia Transit

FST – Fairfield Suisun Transit

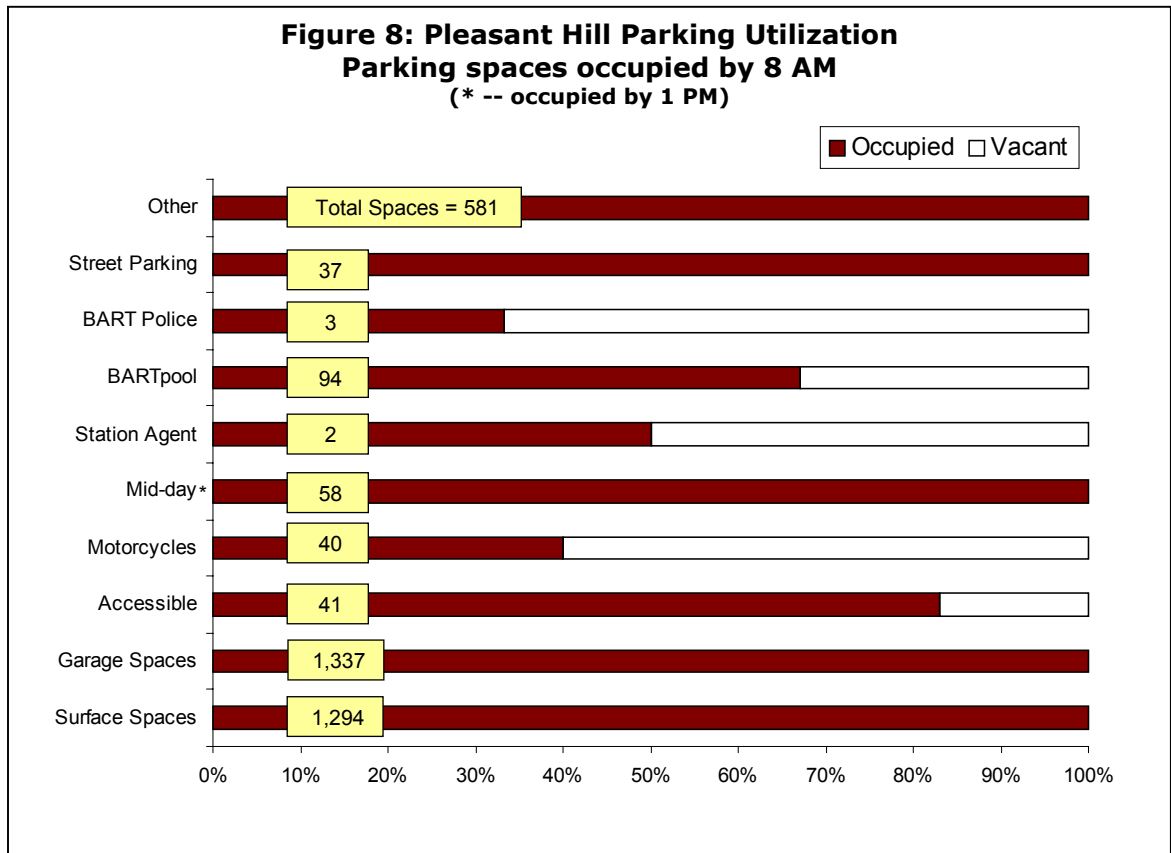
Key strategies for increasing the transit mode share are the following:

- Encourage County Connection to provide more frequent service to residential communities east and south of the station.
- Support efforts to enhance Express Bus service in the I-680 corridor.
- Provide real time arrival information to make transfers more convenient.

D. Auto

In June 2002, the BART Board voted to allocate up to 25 percent of the parking spaces at BART stations to fee-based monthly reserve parking. This plan, scheduled to take affect December 2002, will allow BART customers the option of reserving a parking space until 10AM for a monthly fee.

Because the Pleasant Hill Station offers more parking than any other station in the system, it serves as a de facto regional parking facility for central Contra Costa County. With 3,398 parking spaces today, Pleasant Hill has 25 percent more parking than neighboring Concord and over 40 percent more than Walnut Creek. The planned development will not alter the station’s role as a regional parking facility. The County Redevelopment Agency will be replacing all of the surface spaces lost to development, along with the 581 temporary spaces on the Iron Horse Trail property, through the construction of a new parking garage adjacent to the existing parking structure.



While a primary goal of BART’s Access Plans is to increase access to the stations for modes other than the automobile, the challenge at Pleasant Hill is to accomplish this while at the same time gaining maximum efficiency from its advantageous automobile access. Therefore, improvements in automobile access focus on carpool participation and drop-off facilities. In addition, several worthwhile parking pilot programs aimed at increasing midday parking opportunities initiated at specific BART stations recently may have merit at Pleasant Hill.

Issues related to auto circulation within the site will be addressed once Millennium Partners has developed a design for the new parking facility. However, this Access Plan takes the opportunity to recommend that certain issues be explored as the developer moves forward with the design.

Key strategies for accommodating automobiles are the following:

- Recommend that Millennium incorporate sufficient drop-off areas within the new parking structure.
- Explore programs to increase opportunities for midday parking.
- Assure that carpool parking capacity is sufficient to meet demand.

Table 7 and Map 2 detail the full list of access recommendations. Each recommendation addresses implementation and funding. However, the recommendations have not been prioritized based on any set criteria. The effectiveness of the access recommendations will be monitored and in turn will inform future prioritization.

Table 7 categorizes recommendations into three time periods: (S) Short Term = Up to 2005 , (M) Medium Term = 2006 to 2010 , (L) Long Term = 2010 and beyond. In addition, funding has been categorized into “tiers” based on availability of funds: Tier 1 - Existing BART Resources and/or Non-BART funds; Tier 2 - Limited Parking Revenue Enhancement and/or Non-BART funds); Tier 3 - Future BART Revenues TBD and/or Non-BART funds

All access improvements must be designed to accommodate people with disabilities.

Table 7: Access Improvement Recommendations

Mode	Recommendation Map Reference Number and Description	S/M/L Term*	Lead	Funding Tier, Source and Amount**
PEDESTRIAN				
Access to Station	<p>W1: Bicycle Pedestrian Bridge and Path over Walnut Creek Channel – Support the County Redevelopment Agency as it seeks to bridge a pedestrian and bicycle gap in access to the station through development of a bridge over the Walnut Creek Channel and path to the station.</p>	M	County	Tier 3: County Redevelopment, BART
	<p>W2: Redevelop Iron Horse Trail Parking into Bicycle Route and Park – Removing parking and connecting this important Countywide bicycle route to existing facilities north and south of the station will significantly improve bicycle and pedestrian access.</p>	S	County	Tier 1: County Redevelopment
	<p>W3: Develop Quality Pedestrian Streets and Sidewalks – Work with Millennium Partners and County Redevelopment to ensure that streets, sidewalks and pedestrian amenities are inviting to pedestrians. Work with Caltrans and cities of Pleasant Hill and Walnut Creek to improve and upgrade existing pedestrian environment leading to the station</p>	S	Developer, County, Cities, Caltrans, BART	Tier 1: Millennium Partners, County Redevelopment, Caltrans, Cities of Pleasant Hill & Walnut Creek
New Technology	<p>W5: Human Transporter Rental – Work with Caltrans and the All Aboard vendor to initiate a pilot program to rent Personal Transportation Vehicles to BART riders.</p>	L	BART, Vendor	Tier 1: Caltrans, BART, Black Bart Vendor

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 ** Funding Tiers: Tier 1 = Existing BART Resources and/or Non-BART funds, Tier 2 = Limited Parking Revenue Enhancement and/or Non-BART funds)
 Tier 3 = Future BART Revenues TBD and/or Non-BART funds

BICYCLE

<p>Access to Station</p>	<p>B1: Bicycle Lanes on Oak Road, Jones Road, Las Juntas Way and Wayne Drive (<i>vicinity of station</i>) – Develop Class I or II bicycle lanes on streets that serve as access points to the station. B2: Bike Access across the Walnut Creek Channel (<i>see pedestrian improvements, above</i>) – A connection to residential areas east of the station for bicyclists will prevent routings over poor bicycle streets, such as Treat. B3: Redevelop Iron Horse Trail Parking into Bicycle Route and Park (<i>see pedestrian improvements, above</i>) – Removing parking and connecting this important Countywide bicycle route to existing facilities north and south of the station will significantly improve bicycle and pedestrian access. B5: Bike Bridge across Treat Blvd at the Iron Horse Trail – Because the Iron Horse Trail is a high volume bicycle route, a bridge over 6-lane Treat Blvd is required. County Redevelopment is currently designing the bridge.</p>	<p>S</p> <p>S</p> <p>S</p> <p>S</p>	<p>County</p> <p>County, BART</p> <p>County</p> <p>County</p>	<p>Tier 2: CC County</p> <p>Tier 2: CC County, BART</p> <p>Tier 2: County Redevelopment</p> <p>Tier 2: County Redevelopment</p>
<p>Bike Facilities/ Amenities</p>	<p>B6: Develop Bicycle Pavilion on-site – BART has received a STIP grant to design and construct a Bicycle Pavilion, a centralized facility for locker and rack bike storage with expansion capabilities to include a bike station. B7: Bike Station – Work with Millennium Partners to identify a site within the future development that can serve as a bike station, an attended facility for bicycle storage.</p>	<p>M</p> <p>L</p>	<p>BART</p> <p>Developer</p>	<p>Tier 1: BART, STIP (\$150,000)</p> <p>Tier 2: BART</p>

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 Tier 3 = Future BART Revenues TBD and/or Non-BART funds

TRANSIT

<p>Transit Service</p>	<p>T1: Increased Local Bus Service – Increased frequencies are needed on the Treat Boulevard line (115) and Walnut Avenue line (107). T2: Increased late night service to/from Station – Buses do not serve the Pleasant Hill station after 9:30 PM. If the area is going to become more urbanized and serve local residents, bus operating hours will need to be extended. T3: Increased North-South I-680 Feeder Express Bus Service – The Pleasant Hill Station’s location right off the freeway is optimal for express bus service originating both north and south along the I-680 corridor. BART should encourage long-haul connectivity to its station. T4: Bus to BART Indicator - Develop a ‘Bus-to-BART’ visual indicator to display on bus stops.</p>	<p>S M S M</p>	<p>County Connection Transit Operators Transit Operators Transit Operators</p>	<p>Tier 2: CCCTA Tier 2: All Transit Operators Tier 2: All Transit Operators Tier 2: All Transit Operators</p>
<p>Transit Facilities</p>	<p>T5: Real Time Arrival Information – Use GPS technology to provide passengers with real time arrival information for buses, shuttles and BART. Explore expanding system to neighboring buildings so office workers and residents can also access information. T6: Accommodate Private Shuttles at station – Work with Millennium Partners to provide enough space in the new bus intermodal area for private shuttles such as the Contra Costa Centre Midday Shuttle. T7: Accommodate up to 20 bus lines at station – Work with Millennium Partners to ensure adequate space is reserved for future bus operations.</p>	<p>S S L</p>	<p>BART, Transit Operators BART, Developer Developer</p>	<p>Tier 2: All Transit Operators Tier 2: Millennium Partners, BART Tier 1: Millennium Partners, All Transit Operators</p>
<p>Transit Transfer Improvement</p>	<p>T8: Universal Fare Card – Support efforts to develop universal fare instruments (e.g. Translink and Fastpass) for all transit systems.</p>	<p>L</p>	<p>MTC</p>	<p>Tier 3: MTC</p>

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AUTO

<p>BART Parking</p>	<p>V1: Increase Midday Parking – Explore strategies for increasing midday parking opportunities. Examples of midday parking programs include: attendant parking, midday reservations, satellite parking facilities</p> <p>V2: Redesign Carpool Program – Explore changes in Carpool to BART program. Areas of concentration could include: update carpool database, implement sunset dates for carpool permits, increase fine for parking in carpool spaces.</p> <p>V3: Additional Parking Spaces – Restripe existing garage to gain more spaces.</p> <p>V4: Community Parking District Feasibility - Explore the feasibility of creating a community parking district and using the generated revenue for access improvements.</p> <p>V5: Increase Carpool Spaces - Increase spaces dedicated to carpools according to demand.</p> <p>V6: Real Time BART Parking Information – Provide real time information of parking availability at key entrance points to surface lots and parking structures.</p>	<p>S</p> <p>S</p> <p>S</p> <p>S</p> <p>S</p> <p>M</p>	<p>BART</p> <p>BART</p> <p>BART</p> <p>County</p> <p>BART</p> <p>BART</p>	<p>Tier 2: BART</p> <p>Tier 1: BART</p> <p>Tier 2: BART</p> <p>Tier 2: County Redevelopment</p> <p>Tier 2: BART</p> <p>Tier 2: BART</p>
<p>Kiss & Ride Facilities</p>	<p>V7: Lengthen Drop-off Zone – Work with Millennium Partners to provide space for 6-8 vehicles to drop off passengers.</p>	<p>S</p>	<p>BART, Developer</p>	<p>Tier 2: BART</p>
<p>Area Parking</p>	<p>V8: Midday On-street Parking – Work with Contra Costa County to explore possibility of allowing limited on-street parking during the midday hours to add to midday capacity and slow down traffic for lunch time pedestrians.</p> <p>V9: Highway and Arterial Real Time Parking Information – Provide real time information of parking availability at highway and arterial access points.</p>	<p>L</p> <p>L</p>	<p>County</p> <p>Caltrans, Cities, County</p>	<p>Tier 3: CC County, BART</p> <p>Tier 3: Caltrans, Cities, County</p>
<p>Car Sharing</p>	<p>V10: Car Sharing Program – Work with County Redevelopment and Contra Costa Centre Association to explore initiating a car share program. Such a program would provide local office workers and residents to 24-hour access to vehicles stored at the BART parking structure.</p>	<p>S</p>	<p>Non-profits, County, BART</p>	<p>Tier 1: BART, Private sources</p>

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BART Planning

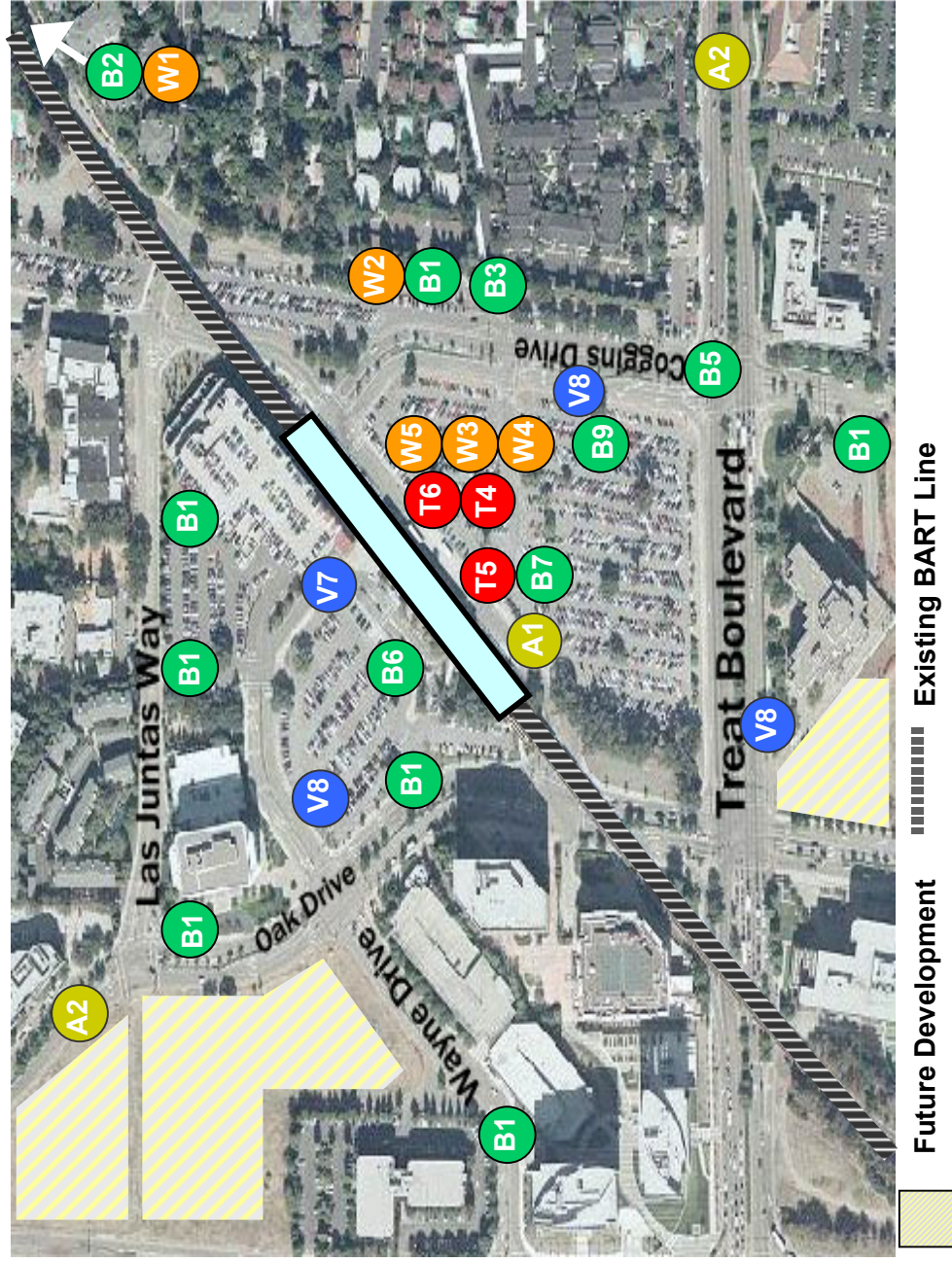
August, 2002

ALL MODES

<p>Intermodal Information Center</p>	<p>A1: Information Center - Designate a transit information center at the BART station. Display transit and bike maps, real-time transit information, and other access brochures and publications.</p>	<p>M</p>	<p>BART</p>	<p>Tier 3: BART</p>
<p>Station Identity and Orientation</p>	<p>A2: Wayfinding System – Install signs (e.g. BART Pathfinding Sign) directing BART passengers on all modes of transportation to and from the BART station and other major local destinations.</p>	<p>S, M</p>	<p>BART, City of Oakland</p>	<p>Tier 2: BART, City of Oakland, Developer</p>
	<p>A3: Visual Improvements - Provide landscaping and other visual improvements (e.g. public art) that will beautify the station.</p>	<p>M, L</p>	<p>BART</p>	<p>Tier 3: BART</p>

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PLEASANT HILL BART STATION AREA ACCESS PLAN RECOMMENDATIONS



WALK

- W1:** Bicycle Pedestrian Bridge and Path
- W2:** Redevelop Iron Horse Trail Parking
- W3:** Develop quality pedestrian streets
- W5:** Human Transporter Rental

TRANSIT

- T3:** Increase I-680 Express Bus Service
- T4:** Real Time Arrival Information
- T5:** Private Shuttle Space
- T6:** Increase Bus Bay Capacity

BIKE

- B1:** Bike Lanes
- B2:** Bike Access across Walnut Creek Channel
- B3:** Redevelop Iron Horse Trail Parking into Bicycle Route and Park
- B6:** Develop Bicycle Pavilion
- B7:** Develop Bicycle Station

AUTO

- V7:** Lengthen Drop-off Zone
- V8:** Mid-day On Street Parking

ALL MODES

- A1:** Informational Center
- A2:** Wayfinding System