

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

TITLE VI PARKING POLICY ANALYSIS & PUBLIC PARTICIPATION REPORT

MAY 25, 2023

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Executive Summary

The San Francisco Bay Area Rapid Transit District (BART) is proposing changes to its parking policy which would increase the allowed range of parking prices for its three main parking products (i.e., Daily Fee, Single/Multi-Day Reserved, and Monthly Reserved). The proposed changes extend the hours and days BART would charge for parking if the parking lots reach capacity. To comply with Title VI of the Civil Rights Act of 1964 as well as BART Parking Title VI/Environmental Justice Equity Analysis Methodology, BART must analyze this proposed updated pricing parking policy to ensure the proposed changes do not have a disparate impact on minority populations or a disproportionate burden on low-income populations.

Based on capacity at each station, BART sets parking prices within a range. The proposed policy change increases the range of rates BART may charge. Capacity will be periodically reviewed. If the station parking reaches capacity, only then could rates increase within the range. Parking is not expected to reach capacity at most stations for several years. If approved, beginning in 2025, the parking price floor or ceiling may be indexed for inflation within the approved range. The proposed parking product rates are shown in Table 1.

Table 1: Current and Proposed Parking Rates by Product

Parking Product	Definition	Current Floor	Current Ceiling	Proposed Floor	Proposed Ceiling
Daily Fee	Purchase daily on a first come, first served basis	\$1/day	\$3/day	\$3/day	\$8/day
Single/Multi-day Reserved	Purchase in advance, one or more days at a time	\$4/day	\$7/day	\$4/day	\$11/day
Monthly Reserved	Purchase on a monthly basis	\$63/month	\$105/month	\$84/month	\$220/month

The proposed policy also includes a request to extend the hours BART may charge for parking from 3:00 pm until 6:00 pm and Saturdays or Sundays. Based on the three parking products, three separate analyses are conducted to evaluate for disparate impacts and disproportionate burdens. The data sourced for the analyses derives from the 2022 BART Customer Satisfaction Survey and a 2022 Parking Policy Survey, which was conducted specifically for this proposal. While the proposed policy states rates will only be raised upon certain occupancy thresholds, Title VI, evaluated the price ceiling for all products was studied.

All-Rider Analysis

This analysis uses Customer Satisfaction Survey data to analyze the impact of the increase in parking rates on all BART riders, evaluating the cost of parking as part of the total cost of a trip. The analysis finds riders who park at BART stations are less likely to be minority or low-income, and as a result, there is no disparate impact or disproportionate burden caused by the change to parking rates.



Parking Product Type Analysis

This analysis uses Parking Policy Survey data to analyze the impact of the increase in parking prices on minority and low-income parkers. The proposed price ceilings for the three main parking products are each increasing by a different percentage, with the Daily Fee ceiling increasing the greatest amount. There is a potential disparate impact or disproportionate burden if minority and low-income parkers use either the Daily Fee or Monthly Reserved parking products.

The equity analysis methodology compares the average maximum parking rate paid (AMR) by protected populations to the average paid by all parkers. The AMR was calculated by weighting each parking product type against how often minority, low-income, and all BART parkers use it. The analysis found the proposed policy change would increase the AMR for minority parkers from \$3.28 to \$8.24 (151%), low-income parkers from \$3.21 to \$8.17 (154%), and all BART parkers¹ from \$3.37 to \$8.33 (148%).

There is **no disparate impact** because the difference in AMR percentage increase between minority parkers and all parkers is less than five percent². There is a disproportionate burden and mitigation measures need to be considered because the difference in AMR percentage increase between low-income parkers and all parkers is greater than five percent.

Parking Hour Extension Analysis

This analysis uses Parking Policy Survey data to determine if minority and low-income parkers are more likely to use BART parking during hours and days when BART currently does not charge for parking. The analysis identified minority parkers were less likely than all parkers to park during hours and days BART does not charge for parking, while low-income parkers parked at a similar rate to all parkers during hours and days BART does not currently charge for parking. As a result, there is no disparate impact or disproportionate burden caused by the parking hour changes.

Mitigation Measures

To address the disproportionate burden found in the Parking Product Type Analysis, staff proposes a lower maximum rate charged for daily parking to bring the percentage change between the parking products' (Daily Fee and Monthly Reserved) prices in line with one another and under the DI/DB impact threshold. The updated Parking Product Type table is shown in Table 2.

¹ All BART Parkers refers only to parkers who pay using one of BART's (3) parking products.

² BART's parking methodology in conjunction with its Disparate Impact / Disproportionate Burden (DI/DB) policy (2013) sets the threshold for disparate impacts and disproportionate burdens at 5%. Values below this threshold equate to "no disparate impact" or "no disproportionate burden."

Table 2: Mitigated Proposed Parking Rates

Parking Products	Existing Ceiling	Proposed Ceiling	Proposed Ceiling with mitigation	Percent Increase
Daily Fee	\$3.00/day	\$8.00/day	\$6.30/day	110%
Single/Multi-day Reserved	\$7.00/day	\$11.00/day	\$11.00/day	57% ³
Monthly Reserved	\$105.00/month	\$220.00/month	\$220.00/month	110%

This proposed change eliminates the disproportionate burden found in the analysis, bringing the difference in change of average maximum parking rate paid between low-income parkers and all BART parkers to below BART’s five percent DI/DB threshold.

Public Participation

BART sought public input on parking policy changes from protected populations such as minority and low-income parkers, and Limited English Proficient (LEP) populations through a targeted survey which ran from Monday, November 28, 2022, through Friday, December 16, 2022. BART advertised the survey by placing flyers on cars parked at select protected population BART stations⁴, as well as placing ads in LEP-serving newspapers. The outreach yielded 1,269 responses to the survey.

In general, respondents opposed the proposed changes to BART’s parking rates. There was less opposition to the proposed change to the hours and days BART charges for parking, but a significant majority still opposed the changes. Minority and low-income parkers were more likely to oppose changes to both the rates and the hours than all parkers.

³ Monthly parking and Daily Fee parking were more relevant. 110% was applied to the Single Day. We are recommending \$11 to stay within the range studied.

⁴ BART stations selected for outreach included: San Leandro, El Cerrito del Norte, Pittsburg/Bay Point, Fruitvale(weekend), Daly City, Fruitvale (weekday), and MacArthur

Section 1. Introduction

In compliance with Title VI of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) requires all transit agencies that receive federal funding to monitor the performance of their systems, ensuring services are made available and/or distributed equitably. One component of ensuring compliance is performing an equity analysis for all fare changes and any major service changes to determine its impact on minority (race, color, or national origin) and low-income populations.

The San Francisco Bay Area Rapid Transit District (BART) is considering a new policy that would allow parking prices to vary within the following ranges based on demand: \$3 - \$8 per day for Daily Fee parking; \$4 - \$11 per day for Single/Multi-day Reserved; and \$84 - \$220 per month for Monthly Reserved. Rates will only increase within the range if parking fills, and only periodically. Parking is not expected to fill at most stations for several years. Rates could be adjusted for inflation within the allowed range. Additionally, the policy may include adjustments regarding when BART charges for parking. Currently BART charges only on weekdays until 3 P.M. but is considering extending the hours during which parking is charged to 6:00 p.m. and the days to include Saturdays or Sundays. These policy changes would help BART prepare for future travel trends and better manage parking if lots fill, especially at stations with planned Transit-Oriented Developments.

While the FTA Title VI Circular 4702.1B does not include requirements to perform equity analyses on parking programs, policies, or fares, the FTA has advised agencies that it must perform equity analyses on any proposed changes to parking which may affect the customer's cost to access public transit service. The FTA recommends parking fees be evaluated as a component of public transit fares but are allowing agencies discretion in how they assess parking fees⁵ as part of their compliance with Title VI requirements.

As a result, BART understands parking fees can add to a customer's cost to ride, and it considers providing parking itself to be an access amenity. However, while all customers using BART are impacted by BART fare changes, not all customers are impacted by parking fee changes. BART only provides parking at stations that can accommodate parking lots; urban stations with heavy use and limited real estate have either limited or no BART parking spaces. These stations inherently have higher rates of alternative access mode shares, such as biking, walking, and public transit, and riders at these stations are less likely to be impacted by changes to BART's parking programs. In fact, BART policies heavily encourage non-motorized means of accessing its stations as well as the development of station property which may result in fewer station parking spaces. Additionally, some riders may consciously choose not to park at BART, though transit research generally distinguishes between these "choice riders" and protected populations that may have limited access to certain mode shares. As a result, an analysis based solely on a combined fare + parking fee framework may not be easily applied across the BART system and may not adequately capture potential impacts to Title VI protected populations.

BART's focus is on public transit and ensuring the District is providing all riders safe and reliable transit service which is accessible. Parking must be reviewed under Title VI, but staff believes it should not be weighted equally to transit fares for the reasons stated above. Accordingly, staff considered FTA Circular 4702.1B, BART's Disparate Impact/Disproportionate Burden Policy (DI/DB Policy), and BART's Public Participation Plan as guidelines when reviewing and analyzing parking programs. Based on the above-

⁵ BART participates in a Title VI Working Group with Region IX agencies. Based on discussions within the Working Group, other agencies have developed their own methodologies for how to treat parking.

mentioned interpretation, staff will analyze parking fees differently from fares. See Appendix A for BART's Title VI parking methodology to evaluate the impact of parking program changes on BART's protected populations.

This Title VI analysis will:

- Evaluate how the proposed parking rate changes may impact protected populations, and
- Identify strategies to avoid, minimize, or mitigate any disproportionate burdens, disparate impacts, or any potentially negative outcomes.

Relevant Title VI Policies

To ensure compliance with federal Title VI regulations, BART is required to conduct an analysis of any proposed fare change to determine if the change could potentially place a disparate impact on minority parkers or a disproportionate burden on low-income parkers (protected populations). According to the Federal Transit Administration (FTA), because parking fees charged by a transit agency recipient to users of transit station parking facilities are in addition to the transit fares charged by the recipient when assessing a total one-way trip cost, FTA has advised agencies that it must perform equity analyses on any proposed changes to parking which may affect the customer's cost to access public transit service. BART developed a methodology to evaluate the impacts of changes to the parking fee structures on protected populations, using demographic data from the Customer Satisfaction Survey and Parking Policy Survey results.

Disparate Impact Definition

Refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin. (FTA C 4702.1B, Chap. I-2)

Disproportionate Burden Definition

Refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable. (FTA C 4702.1B, Chap. I-2)

The Circular requires that there be a fare equity analysis completed for any change in fares or in fare media. Although parking fee changes are not explicitly identified in the FTA Circular, changes to parking fees have an impact on total trip cost.

BART's Title VI parking methodology (Appendix A) outlines the steps needed to analyze a change in parking fees or policy. It also defines the disparate impact and disproportionate burden thresholds as shown below.

Disparate Impact (DI) and Disproportionate Burden (DB) Threshold

Using BART's DI/DB Policy as guidance, a parking rate change is considered to have a disproportionate impact when the difference between the changes for protected riders and non-protected riders is equal to or greater than 5%.

Parking at West Oakland station is excluded from the methodology and this analysis, as it operates under a separate parking policy. Also, parking taxes and fees charged by local cities in excess of BART’s parking fees are also not included in this analysis per the District’s existing Parking Pricing Policy.

BART owns and operates more than 47,000 parking spaces at 36 stations. Paid parking is required Monday through Friday from 4:00 a.m. to 3:00 p.m. Parking is free outside of these times and on weekends. Parking at Berryessa/North San Jose and Milpitas stations are operated by the Valley Transportation Authority and follow different policies.

BART has three main types of parking products: Daily Fee, Single/Multi-day Reserved, and Monthly Reserved. Table 3 shows BART’s parking product rates.

Table 3: Current Parking Pricing Policy

Parking Product	Definition	Floor	Ceiling
Daily Fee	Purchase daily on a first come, first served basis	\$1/day	\$3/day
Single/multi-day Reserved	Purchase in advance, one or more days at a time	\$4/day	\$7/day
Monthly Reserved	Purchase on a monthly basis	\$63/month	\$105/month

The majority of BART parking is first-come, first-served Daily Fee parking. Customers may pay for parking in station by cash, credit, or debit, or pay by the BART Official App. All stations with parking, except Glen Park and Pittsburg Center, offer reserved parking. After 10:00 am, the space becomes available for Daily Fee parking. Customers may purchase Single/Multi-day Reserved and Monthly Reserved parking in advance on the BART Official App. Because reserved areas are typically better located and provide a guaranteed spot until 10:00 a.m. on weekdays, Single/Multi-day Reserved and Monthly Reserved parking rates are higher than the Daily Fee parking rate.

Parking rates are set at all stations based on demand. When parking occupancy is above 90 percent, BART can raise prices within the range provided above. After the parking policy passed in 2013, due to high demand, parking prices at nearly all stations reached the \$3 ceiling by 2015. At present, all stations with parking are at the maximum, except South Hayward (\$2.00 for Daily Fee; \$5 for Single/Multi-Day Reserved; \$84 for Monthly Reserved) and North Concord/Martinez (\$2.50 for Daily Fee; \$5.50 for Single/Multi-Day Reserved; \$94.50 for Monthly Reserved). West Oakland operates on a different policy (see [Appendix A]). Additionally, stations in Oakland, San Francisco, and Berkeley are subject to local parking taxes.

Current prices for reserved parking is a formula based upon the Daily Fee price. The Monthly Reserved parking price is (Daily Fee + \$2) x 21. Twenty-one (21) is the multiplier as that is the average number of days per month. The formula for Single day Reserved parking is Daily Fee + \$3, and Airport/Long-Term reserved parking pricing is Daily Fee + \$4. This Airport/Long-Term reserved parking product was phased out in 2021 and reclassified as Single/Multi-day Reserved parking. The \$2-\$4 on top of the Daily Fee rate

were the premiums applied to account for the benefits of a reserved parking space - i.e., a guaranteed spot before 10:00 am and desirable location close to the station entrance.

The proposed policy makes changes to the parking rates as well as the days and hours BART charges for parking. Table 4 presents BART’s parking pricing proposal. The proposal updates the price range to better match peer agencies and account for BART operating cost increases. The price range for Reserved products (single/multi-day and monthly) is proposed to increase more modestly than Daily Fee parking due to weak demand for Reserved parking products in recent years.

Table 4: Proposed Parking Pricing Policy

Parking Product	Definition	Floor	Ceiling
Daily Fee	Purchase daily on a first come, first served basis	\$3/day	\$8/day
Single/multi-day Reserved	Purchase in advance, one or more days at a time	\$4/day	\$11/day
Monthly Reserved	Purchase on a monthly basis	\$84/month	\$220/month

The proposed policy will function the same way as the existing policy, where parking rates are adjusted by demand at each station. In addition to the change in parking rates, the proposed policy may extend the hours and days BART may charge for parking to seven days a week, 4:00 a.m. to 6:00 p.m. The proposed policy will also provide a mechanism to adjust the rates based upon inflation, with the adjustment not to exceed the parking price ceiling.

As outlined in BART’s Title VI Parking Methodology (Appendix A), the maximum possible charge for each parking product will be used for comparison.

Impact of Inflation

Over the past two years, inflation has been historically high. These increasing costs have impacted BART’s ability to provide its services, including station parking. In addition to increasing costs to BART, inflation also increases cost pressures on all riders. Those pressures do not impact all riders equally. Inflation can have an outsized impact on low-income and minority populations. BART recognizes these pressures and acknowledges that, even if the proposed changes do not result in a Title VI finding of disparate impact or disproportionate burden, the changes in parking policy will increase the cost of a BART trip for some minority and low-income communities.

Table 5 below compares the change in BART fares and fees since the parking policy was approved in 2013. In 2023, the average BART fare is \$3.93. The average maximum parking price for all parkers is \$3.37. It is important to note that the proposed parking fees are a maximum increase, and most stations will take many years to reach these levels based on current and projected utilization. The average proposed maximum parking price for all parkers increases to \$8.33, a 147.5 percent increase over the current average maximum parking fee.

Table 5: Comparison of Costs in 2013 vs 2023

Comparison of Cost	Previous	Current/Proposed	Change
Consumer Price Index (CPI)	\$ 1.00	\$ 1.30	30%
AAA Driving Cost Per Mile	\$ 0.61	\$ 0.72	18%
BART Average Fare	\$ 3.59	\$ 3.93	9%
BART Maximum Average Parking Fee All Parkers	\$ 3.37	\$ 8.33	147.5%

Section 2. Equity Analysis

Methodology and Data Sources

Data used for this analysis comes from two sources:

1. **Customer Satisfaction Survey:** Most recently conducted in Fall 2022, the Customer Satisfaction Survey asks BART riders about all aspects of BART service, to better understand where BART could best focus its efforts to improve customer satisfaction. As part of that survey, riders were asked questions related to station access, parking, and demographics that are relevant to this Title VI analysis. The Customer Satisfaction Survey is conducted every other year and is statistically valid at a systemwide level, as respondents are randomly selected to ensure the data are projectible to the overall population of BART riders. The 2022 Customer Satisfaction Survey had a sample size of 3,022.
2. **Parking Policy Survey:** This survey was designed specifically for this Title VI equity analysis to receive public input from protected populations and LEP populations most likely to be impacted by parking policy changes. This survey sought to capture rider, and especially parker, opinions on the proposed policy and fee changes. The survey was administered from November 28, 2022, to December 16, 2022, and resulted in 1,269 responses. While the survey was open to all, staff targeted public input from BART's protected populations by flyering vehicles in parking lots during key afternoon hours of minority and/or low-income stations and advertising the survey via various LEP-serving newspapers. Unlike the Customer Satisfaction Survey, this survey was not based on a random sample of riders and is therefore not projectible to BART riders overall. Additionally, since the survey primarily targeted parkers using lots/garages at six specific stations, it is more likely to be reflective of parkers at these six stations, rather than overall BART riders.

This analysis uses the Parking Policy Survey where possible, as it is targeted at parkers, specifically at stations likely to have a relatively high percentage of minority and/or low-income riders. The Parking Policy Survey also provides qualitative insight into the impacts of the parking policy changes. BART's Title VI parking methodology allows additional surveys such as these to be used when the Customer Satisfaction Survey does not provide sufficient detail. Because of its targeted nature, however, it is only used in the portions of the analysis where parkers are being compared to other parkers. For the portions of the analysis where parkers are being compared to all riders, the Customer Satisfaction Survey is used, as it is more representative of BART's overall ridership.

For both surveys, respondents were classified as a minority if they answered anything other than "White" to the question "What is your race or ethnic identification?" Respondents were classified as low-income using a combination of household size and household income. The definition of "Low-Income" used by BART is 200% of the federal poverty level, which is consistent with past equity analysis work and the regional definition used by Metropolitan Transportation Commission and Association of Bay Area Governments.

All-Rider Analysis

The cost of parking at a BART station is part of the total cost of a BART trip and needs to be analyzed as such from a Title VI perspective. It is not a cost that all riders pay, so to understand if the proposed changes in parking rates cause a disparate impact or disproportionate burden, BART must analyze if riders that

park at BART stations are disproportionately likely to be minority or low-income. If riders that park at a station are significantly more likely to be minority or low-income, then the burden of increased parking rates will disproportionately fall on these protected populations, and mitigation measures will be required.

Customer Satisfaction Survey data was used for this analysis, as the targeted outreach for the Parking Policy Survey specifically aimed for responses from parkers at stations with more low-income and minority riders, meaning the overall split of parkers compared to non-parkers is likely not reflective of all riders.

For this analysis, responses to the question “How did you travel between home and BART today?” are used.

Table 6: Driving/Carpool Rates– Minority vs. White, Non-Minority

	Drove/carpooled/car unspecified	Total Riders
Minority	63%	67%
Non-minority	37%	33%

Results from the Customer Satisfaction Survey show minority riders are a smaller proportion of parkers than they are of the total rider population. Any parking rate increases would therefore increase costs on White, non-minority riders at a greater rate than minority riders. As a result, there is **no disparate impact**, and no mitigation measures need to be considered based on generally increasing parking rates.

Table 7: Driving/Carpool Rates– Low Income vs. Non-Low Income

	Drove/carpooled/car unspecified	Total Riders
Low-income	17%	29%
Non-low-income	83%	71%

Results from the Customer Satisfaction Survey show low-income riders are a smaller proportion of parkers than they are of the total rider population. Any parking pricing increases would therefore increase costs on non-low-income riders at a greater rate than low-income riders. As a result, there is **no disproportionate burden**, and no mitigation measures need to be considered based on generally increasing parking prices.

Parking Product Type Analysis

Although riders who park at a BART station are less likely to be minority or low-income, that does not preclude the proposed rate changes from disproportionately impacting minority and low-income parkers. An analysis must be completed to analyze the potential for disparate impacts or disproportionate burdens across different parking products at BART stations.

Because there are several different ways to pay for parking, each with different costs, and minority and low-income parkers use these parking products in different ways, a potential for a disparate impact or disproportionate burden exists. There are three main parking products.



Table 8: Percent Increase in Price Ceiling among Parking Products

Parking Product	Existing Ceiling	Proposed Ceiling	Maximum Percent Increase
Daily Fee	\$3.00	\$8.00	167%
Single/Multi-day Reserved	\$7.00	\$11.00	57%
Monthly Reserved	\$105.00	\$220.00	110%

The proposed maximum percentage increase is not the same across all parking product types, meaning that a potential disparate impact or disproportionate burden exists if the difference in usage rates of each parking product type between minority or low-income parkers and all parkers causes the average price paid by minority and low-income parkers to increase by greater than BART’s five percent threshold.

The average parking price for minority, low-income, and all riders can be calculated using responses to the question “How do you usually pay for parking at BART?” in the recent Parking Policy Survey. Table 9 shows the breakdown by response.

Table 9: Parking Policy Survey: Payment Type

How do you usually pay for parking at BART?	Minority	Low-Income	All BART Parkers
Number of respondents	384	76	722
Daily parking fee (e.g., \$3 at most stations)	91%	94%	88%
Monthly reserved parking (i.e., monthly permit)	3%	1%	6%
Single/multi-day reserved parking (purchase in advance on the Official BART app)	5%	5%	6%

BART sets the monthly reserved parking price based on an assumption that riders park 21 days per month, so the same assumption will be made for the purpose of this analysis. The existing and proposed maximum price for each parking product type is then weighted by the response rate for each demographic group to calculate the average rate/price paid by each group. See Table 10, Average Parking Price Change: Minority vs. All BART Parkers.

Table 10: Average Parking Price Change: Minority vs. All BART Parkers

	Weighted Average Existing Maximum Parking Price	Weighted Average Proposed Maximum Parking Price	Percent Change	Difference from All BART Parkers
Minority	\$3.28	\$8.24	151.3%	3.8%
All Parkers	\$3.37	\$8.33	147.5%	N/A

Although the increase in average parking price paid by minority parkers is greater than the change in the average fee paid by all BART parkers, the difference is less than the five percent threshold set by BART. Therefore, there is **no disparate impact** caused by the proposed parking price changes, and no mitigation measures are necessary.

Table 11: Weighted Average Parking Price Change: Low-Income vs. All Parkers

	Weighted Average Existing Maximum Parking Price	Weighted Average Proposed Maximum Parking Price	Percent Change	Difference from All BART Parkers
Low-Income	\$3.21	\$8.17	154.3%	6.7%
All Parkers	\$3.37	\$8.33	147.5%	N/A

The increase in average rate/price paid by low-income parkers compared to all BART parkers is greater than BART’s five percent threshold (+1.7%), and as a result, **the proposed parking fee change does cause a disproportionate burden**. Mitigation measures will need to be considered.

The Customer Satisfaction Survey also has data on what parking product riders use and has a slightly different breakdown of product usage amongst all BART parkers, minority parkers, and low-income parkers. Using that data instead of the Parking Policy Survey does result in a smaller difference between the change in average maximum rate paid by minority and low-income parkers and all parkers, at 3.3% and 2.5%, respectively. Both fall below BART’s five percent threshold, and therefore do not result in a disparate impact or disproportionate burden. However, for the purposes of this analysis, the Parking Policy Survey will be used since it was conducted specifically to collect feedback from protected populations on these proposed changes, and to err on the side of ensuring that a potential disproportionate burden is addressed.

Parking Hour Extension Analysis

In addition to the proposed changes in parking rates, BART is also proposing changes to the days and times BART charges for parking at its stations, extending the time from 3:00 p.m. to 6:00 p.m. on weekdays and charging for parking on weekends. This has a potential for a disparate impact or disproportionate burden because minority and low-income parkers may be more likely to park during those hours. Charging parkers that currently do not pay represents a potential significant increase in total trip costs for those riders.

The same question, “How do you usually pay for parking at BART?” from the Parking Policy Survey was used for this analysis. Specifically, one of the possible responses was “Not applicable - I usually ride BART after 3:00 p.m. or on the weekends when parking is free.” This is the most specific data available for this analysis; there is no data that breaks out the 3:00 p.m. to 6:00 p.m. timeframe. As a result, this analysis requires assuming riders that park after 3:00 p.m. on weekdays or on weekends follow a similar demographic breakdown regardless of the specific day or time. Additionally, it assumes that those whose usual payment method is “not applicable” are similar to those who may park both at times when payment is required and at times when it is not required.

Table 12: Parking After 3 p.m. or Weekends: Minority vs. All Parkers

How do you usually pay for parking at BART?	Minority	All Parkers
Not applicable - I usually ride BART after 3:00 p.m. or on the weekends when parking is free	4%	6%

Minority parkers are less likely to park after 3:00 p.m. or on weekends than all parkers. The proposed parking policy change would therefore increase costs to non-minority parkers at a greater rate than minority parkers. As a result, there is no disparate impact, and no mitigation measures need to be considered.

Table 13: Parking After 3 p.m. or Weekends: Low-Income vs. All Parkers

How do you usually pay for parking at BART?	Low-Income	All Parkers
Not applicable - I usually ride BART after 3:00 p.m. or on the weekends when parking is free	6%	6%

Low-income parkers are approximately as likely to park after 3:00 p.m. or on weekends than all parkers. The proposed parking policy change would therefore increase costs to non-low-income parkers at a similar rate to low-income parkers. As a result, there is **no disproportionate burden**, and no mitigation measures need to be considered.

Section 3. Alternatives Available for People Affected by Proposed Parking Policy Changes

Proposed Mitigation Measure

The proposed parking policy change was only found to have a potential disproportionate burden in the parking product type analysis with the Parking Policy Survey data. No disparate impact was found under any of the other analyses. The disproportionate burden could be addressed through the mitigation outlined in the following section.

To mitigate the impact of the potential disproportionate burden found in the parking product type analysis, BART may adjust the increase to the daily fee, lowering the amount it will increase to be in line with the change to the monthly pass.

Table 14: Mitigated Proposed Parking Rates

Parking Products	Existing Ceiling	Proposed Ceiling	Proposed Ceiling with mitigation	Percent Increase
Daily Fee	\$3.00	\$8.00	\$6.30	110%
Single/Multi-day Reserved	\$7.00	\$11.00	\$11.00	57%
Monthly Reserved	\$105.00	\$220.00	\$220.00	110%

The Daily Fee parking product is used slightly more by low-income parkers, while Monthly Reserved parking is more likely to be used by non-low-income riders; changing the cost will minimize the difference in the change of the average fee paid between low-income parkers and all BART parkers.

Table 15: Average Parking Price Change: Low-income vs. All BART Parkers (Mitigated Fees)

	Average Existing Maximum Parking Price	Average Proposed Maximum Parking Price	Percent Change	Difference from All BART Parkers
Low-Income	\$3.21	\$6.57	104.5%	1.4%
All BART Parkers	\$3.37	\$6.84	103.1%	N/A

The proposed change lowers the average proposed maximum parking price for low-income parkers to \$6.57, a 104.5 percent increase over the current average maximum parking price. The average proposed maximum parking price for all BART parkers increases to \$6.84, a 103.1 percent increase over the current average maximum parking fee. The difference in impact between low-income parkers and all BART parkers is 1.4 percent, this is below BART's 5 percent threshold (-3.6%).

Although the parking product type analysis did not find a disparate impact, the adjustment to the fee does also decrease the difference in the percentage change to the average fee paid between minority and all parkers.

Table 16: Average Parking Price Change: Low-Income vs. All BART Parkers

	Average Existing Maximum Parking Price	Average Proposed Maximum Parking Price	Percent Change	Difference from All BART Parkers
Minority	\$3.28	\$6.69	103.9%	0.8%
All BART Parkers	\$3.37	\$6.84	103.1%	N/A

The proposed change lowers the average proposed maximum parking fee for minority parkers to \$6.69, a 103.9 percent increase over the current average maximum parking fee. The difference in impact between minority parkers and all BART parkers is 0.8 percent, below BART’s 5 percent threshold (-4.2%).

Section 4. Public Participation

Process for soliciting public input

BART sought public input on parking policy changes from protected parkers and LEP populations through a targeted survey which ran from Monday, November 28, 2022 through Friday, December 16, 2022. Surveys were made available in English, Spanish, Traditional Chinese, Vietnamese, Korean, Tagalog, and Russian. Additionally, taglines were included to assist parkers with limited English proficiency. See Appendix C – Parking Policy for the survey administered.

Figure 1: Postcard for Outreach

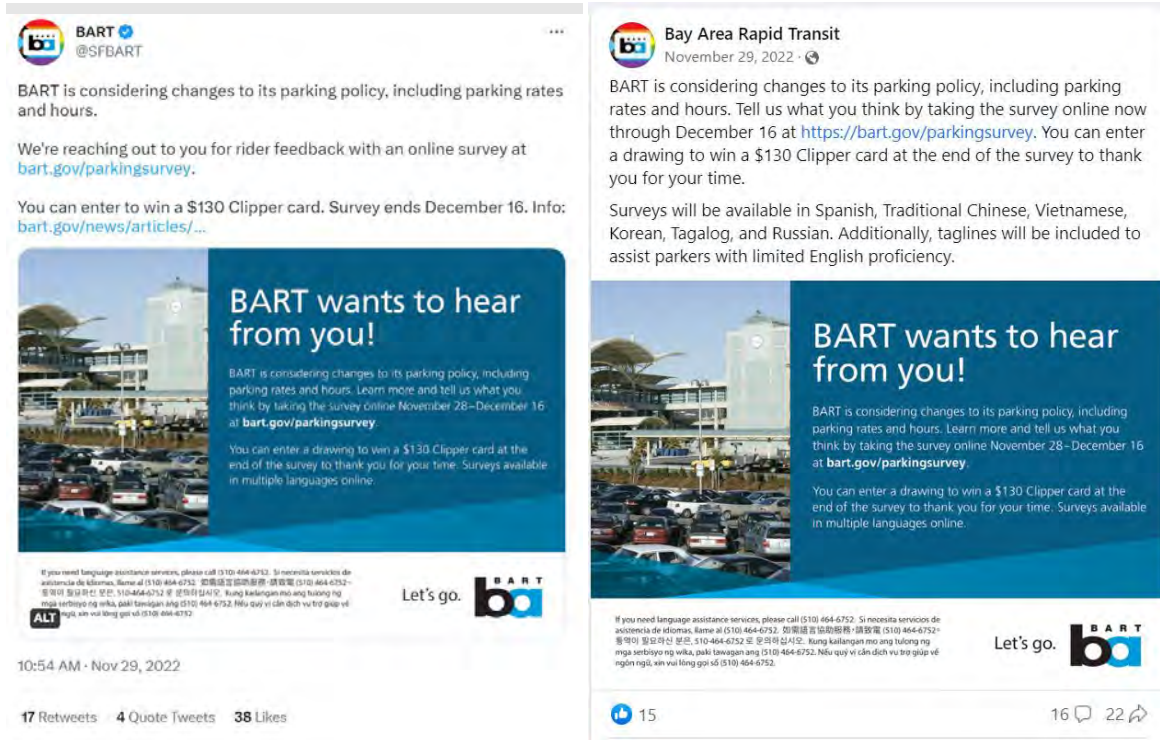


Staff placed flyers on vehicles in parking lots during key afternoon hours of the stations listed below, as well as one Saturday. These stations were selected based on parking occupancy rates, geographic distribution, and the presence of Title VI protected populations.

Table 17: Outreach Locations

Date	Station	Time	Minority Station	Low-Income Station
Tuesday 11/29	San Leandro	2:00 – 4:00 p.m.	x	x
Wednesday 11/30	El Cerrito del Norte	2:00 – 4:00 p.m.	x	x
Thursday 12/1	Pittsburg/Bay Point	2:00 – 4:00 p.m.	x	x
Saturday 12/3	Fruitvale	10:30 a.m. - 12:30 p.m.	x	x
Tuesday 12/6	Daly City	2:00 – 4:00 p.m.	x	
Wednesday 12/7	Fruitvale	2:00 – 4:00 p.m.	x	x
Thursday 12/8	MacArthur	2:00 – 4:00 p.m.		x

Figure 3: Examples of Social Media for Outreach



Survey Responses

There were 1,269 responses to the survey. In general, respondents opposed the proposed increases to the parking fee. Sixty-seven percent of respondents said they “Somewhat Oppose” or “Strongly Oppose” the proposed increases, while just 23 percent said they “Somewhat Support” or “Strongly Support” the proposed increases.

Table 18: Parking Rate Increase Sentiment, All Riders

Do you support or oppose these proposed changes to BART’s parking rates?	Percent
Strongly support	13%
Somewhat support	10%
Neutral	8%
Somewhat oppose	15%
Strongly oppose	52%
Don’t know	1%

The proposed changes to the days and hours that BART charges for parking was similarly strongly opposed by respondents, although by a slightly smaller margin. Sixty-one percent of respondents said they “Somewhat Oppose” or “Strongly Oppose” the proposed time and day changes, while just 26 percent said they “Somewhat Support” or “Strongly Support” the proposed time and day changes.

Table 19: Expanded Hours of Charging Sentiment, All Riders

BART currently charges for parking Monday - Friday from 4:00 a.m. – 3:00 p.m., but is considering expanding the hours from 4:00 a.m. – 6:00p.m., as well as charging for parking on the weekends. Do you support or oppose BART expanding the hours it charges for parking?	Percent
Strongly support	15%
Somewhat support	10%
Neutral	12%
Somewhat oppose	11%
Strongly oppose	50%
Don't know	1%

Those who drive and park at BART stations were even more strongly opposed to the changes. Eighty-three percent of parkers said they “Somewhat Oppose” or “Strongly Oppose” the proposed increases, while only nine percent said they “Somewhat Support” or “Strongly Support” the proposed increases.

Table 20: Parking Rate Increase Sentiment, Parkers

Do you support or oppose these proposed changes to BART's parking rates?	Percent of Riders that Park
Strongly support	3%
Somewhat support	7%
Neutral	6%
Somewhat oppose	16%
Strongly oppose	67%
Don't know	1%

A similar pattern was found amongst parkers with the proposed hour and day change. Seventy-one percent of parkers said they “Somewhat Oppose” or “Strongly Oppose” the proposed time and day changes, while just 15 percent said they “Somewhat Support” or “Strongly Support” the proposed time and day changes.

Table 21: Expanded Hours of Charging Sentiment, Parkers

BART currently charges for parking Monday - Friday from 4:00 a.m. – 3:00 p.m., but is considering expanding the hours from 4:00 a.m. – 6:00 p.m., as well as charging for parking on the weekends. Do you support or oppose BART expanding the hours it charges for parking?	Percent of Riders that Park
Strongly support	6%
Somewhat support	9%
Neutral	13%
Somewhat oppose	10%
Strongly oppose	61%
Don't know	1%

Low-income and minority riders had a similar breakdown, with higher percentages being opposed to the proposed fee increases. Seventy-one percent of minority respondents and 70 percent of low-income respondents said they “Somewhat Oppose” or “Strongly Oppose” the proposed increases, while only 20 percent of minority respondents and 17 percent of low-income respondents said they “Somewhat Support” or “Strongly Support” the proposed increases.

Table 22: Parking Rate Increase Sentiment, Minority and Low-Income Respondents

Do you support or oppose these proposed changes to BART's parking rates?	Percent of Minority Respondents	Percent of Low-Income Respondents
Strongly support	11%	11%
Somewhat support	9%	7%
Neutral	8%	10%
Somewhat oppose	15%	11%
Strongly oppose	56%	59%
Don't know	1%	3%

Minority and low-income respondents' reaction to the hour and day change follow the same pattern as respondents as a whole, where it is broadly opposed, but by a smaller margin than the proposed fee increase. Sixty-four percent of minority respondents and 67 percent of low-income respondents said they “Somewhat Oppose” or “Strongly Oppose” the proposed increases, while 24 percent of both minority and low-income respondents said they “Somewhat Support” or “Strongly Support” the proposed increases.

Table 23: Expanded Hours of Charging Sentiment, Minority and Low-Income Respondents

BART currently charges for parking Monday - Friday from 4:00 a.m. – 3:00 p.m., but is considering expanding the hours from 4:00 a.m. – 6:00 p.m., as well as charging for parking on the weekends. Do you support or oppose BART expanding the hours it charges for parking?	Percent of Minority Respondents	Percent of Low-Income Respondents
Strongly support	15%	18%
Somewhat support	9%	7%
Neutral	11%	8%
Somewhat oppose	11%	8%
Strongly oppose	53%	59%
Don't know	1%	3%

In addition to asking respondents about the proposed rate and hour changes, the survey also asked about a potential discount program for low-income riders. Seventeen percent of respondents said this program would reduce the impact of the proposed parking changes, with an additional 18 percent saying that they did not know. This suggests that the number of riders that could take advantage of the discount program is significant and could benefit from further educational initiatives.

Table 24: Low-Income Parking Discount Sentiment

To keep access to BART affordable, BART is currently studying a parking discount program for low-income riders. Could this reduce the impact of the proposed parking changes on you?	Percent
Yes	17%
No	58%
Don't Know	18%
Prefer not to answer	7%
Total	100%

Open Response Comments

Respondents were also given the opportunity to provide a free response to the parking rate, hour, and discount parking program questions as well. The responses were grouped together based on content.

Question: Parking Rates – Do you have any comments on how these changes would impact you?

Responses to the increase in parking fees were categorized into 5 groups:

1. **Personal Impacts:** Survey respondent indicated they would be personally negatively impacted by the proposed parking rate changes.
2. **Impacts to Others/General Impacts:** Survey respondent addressed potential impacts that the proposed parking rate changes would have on other riders, the greater community, and/or BART as an agency.

3. **No Impacts:** Survey respondent indicated that they would not be personally impacted by the proposed parking rate changes.
4. **General BART/Parking:** Survey respondent provided general comments about BART operations or service, or miscellaneous comments on parking.
5. **Did Not Comment:** Survey respondent did not respond or responded with "no comment" or something similar.

Table 25: Parking Rate Increase: Open Response Categories by Minority/Non-Minority

	Personal Impacts	Impacts to Others/ General Impacts	No Impacts	General BART/ Parking	Did Not Comment	Total
Minority	202	70	40	100	77	489
%	41%	14%	8%	20%	16%	100%
White, non-minority	127	55	54	113	82	431
%	29%	13%	13%	26%	19%	100%
Unknown	26	12	6	35	9	88
%	30%	14%	7%	40%	10%	100%
Total	355	137	100	248	168	1008
%	35%	14%	10%	25%	17%	100%

Table 26: Parking Rate Increase: Open Response Categories by Low Income/Non-Low Income

	Personal Impacts	Impacts to Others/ General Impacts	No Impacts	General BART/ Parking	Did Not Comment	Total
Low income	50	16	7	23	8	104
%	48%	15%	7%	22%	8%	100%
Not low income	277	108	89	190	143	807
%	34%	13%	11%	24%	18%	100%
Unknown	28	13	4	35	17	97
%	29%	13%	4%	36%	18%	100%
Total	355	137	100	248	168	1008
%	35%	14%	10%	25%	17%	100%

Personal impacts were the most common responses, with approximately 35 percent of respondents indicating a personal impact. Minority and low-income respondents were more likely to indicate a personal impact, at 41 percent and 48 percent, respectively. Similarly, minority and low-income respondents were less likely to indicate no impact, at 8 percent and 7 percent, respectively, compared to 10 percent of all riders.

Examples of some of the responses received are below. Categories with no or few responses are labeled N/A.

CATEGORY 1: PERSONAL IMPACTS

Minority Respondents

1. Support

- *Yes, because of inflation everything is forced to hike price, but I really appreciate the renovation work being done especially at my home Bart station. Personally I would consider ways to upgrade my income too or finding a job closer to my place of residence*
- *Yes to higher fees, we need safe and reliable transit and the better it is the less people will drive. Smaller lots too so we can build more housing near BART stations.*

2. Oppose

- *Increased parking fees may push me to use a bus to go into work. Bart fare and parking may cost me \$18/day.*
- *While I understand the need for BART to have substantial cash reserves for proper planning and services, and support a strong and lasting BART system, if the parking fees went up dramatically it would no longer be competitive versus driving (for my commute and likely many others). At a certain point of increased costs I would return to driving in to work periodically, or frequently.*
- *The extra cost would require a cut somewhere else to balance the budget. With all costs going up I don't know how to make this work. I may be force to park in neighborhoods and walk to bart.*

Low Income Respondents

1. Support

- *Reducing subsidies to driving would improve my world and quality of life.*
- *I think that these changes are great because it disincentives driving and brings in more revenue for BART to work with. More money for BART is beneficial for everyone who relies on public transport.*

2. Oppose

- *BART is already kind of expensive for me, so it would add to that, and increase the likelihood that I would avoid the fee by parking on the street, not arriving during the charge hours, or biking.*
- *I am a minimum wage worker and the price off gas is hurting me financially so if the Bart fees for parking is raised this will indeed negatively impact my well being.*
- *Increasing the cost of parking would make me want to take BART less than I currently do. It would cost me more to park and ride BART than it would to drive to work*

CATEGORY 2: IMPACTS TO OTHERS/GENERAL IMPACTS

Minority Respondents

1. Support

- *I support the rate increase for single/multi day reserve parking. However, I do not support the rate increase for daily parking, as it would make BART a less desirable option.*
- *Parking requires valuable land in Fremont and it should be charged accordingly. There should be strong push to drive people away from parking and this is a great way to do so. Having cars sit idly for hours is a poor use of space, therefore the parking price increase is necessary.*

2. Oppose

- *The rates for riding Bart are increased each year already. Increasing the rates for parking at Bart will only deter people from riding Bart instead they will drive to work or use other alternatives. Bart ridership is already low this would only add to this.*
- *The fee increase diminishes money available for everyday necessities like food and housing. As the costs of food continues to exponentially increase, the increased cost to travel to school and work compounds the problem. The increased costs will create a financial burden on those who can least afford it, thereby segregating parking to those who can and cannot afford the fee. The daily increase may seem minimal but an additional \$20 a month can result in a lost meal.*

Low Income Respondents

1. Support

- *As long as the funds helps expansion of the BART system and reduces car usage. There needs to be more frequent and extended modes of transit to get to these stations (busses).*

2. Oppose

- *Please do not raise parking rates. It would exclude so many that are barely making ends meet as it is. It would also scare people off from parking their cars at a station.*
- *I understand that Bart wants to plan for the future but financially not everyone can afford these changes if they are approved. Please consider not increasing the amounts.*
- *Parking and taking BART currently doesn't cost me that much more than just driving into San Francisco. Raising fees may disincentivize other people from opting to leave their cars at a BART station and instead pack themselves onto already packed highways.*

CATEGORY 3: NO IMPACTS

Minority Respondents

1. Support

- *Those new proposed rates are still an absolute steal. We should not be subsidizing parking so heavily, and this is an okay--if timid--first step*
- *I do not drive, so this would not impact me. I am in strong support of making more incentives for folks to get to BART without having to drive, and I've heard that many lots traditionally are not at full capacity, so I think this increase could help address this and also not make it terribly inaccessible for those who still must take a car.*
- *Less people will want to park there which incentivizes less people driving their cars. This will impact me by having less traffic to get to BART and making walking around the BART station less dangerous. The increase isn't too high so its still affordable for people who have to drive.*

2. Oppose

- "The additional parking costs would make me think twice about driving and parking at the station. I might pay more if allowed to park in the Priority Parking areas, since I note that many of them are open. If there is a charge for weekend parking, I might consider driving instead of taking BART.
- I understand the need for higher income, but it would occasionally dissuade me from riding BART as it might be cheaper to drive all the way to my destination instead.

Low Income Respondents

1. Support

- *Cars negatively impact cities as a whole, so decrease their incentive to be used.*
- *I think that these changes are great because it disincentives driving and brings in more revenue for BART to work with. More money for BART is beneficial for everyone who relies on public transport.*
- *Would not impact me as I don't have a car.*

2. Oppose

- N/A

CATEGORY 4: GENERAL BART/PARKING

Minority Respondents

1. Support

- *If price is increased, the increase should be implemented in phases.*
- *I get the reason for increasing the prices. I think the 8 dollars maximum is a little steep. That's 160 dollars a month for a regular commuter just to park at BART, not including the ride itself! Maybe a maximum of 5 or 6 dollars would be more reasonable.*
- *Very concerned about stations like North Berkeley where parking will be drastically reduced with new development. BART has done no studies to show impacts on surrounding neighborhoods. BART must do more to plan for major traffic and parking impacts on neighborhoods.*

2. Oppose

- *I understand the BART is looking for additional revenue. I remember that this was already discussed prior to the pandemic. But instead of looking to increase parking fees, Bart needs to look at gate jumpers. Gate jumpers do not pay fares. I see them every day when I pay my fare and exit BART. I'm only at the gate for about 20/30 seconds. During this 20 to 30 seconds, 3 to 4 gate jumpers would pass me by. Enforcement of BART fares needs to be in place. Paying more for parking is not going to solve BART'S lack of revenue.*
- *Parking should be free to those riding BART. BART should also allow for overnight for those taking BART to the airports for short-term business trips. IMPORTANT!!! need more police in the trains, on stations, and in parking lots. I most don't feel safe on BART, especially after dark.*
- *Let's focus on the trains being on time, Track maintenance, Cleanliness on the trains and overall Bart safety before you raise parking fees. Bart ridership is still low, Bart does not have a great public favor. Increasing parking when tickets prices were increased not to long ago is a bad move. This would be more negative pr.*

Low Income Respondents

1. *Support*
 - *As long as the funds helps expansion of the BART system and reduces car usage. There needs to be more frequent and extended modes of transit to get to these stations (busses).*
 - *Just add cctv kn parking and fences and guard post in the bart parking*
2. *Oppose*
 - *Your service has gone downhill, your network is constantly breaking down, you don't run trains late at night when people need you, and now you want to nickle and dime us even more? Hell no! I'll stop riding bart all together and start driving to work instead.*
 - *I don't think BART should charge for parking, especially handicap*
 - *It is already hard paying for the BART increases when the cleaning less, safety, and equipment upkeep is not happening currently. Why give more money when it is not running properly currently.*

Question: Parking Hours - Do you have any comments on how these changes would impact you?

Responses to the change in hours were categorized into the same 5 groups:

1. **Personal Impacts:** Survey respondent indicated they would be personally negatively impacted by the proposed parking hours changes.
2. **Impacts to Others/General Impacts:** Survey respondent addressed potential impacts that the proposed parking hours changes would have on other riders, the greater community, and/or BART as an agency.
3. **No Impacts:** Survey respondent indicated that they would not be personally impacted by the proposed parking hour changes.
4. **General BART/Parking:** Survey respondent provided general comments about BART operations or service, or miscellaneous comments on parking.
5. **Did Not Comment:** Survey respondent did not respond or responded with "no comment" or something similar.

Table 27: Parking Hour Change: Open Response Categories by Minority/Non-Minority

	Personal Impacts	Impacts to Others/ General Impacts	No Impacts	General BART/ Parking	Did Not Comment	Total
Minority	91	64	40	108	186	489
%	19%	13%	8%	22%	38%	100%
White, non-minority	92	41	52	80	166	431
%	21%	10%	12%	19%	39%	100%
Unknown	11	14	5	23	35	88
%	13%	16%	6%	26%	40%	100%
Total	194	119	97	211	387	1008
%	19%	12%	10%	21%	38%	100%

Table 28: Parking Hour Change: Open Response Categories by Low Income/Non-Low Income

	Personal Impacts	Impacts to Others/ General Impacts	No Impacts	General BART/ Parking	Did Not Comment	Total
Low income	24	14	6	22	38	104
%	23%	13%	6%	21%	37%	100%
Not low income	160	93	83	163	308	807
%	20%	12%	10%	20%	38%	100%
Unknown	10	12	8	26	41	97
%	10%	12%	8%	27%	42%	100%
Total	194	119	97	211	387	1008
%	19%	12%	10%	21%	38%	100%

For this question, the most common response category was “did not comment” at 38 percent of responses, followed by general BART or parking responses, at 21 percent of responses. Personal impacts were the third most common response, at 19 percent of all responses. Minority riders indicated personal impacts at a similar rate to all respondents, at 19 percent, while low-income respondents were more likely to indicate personal impacts at 23 percent. In general, the proposed changes to the hours BART charges for parking impacts many fewer people than the changes to parking fees.

Examples of some of the responses received are below. Categories with no or few responses are labeled N/A.

CATEGORY 1: PERSONAL IMPACTS



Minority Respondents

1. Support

- *I am ok with paying for parking until 6pm - I usually take the train in the morning anyway so it usually won't change anything for me unless the rates also change (which I do not support)*
- *I support charging for parking, but on weekends it may change my habits in terms of bart*

2. Oppose

- *Many people like me who work evenings and weekends would be severely impacted by these changes. It would simply not be affordable*
- *Charging on weekends will not encourage me to take BART over driving. Traffic isn't as bad on weekends so cost for BART needs to be much less than driving for BART to be effective as a driving alternative*
- *I don't think I would think about riding bart on the weekends if parking wasn't free. Bart trains already run late and less often on weekends that paying parking on top of having to wait for trains would dissuade me from using bart on the weekends*

Low Income Respondents

1. Support

- *See last answer, I'd probably drive to Bart much less since parking would no longer be free on weekends. However, I don't really have a problem with it since I believe walking/biking/public transit to Bart should be encouraged over driving.*

2. Oppose

- *This will make me use my car more. If the cost of driving and taking the train is on par, a lot of people will rather drive.*
- *I personally don't understand the need to do this. Bart has notoriously had these hours of parking charges for years, why change it? As a retail worker, I look forward to taking bart every weekend due to the free parking. Please do not have us pay more than we already do.*
- *I ride on the weekends in addition to during the weekdays. Charging on the weekends would make me want to drive to work rather than ride BART. This is not a great plan if increasing ridership is the goal. It would deter more people from riding BART.*

CATEGORY 2: IMPACTS TO OTHERS/GENERAL IMPACTS

Minority Respondents

1. Support

- *Sometimes I will use BART to go into the East Bay or SF for evening events, which usually allowed me to not pay for parking due to arriving after 3pm. I think extending the hours to 6pm would allow BART to capture parking fees from these types of riders. This fee extension wouldn't deter me personally from parking/BARTing to evening events since parking near venues is definitely more expensive and annoying, but it may be a factor for other folks' decisions potentially.*
- *Extending the parking period is a penalty. A minimal charge on weekends seems ok say \$2 or so. Using the lot still causes wear and tear.*
- *We need to discourage car usage and encourage public transportation.*

2. *Oppose*

- *Parking free on weekend encourages people to take BART. Garages are underutilized as it is on the weekends.*
- *I fear that this will reduce weekend ridership even further making the trains feel even more unsafe than they do now.*
- *With the prices of nearly everything increasing, it's just an added cost for public transportation at a time when persons with less money need to save.*

Low Income Respondents

1. *Support*

- N/A

2. *Oppose*

- *People on weekends are traveling for leisure and fun. Dont ruin it by charging for parking too!*
- *This will hurt the Bay Area financially for the riders and will decline ridership overall.*
- *I'm not totally opposed with the idea. I would prefer extending the hours for paid parking than increasing the fee. I think there shouldn't be a parking fee on Sundays at least. I think this will just deter people on using public transportation given the costs*

CATEGORY 3: NO IMPACTS

Minority Respondents

1. *Support*

- *The change would likely not impact me since I have a monthly permit, but I don't use it during those hours either. I think it would be fair to charge on the weekends if people are using it.*
- *I would support expanding the hours and weekend for charges instead of increasing the cost per rider.*
- *I would happily pay to park at a BART station on evenings or weekends because it's going to be easier than trying to find parking at my destination and probably cost less too.*

2. *Oppose*

- *I won't ride in the evenings or weekends*
- *No one likes price increases, but it is what it is I guess.*

Low Income Respondents

1. *Support*

- *Yes, would be less stress*
- *It would not impact me as I don't have a car.*
- *This would impact trips into the Bay Area on weekends for leisure, but it will be for the best.*

2. *Oppose*

- N/A

CATEGORY 4: GENERAL BART/PARKING

Minority Respondents

1. *Support*

- *Some BART lots (like Rockridge) are used by adjacent retail during the current off hours. Can pay kiosks be located outside of fare gates so that BART can collect money from this type of non-rider user?*
 - *Expanding hours for week days is reasonable. But keep weekends free or charge less on weekends*
 - *BART should be pushing to build housing on top of BART stations and getting people to avoid using single-occupancy vehicles for first-and-last-mile connections. Others should be using connecting bus service, walking, and biking to access BART like I do, and parking should be priced at market rate to ensure that while BART is in the parking game, the usage of the spots is highly optimized. My BART fares and tax monies shouldn't be subsidizing people who use below-market-rate BART parking.*
2. *Oppose*
- *First and foremost, BART does not offer a premium service. Until BART can get the homeless problem solved, gate jumper solved, graffiti on the trains, broken air conditioners, doors that don't open on the trains, riders getting assaulted, and other issues .The general public would not want to ride BART but stay in their cars for the commute. People need to feel safe on BART. Right now, people don't feel safe. Bart needs to solve these issues.*
 - *Not everyone has a set schedule. Focus on trains being on time and safety before you give riders more fees.*
 - *Parking should be free. Stopping to pay a \$3 charge can make people lose their train. Working people should not be charged to park their cars in order to access public transit.*

Low Income Respondents

1. *Support*
- *I can understand the charging for the Monday-Friday time change. However, charging parking on weekends I do not know about; if charging does occur, would it be less than the weekday rates? I would hope so.*
 - *Drivers who park should pay for parking.*
 - *Expanded hours would be great perhaps for permit parking.*
2. *Oppose*
- *There are a lot of people that do not pay for daily parking permits and this would only hurt people who do. Instead Just have more police handing out tickets*
 - *Unless discounted programs apply to parking, we're already seeing increase in fare plus other costs and will only continue*
 - *the monthly salary has not increased and all services including the use of transportation have increased. the service is deficient, the trains are too insecure and dirty.*

Question: Low-Income Discount Program for Eligible Parkers – If “No” or “Don’t Know”, please explain.

Responses to the proposed discounted parking fee were categorized into 5 groups:

1. Personally helpful: Survey respondent addressed they would be positively personally impacted by the proposed discount.

2. Helpful for Equity/Community: Survey respondent addressed potential impacts that the proposed discount would have on other riders, the greater community, and/or equity in general.
3. Parking Policy or Program Adjustments/Clarification Needed: Survey respondent commented about the perceived need for adjustments or clarifications to the rate/administration of the discount and/or to overall parking policy.
4. Not Impactful/Address Other Issues First: Survey respondent indicated that the proposed discount would have no impact personally or in general, and/or would be without impact until other issues (perceived as more important) are addressed.
5. Did Not Comment: Survey respondent did not respond or responded with "no comment" or something similar.

Table 29: Low Income Discount Program: Open Response Categories by Minority/Non-Minority

	Personally Helpful	Helpful for Equity/Community	Policy or Program Adjustments /Clarifications Needed	Not Impactful/Address Other Issues First	Did Not Comment	Total
Minority	1	18	91	190	189	489
%	0%	4%	19%	39%	39%	100%
White, non-minority	2	37	66	200	126	431
%	0%	9%	15%	46%	29%	100%
Unknown	0	2	22	31	33	88
%	0%	2%	25%	35%	38%	100%
Total	3	57	179	421	348	1008
%	0%	6%	18%	42%	35%	100%

Table 30: Low Income Discount Program: Open Response Categories by Low Income/Non-Low Income

	Personally Helpful	Helpful for Equity/Community	Policy or Program Adjustments /Clarifications Needed	Not Impactful/ Address Other Issues First	Did Not Comment	Total
Low income	0	1	15	18	70	104
%	0%	1%	14%	17%	67%	100%
Not low income	3	52	143	368	241	807
%	0%	6%	18%	46%	30%	100%
Unkown	0	4	21	35	37	97
%	0%	4%	22%	36%	38%	100%
Total	3	57	179	421	348	1008
%	0%	6%	18%	42%	35%	100%

The survey requested comments only if you selected “No” or “Don’t Know”, so it’s appropriate that there were only 3 respondents who left comments indicating it would be personally helpful for them. The most common response category was not impactful/address other issues first, at 42 percent of all responses. Minority and low-income respondents were less likely to indicate that it was not impactful or that other issues needed to be addressed first, at 39 percent and 17 percent, respectively. Instead, minority and low-income respondents were more likely to not respond at all, at 39 percent and 67 percent respectively, compared to 34 percent of respondents as a whole.

Examples of some of the responses received are below. Categories with no or few responses are labeled N/A.

CATEGORY 1: PERSONALLY HELPFUL

Minority Respondents

1. *Don’t Know*
 - N/A
2. *No*
 - *I probably make an income on the higher range of the designated BART low-income discount proposed program, but even so, the increase would still be impactful.*

Low Income Respondents

1. *Don’t Know*
 - N/A
2. *No*
 - N/A

CATEGORY 2: HELPFUL FOR EQUITY/COMMUNITY

Minority Respondents

1. *Don't Know*

- *I want to encourage whatever helps address equity imbalances while also improving BART access by transit and other non-private-car means, and these don't always have to be in conflict.*
- *Parking should remain affordable for everyone to maintain the level of bart ridership. For those who can afford increases, if Parking at bart becomes just as expensive of other alternatives ridership will decrease. Many choose bart because it's a low cost alternative and increase in fees will change that.*
- *Im am for low to free parking for low income and those without easy access to transportation.*

2. *No*

- *I would likely not qualify for discount parking (unless it is similar to the High-value fare discount). However, I highly support a discount program for low-income riders.*
- *I think this is a great idea. Even though I'm not low-income I support this because it's very important to not add further financial burden to low income individuals.*
- *I don't qualify as low income so this wouldn't impact me. I support this approach to increase accessibility for economically challenged riders.*

Low Income Respondents

1. *Don't Know*

- *If it helps why not.*

2. *No*

- *N/A*

CATEGORY 3: PARKING POLICY OR PROGRAM ADJUSTMENTS/CLARIFICATIONS NEEDED

Minority Respondents

1. *Don't Know*

- *It depends but low income are the not only people who needs it, it's the middle income people who needs it the most.*
- *I don't know what qualifies as low income.*
- *What are your low income thresholds. It is likely to help me but I don't have enough information and how will it be enforced.*

2. *No*

- *A lot of middle income people struggle here in this area to survive. Usually this programs are target to benefit very little people. Right now the middle class really can't afford another increase*
- *I would not be eligible for a low income benefit, and don't want it! Make it FAIR! Make it the same price for everyone. This kind of program will only make BART more expensive for everyone in the long run. The money BART loses by subsidizing low income riders' tickets will have to be made up for somehow. Then they will want to raise prices for parking and other fees again.*

- *Why not make BART equitable and lower rates for everyone? Let's get cars off the roads and not just focus on low income cars. BART should welcome middle income riders to the system.*

Low Income Respondents

1. *Don't Know*
 - *I would have to see the guidelines for what is low income.*
 - *I would have to know what is being proposed. I would greatly consider any programs that are considering the financial well being of its customers.*
 - *It depends but low income are the not only people who needs it, it's the middle income people who needs it the most.*
2. *No*
 - *What is considered low-income? I know there is another Clipper/BART program for low-income folks but it's only for those of great need. Most of the people that are being impacted by these rising costs aren't eligible to enroll in the program.*
 - *What if I don't qualify for the discount program? How easy to register for a discount program?*
 - *you see even though the increased parking is an additional strain on my income due to my income bracket I will more than likely fall into the middle-income where you will tell me that I am not eligible. I have to intentionally keep myself poor to receive any assistance in this state. But if I do that I don't make enough money to even get ahead. It's an unfortunate situation. I average 32,000 to 36,000 a year. if you create a program that fits those income brackets then maybe it will help.*

CATEGORY 4: NOT IMPACTFUL/ADDRESS OTHER ISSUES FIRST

Minority Respondents

1. *Don't Know*
 - *I am barely between low-income and low-average income, thus would sometimes and sometimes not qualify intermittent. This proposed change would be a colossal hassle to my family overall.*
 - *Depending on how you define low income. I struggle and make \$70k a year but I feel this approach would not benefit me.*
 - *Just keep the current parking policy the way it is.*
2. *No*
 - *Parking the way it is, is perfectly fine. Focus on other areas where Bart needs improvement, such as safety. Also the suburban working class majority will be predominantly effected.*
 - *Most people don't take at advantage of these programs even if they qualify. So more people end up paying more anyway. They might not know these programs exist or have access to the resources that would help them navigate a discount program.*
 - *Again despite the fact I can't really afford to live in the Bay Area I wouldn't qualify for any so-called "low-income" program.*

Low Income Respondents

1. *Don't Know*
 - *I don't know if a discount program is feasible. Parking discount program for low-income riders is a temporary fix. If you can request another Bond measure.. BUT you already having*

homeowners throughout the BART line to pay fees on their taxes now this. This is not a good look for BART. The trains are filter dirty, homeless smoking cigarettes and marijuana and drinking alcohol, plus playing loud music. The trains are packed with working class people who tolerate these inconvenience and uncomfortable situations. I believe its unfair to increase parking fees.

- *Just leave it as it is.*
- *Slightly worse because it's still subsidizing driving, but maybe beneficial as an interim measure while better public transit is being developed.*

2. No

- *The changes do not personally impact me.*
- *I'm not a low income family but not rich either*
- *Parking the way it is, is perfectly fine. Focus on other areas where Bart needs improvement, such as safety. Also the suburban working class majority will be predominantly effected.*

Appendix A – BART Parking Methodology

BART Parking

Title VI/Environmental Justice Equity Analysis Methodology

I. Background on Title VI & Parking

Federal Transit Administration (FTA) Title VI Circular 4702.1B does not include requirements to perform equity analyses on parking programs, policies, or fares, as these operations are considered peripheral to the core operations of public transit agencies. The FTA has since advised, however, that agencies perform equity analyses on any proposed changes to parking that may affect the customer's cost to access public transit service. The FTA recommends that parking fees be evaluated as a component of public transit fares but are allowing agencies discretion in how they assess parking fees¹ as part of their compliance with Title VI requirements.

As a result, while BART understands that parking fees can add to a customer's cost to ride, it considers providing parking itself to be an access amenity.² While all customers using BART are impacted by BART fare changes, not all customers are impacted by parking. BART only provides parking at stations that can accommodate parking lots; urban stations with heavy use and limited real estate have either limited or no BART parking spaces. These stations inherently have higher rates of alternative access mode shares, such as biking, walking, and public transit, and riders at these stations are less likely to be impacted by changes to BART's parking programs. In fact, BART policies heavily encourage non-motorized means of accessing its stations as well as the development of station property which may result in fewer station parking spaces. Additionally, some riders may consciously choose not to park at BART, though transit research generally distinguishes between these "choice riders" and protected populations that may have limited access to certain mode shares.^{3,4} As a result, an analysis based solely on a combined fare + parking fee framework may not be easily applied across the BART system and may not adequately capture potential impacts to Title VI protected populations.

Our focus at BART is on public transit and ensuring that we are providing a safe and reliable transit service that is accessible to all. We acknowledge that parking must be reviewed under Title VI, but do not believe it should be weighted equally to transit fares for the reasons stated above. Accordingly, while we plan to use FTA Circular 4702.1B, BART's Disparate Impact/Disproportionate Burden Policy (DI/DB Policy), and BART's Public Participation Plan as a guide when reviewing or analyzing parking programs, we will treat parking differently from fares. Consequently, BART has developed this separate methodology to evaluate the impacts of

¹ BART participates in a Title VI Working Group with Region IX agencies. Based on discussions within the Working Group, other agencies have developed their own methodologies for how to treat parking.

² Variance in number of parking spaces at stations is due to station location, design and funding constraints, as well as varying demand for parking by station.

³ Garrett, Mark, and Brian Taylor. 1999. Reconsidering Social Equity in Public Transit. *Berkeley Planning Journal* 13: 6-27

https://escholarship.org/content/qt1gm148mz/qt1gm148mz_noSplash_5015bb0060e82abedde3890e87540f2.pdf?mc2she

⁴ Spieler, Christof. 2020. Racism has shaped public transit, and it's riddled with inequities. *Urban Edge*. Rice University Kinder Institute for Urban Research. <https://kinder.rice.edu/urbanedge/2020/08/24/transportation-racism-has-shaped-public-transit-america-inequalities>

changes to our parking fee structures on our protected populations. This methodology specifies which program and/or policy changes may impact parking fees, and may, therefore, require an analysis.

II. Definitions

The following are useful definitions when reviewing this methodology.

1. **Parking Fee Media/Type:** BART considers parking fee media to be the method for processing payment, such as a smart card,⁵ user account within a mobile application (mobile app), or parking permits.
2. **Parking Fee Platform:** a parking fee platform, such as a website, telephone or mobile app itself, is the platform through which a rider may purchase or register for parking fee media.
3. **Payment Types:** a payment type refers to the method of payment for a parking fee media, such as a credit/debit card or cash.⁶
4. **Parking Program:** any specialized parking conditions, such as permits or the allocation of reserved spaces. These programs may or may not be outlined in a parking policy and may not require Board approval for establishment of the program.⁷
5. **Parking Policy:** any Board-approved policy that defines the conditions of parking at BART, such as fee structures, etc. and that may include enforcement mechanisms.⁸
6. **Parking Fee:** the specific fee administered for parking at BART.

III. BART Parking Policy

BART maintains a Board-approved parking policy entitled the Systemwide Paid Parking Program Modification and Fees (Parking Policy/the Policy), which establishes a parking fee structure and the mechanisms to adjust daily (first come first served) and permit (advanced reserved) parking fees based on parking utilization rates. The Parking Policy in place at the time this methodology was written establishes both a cap and a floor for fee adjustments, and ties parking permit fees to the daily fee. The Policy also currently limits the percentage of spaces that may be dedicated to permit programs. Additional parking programs may require separate Board approval.

BART may opt to revise its Parking Policy in the future, including adjustments to the parking price floor and cap. Any changes that will increase the cost to ride will require a Title VI analysis with

⁵ Smart cards include Clipper and RTC cards.

⁶ Commuter checks would not require an analysis because it is subsidized by a 3rd party.

⁷ Parking programs are developed by Customer Access. The Board sets parking prices by parking product type (Reserved, Daily Fee), as well as the maximum number of parking spaces designated as Reserved parking.

⁸ BART's Environmental Justice Policy has a Title VI study exception for "implementation of revenue security measures that deter fare evasion." We consider parking enforcement measures which ensures the payment of parking fees to also fall under this exception.

public outreach pursuant to the guidance outlined in this Title VI parking methodology. Once the revised Parking Policy and Title VI analysis are approved by the BART Board, any subsequent fee changes that are made within the parameters of that revised Parking Policy will not require additional Title VI analysis. BART's Customer Access may consider a Parking Policy that does not include a fee cap; under this scenario, Customer Access staff would be required to include provisions in the Policy to alert Title VI staff of any increases over 25% or of more than \$1, whichever is smaller, because the changes may require an analysis.

IV. Parking Programs & Title VI Analyses

Due to limited guidance from the FTA, BART must define which parking program changes require an analysis, in addition to a methodology to analyze these changes for disproportionate impacts. Note that, at the time that this methodology was written, the proportion of BART parkers was consistently minority with BART's overall ridership but disproportionately less low-income.⁹

The following **would** require an analysis, unless, as noted, they were previously evaluated as part of the BART Parking Policy.

1. Parking Fee Increases

Per guidance from the FTA, parking fees should be considered as part of a customer's overall cost to ride BART. BART has developed this methodology based on its established fare equity methodology as the primary guidance for treating parking under Title VI.

BART collects daily parking fees at the 36 stations with rider parking and offers reserved parking programs at most stations as well. Parking fees are established via the BART Board-approved Parking Policy, which establishes a parking price floor and cap, and the methodology to increase or decrease parking prices based on lot usage and fill times.

Any increases above the cap defined in the Parking Policy would require an analysis, except when the increase is due to rounding to the nearest nickel or dime to accommodate change limitations. Parking decreases do not require a study as they will not increase the cost to access BART. Parking staff evaluates parking lot fill times quarterly to adjust fees as defined by its Parking Policy, and any parking increases made within the parameters of that policy do not require an analysis. An increase to the parking fee floor may require an analysis as it may impact the cost to ride BART at the time of its adjustment.

2. Advanced Reserved Parking Fees

BART provides a number of parking programs designed to enable customers to reserve or secure a parking spot and to provide streamlined parking payments; these programs are generally administered through a permit. In accordance with BART's Parking Policy, the

⁹ Based on 2018 Customer Satisfaction Survey data.

BART Parking: Title VI/Environmental Justice Equity Analysis Methodology

fees charged for these programs are calculated based on the unreserved daily fee plus a set fee per day to the baseline daily fee. Any substantive changes to these programs, such as price increases, would require an analysis.

A permanent revision to an advanced reserved parking program that may impact access to available parking spaces would also require an analysis.¹⁰

3. Purse/Wallet Features

Changes to a parking purse/wallet feature, such as the introduction of a purse/wallet requirement or an increase to an existing purse/wallet size, that requires the availability of additional funds beyond what is required to pay a parking fee would require an analysis. A decrease in the size of a purse/wallet would not require an analysis, as it reduces the need for additional funds and, therefore, a rider's ability to access BART.

4. Parking Payment Hours

Additional hours in which parking fees are charged, including weekends, would require an analysis. A reduction in the number of hours in which parking fees are charged would not require an analysis.

5. Convenience Fees

Convenience fees assessed on specific programs or specific payment types that is not applied universally to a parking fee would require an analysis.

6. Payment Types

The elimination of any parking fee payment types, such as the ability to pay for parking with cash, may require an analysis.

Regardless of any revisions to the BART Parking Policy, the following **would not** require an analysis for the reasons described below.

1. Removal/Addition of Parking Spaces

BART provides parking at all stations that can accommodate parking lots; urban stations with heavy use and limited real estate cannot provide dedicated space to parking for BART riders. Potential impacts resulting from parking removal would not require an analysis, as discussed above, as these are not considered costs to ride BART consistent with the Title VI Circular, BART Parking Policy and FTA Guidance. This includes any parking removal as a result of Transit Oriented Development (TOD), which operates under its own FTA Circular and has historically been separate from BART's Title VI policies.

¹⁰ These programs may limit access to BART parking to those who can afford to pay additional fees to reserve a space.

In order to provide electric vehicle (EV) charging infrastructure at BART stations, the District may convert surface or garage parking spaces to EV charging stations. This conversion would not require an analysis.

2. Removal/Addition of Parking Fee Media

The customer's cost to ride is not necessarily impacted by the availability of parking fee media, so changes to available parking fee media would not require an analysis.¹¹ This could include the addition or removal of permit types, particularly where alternatives with similar functionality exist or have been identified to replace them. An important note: the elimination or transition of certain parking fee medias between parking fee platforms may eliminate a payment method, such as the ability to pay with cash; these impacts on payment method may require an analysis.¹²

3. Parking Fee Platform Transfers

Accessing a website, phone, or mobile app is considered a parking fee platform, not a parking fee media. The movement from one to the other is the transition of a parking fee collection system and would not require an analysis.

4. Parking Fee Decreases

Parking staff evaluates parking lot fill times quarterly to adjust fees within the parameters of its Parking Policy, as a result any parking decreases made within the parameters of the Parking Policy would not require an analysis. Further, any decrease to parking fees would also not require an analysis as it will not increase the cost to access BART.

5. Small Programs/Low Demand

The elimination of a program with fewer than 300¹³ active participants would not require an analysis. 'Active' will be determined by OCR staff, in consultation with Marketing & Research and Customer Access staff, based on the characteristics of the program and any additional factors that may influence ridership or program subscription. For permit programs where active participant information is not collected, OCR and Customer Access staff will evaluate what a reasonable number of permits per active user would be based on the characteristics of the program; programs estimated to have less than 300 active participants based on number of permits sold would not require an analysis.

¹¹ This differs from BART's established Title VI Fare Equity Analysis methodology as the guidance from the FTA is to evaluate parking for whether a proposed change impacts the cost to ride BART.

¹² BART completed a Title VI analysis as part of the overall fare media analysis on the elimination of the Blue magnetic-stripe ticket; it impacted the customer's ability to pay for parking with cash.

¹³ Market & Research has indicated as a guideline, the size of the survey sample for the affected fee type must be at least 30 respondents in order to ensure that the variance (also known as the "margin of error" between the survey results and the whole population that the surveyed respondents represent is sufficiently small to allow for statistical conclusions). A conservative estimate of a 10% survey response rate limits evaluation to programs with 300 participants or more.

6. West Oakland Exception

The West Oakland fee structure currently operates separately from the demand-based Parking Policy adopted in 2013 for all other stations with BART parking and does not currently have a fee cap. West Oakland's pricing model includes a regular review of parking demand to determine if the fee should be raised or lowered.

West Oakland was the first BART station to assess parking fees in 2001 due to high demand. As the final station serving the East Bay before entering San Francisco, parking demand has remained high despite fees that exceed the \$3 fee cap at other stations District-wide. As a result, West Oakland will likely continue to be exempted from future policy changes and will not require an equity analysis for fees that exceed the District-wide cap. In addition, the introduction of a cap at West Oakland would not require an analysis as a cap would limit the current uncapped fee structure so it could not increase the costs to access BART more than the current fee structure.

7. Parking for Non-BART Riders/Non-Patrons

The development of fees or permit programs to provide parking to non-BART riders or patrons would not require an analysis as these programs do not impact a rider's cost to access BART and is secondary to BART's operations as a public transit agency.

8. Parking Taxes or Fees Assessed by External Agencies

The assessment of taxes or fees by other governmental agencies, where BART does not receive revenue from the fee, would not require an analysis.

9. Parking Programs Administered by External Agencies

Parking on BART property or at some BART stations, including Milpitas and Berryessa/North San Jose, may be administered by external agencies or BART may not receive revenue from these parking programs. As a result, these programs would not require an analysis.

V. Minority Disparate Impact and Low-Income Disproportionate Burden Analyses of a Proposed Change to BART's Parking Programs/Policies

BART's Board of Directors adopted the Disparate Impact & Disproportionate Burden (DI/DB) Policy ("DI/DB Policy") on July 2, 2013. The DI/DB Policy defines disproportionality thresholds for the impacts of both major service and fare changes throughout the District on minority and low-income populations. The DI/DB Policy does not define the methodology used to assess whether those thresholds are met or exceeded. Staff have, subsequently, developed these methodologies, using the FTA Circular 4702.1B (Title VI Circular) for guidance. BART has further adapted these methodologies below to evaluate parking impacts.

BART Parking: Title VI/Environmental Justice Equity Analysis Methodology

Should BART find that minority riders experience disproportionate impacts from the proposed parking fee changes, BART should take steps to avoid, minimize, or mitigate these impacts. If the additional steps do not mitigate these potential disparate impacts on minority riders, BART may proceed with the proposed parking fee change if BART can show that:

- A substantial legitimate justification for the proposed parking fee change exists; and,
- There are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on minority populations.

Should BART find that low-income riders experience disproportionate impacts from proposed parking fee changes, BART should take steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by parking fee changes.

VI. Methodology Used to Assess the Effects of an Applicable Proposed Program Change

1. Identify the affected ridership (all BART parkers or BART parkers who use the affected program) and the data source (Customer Satisfaction Survey data or targeted survey data¹⁴) to be assessed in the equity analysis.
2. For the affected populations, determine the share of protected riders.
3. For the overall system parkers, determine the share of protected riders.
4. Determine whether the difference between the affected program's protected ridership share and the overall system's protected ridership share exceeds BART's DI/DB Policy threshold. If so, proceed to step 5.
5. Determine if a substantial legitimate justification for the proposed program change exists and if there are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on protected populations.
6. Mitigate any impacts if possible.

The impacts of a proposed program change are evaluated by applying the thresholds in BART's DI/DB Policy as guidance. For changes to a specific parking program, BART assesses whether protected riders are disproportionately more likely to use the affected program, including wallet/purse features, parking fee hours, or payment methods. Using BART's DI/DB Policy as guidance, adverse impacts are considered disproportionate when the difference between the protected ridership using the affected program and the protected ridership of parkers across the overall system is greater than 10%;¹⁵ this threshold acknowledges that these changes are less likely to inhibit a rider's ability to access BART and, therefore, would require a greater difference to establish a disproportionate impact.

¹⁴ Recent, sufficient parker demographic data may not be available; targeted surveys may be required to identify the affected populations' demographics.

¹⁵ Refer to Section VIII when there is insufficient data available.

VII. Methodology Used to Assess the Effects of an Applicable Proposed Parking Fee Increase

Data analysis shall include the following steps:

1. Determine the number and percent of users of the parking fee being changed;
2. Review parking fees before the change and after the change;
3. Compare the difference for the parking fee between minority users and overall users; and
4. Compare the difference for the parking fee between low-income users and overall users.

For parking fee changes, such as across-the-board parking fee changes, BART compares the changes in the average fee for protected riders and non-protected riders. Using BART's DI/DB Policy as guidance, a parking fee change is considered to have a disproportionate impact when the difference between the changes for protected riders and non-protected riders is equal to or greater than 5%; this lower threshold acknowledges that alternatives may not exist and that protected populations may be more sensitive to parking fee increases. When setting new fees, including for new permits, parking fee media, or service fees, a 10% threshold applies; this threshold acknowledges that alternatives may exist that grant parkers flexibility when determining whether to use the new permits, parking fee media, or program impacted by a service fee.

VIII. Data and Methodology Used

FTA Circular 4702.1B Chap. IV-19 states that an agency shall analyze any available information from ridership surveys when evaluating the adverse effects of fare changes. BART traditionally uses the Customer Satisfaction Survey, administered every two years, to determine overall ridership, as well as the demographics of specific rider groups, in this case BART parkers.

In the absence of sufficient demographic data from the Customer Satisfaction Survey, a targeted survey may be used to establish demographics. As a guideline, the size of the survey sample for the affected fee type must be at least 30 respondents in order to ensure that the variance (also known as the "margin of error" between the survey results and the whole population that the surveyed respondents represent is sufficiently small to allow for statistical conclusions).

In the absence of sufficient ridership data, BART will not assume impacts due to the fact that BART parkers are disproportionately less low-income and consistently minority with BART's overall ridership. BART will identify alternatives available and will attempt, if possible, to minimize or mitigate the risk of potential impacts on all parkers.

FTA Circular 4702.1B defines protected riders as anyone who describes themselves as minority or low-income. For BART's purposes, minority riders are those who are Asian, Hispanic (any race), Black/African American, American Indian/Alaskan Native, and Other (including multi-racial). Low-income riders are households making less than 200% of the federal poverty level to account for the high local cost of living.

Appendix A: Parking Equity Statement

BART recognizes that not all changes that impact protected parkers may require a Title VI study. In an effort to ensure equity across the District, BART is beginning to evaluate the equity implications of topics not required by Title VI compliance and acknowledges that there may be potential areas of parking that warrant an equity review. In addition, the BART General Manager and/or Board of Directors may request an equity review or study for matters of public policy or sensitive issues, which may impact protected populations.

If staff plans to make any parking changes that may impact riders, they must submit a Title VI Transportation Decision Evaluation form to OCR. OCR reserves the right to determine that a change may be subject to a separate Title VI-light or equity review, if it is not required by this Title VI methodology.

These equity projects do not currently take priority over compliance required projects and will likely be impacted by the tangential development of an equity framework for the District. OCR will need to consider overlapping projects/staff time, resources, and feasibility when considering these additional studies, unless deemed a high priority by the General Manager.

Appendix B – Disparate Impact/Disproportionate Burden (DI/DB) Policy



DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICY

The Federal Transit Administration (FTA) Title VI Circular 4702.1B requires BART to develop a Disparate Impact and Disproportionate Burden Policy for use in the assessment of proposed Major Service Changes or fare changes.

Statement of Policy:

The purpose of the Disparate Impact and Disproportionate Burden Policy is to establish a threshold that defines when impacts of a Major Service Change (see BART's Major Service Change Threshold) or a fare change result in disproportionate impacts on protected populations or riders, defined as minority¹ or low-income² populations or riders. A finding of disproportionate impacts would determine whether BART may need to take additional steps, as defined in this Policy.

Definitions:

A Disparate Impact refers to a facially neutral policy or practice that disproportionately and adversely affects members of a group identified by race, color, or national origin. A Disproportionate Burden refers to a neutral policy or practice that disproportionately and adversely affects low-income populations. The thresholds, established by this Policy, will be used to assess adverse impacts on protected populations or riders.

Disproportionate Impact:

The following definitions of disproportionate will apply to determine Disparate Impact and Disproportionate Burden on protected populations or riders.

1. For across-the-board fare changes, BART will compare the percent changes in the average fare for protected riders and non-protected riders. A fare change will be

¹ Minority persons: For the purposes of this Policy, Minority persons include the following: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander.

² Low-income person: BART defines low income as 200% of the federal poverty level. This definition takes into account the high cost of living in the Bay Area and is consistent with the Metropolitan Transportation Commission's definition. For reference, this threshold categorizes a four-person household with an annual income under \$47,100 as low income. When compiling information about the low-income populations within the BART service area using census data, this 200% threshold is used. When compiling information specifically about BART riders using survey data, the low-income definition is expanded to include all riders with annual household incomes under \$50,000. This modified definition approximates the 200% threshold definition using existing survey income categories.



considered to have a disproportionate impact when the difference between the changes for protected riders and non-protected riders is equal to or greater than 5%.

2. For fare type changes, BART will assess whether protected riders are disproportionately more likely to use the affected fare type or media. Impacts will be considered disproportionate when the difference between the affected fare type's protected ridership share and the overall system's protected ridership share is greater than 10%. When the survey sample size of the ridership for the affected fare type is too small to permit a determination of statistical significance, BART will collect additional data.
3. Adverse effects of a Major Service Change to the existing system are borne disproportionately by protected populations or riders when either (a) the difference between the affected service's protected ridership share and the overall system's protected ridership share is equal to or greater than 5%, or (b) the difference between the percent change in travel times for protected populations or riders is equal to or greater than 5% when compared to the percent change in travel time for non-protected populations or riders.
4. New service and new fares, including for new modes, media, or service, will be considered to have a disproportionate impact when the applicable difference is equal to or greater than 10%.

Cumulative Impacts:

1. The cumulative impacts of similar, major service changes or similar fare changes occurring during a three-year Title VI triennial reporting period will be analyzed as part of an equity analysis.

Finding a Disparate Impact:

Should BART find that minority populations or riders experience disproportionate impacts from the proposed change, BART should take steps to avoid, minimize, or mitigate disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority populations, pursuant to FTA Circular 4702.1B, BART may proceed with the proposed major service or fare change only if BART can show that:

- A substantial legitimate justification for the proposed major service or fare change exists and,
- There are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on minority populations.

Finding a Disproportionate Burden:

Should BART find that low-income populations or riders experience disproportionate impacts from proposed major service or fare changes, pursuant to FTA Circular 4702.1B, BART should take steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by service or fare changes.

Appendix C - Average Weighted Parking Rate Calculation

Original Proposal

Customer Satisfaction Survey													
	Daily			on 21 days/month)			Single/Multi Day			Average Fee		Percent Increase	Difference from Overall
	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed		
Minority			88%			7%			5%	\$ 3.35	\$ 8.33	148.5%	3.3%
Low-Income	\$ 3.00	\$ 8.00	89%	\$ 5.00	\$ 10.48	5%	\$ 7.00	\$ 11.00	6%	\$ 3.35	\$ 8.31	147.8%	2.5%
Overall			86%			8%			7%	\$ 3.42	\$ 8.39	145.3%	

Parking Policy Survey													
	Daily			Monthly (daily rate based on 21 days/month)			Single/Multi Day			Average Fee		Percent Increase	Difference from Overall
	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed		
Minority			91%			3%			5%	\$ 3.28	\$ 8.24	151.3%	3.8%
Low-Income	\$ 3.00	\$ 8.00	94%	\$ 5.00	\$ 10.48	1%	\$ 7.00	\$ 11.00	5%	\$ 3.21	\$ 8.17	154.3%	6.7%
All BART Parkers			88%			6%			6%	\$ 3.37	\$ 8.33	147.5%	

Disparate Impact or Disproportionate Burden
Does not exceed threshold
Exceeds threshold, but no impact
Exceeds threshold, and impact

Updated Proposal

Customer Satisfaction Survey													
	Daily			on 21 days/month)			Single/Multi Day			Average Fee		Percent Increase	Difference from Overall
	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed		
Minority			88%			7%			5%	\$ 3.35	\$ 6.84	104.0%	1.3%
Low-Income	\$ 3.00	\$ 6.30	89%	\$ 5.00	\$ 10.48	5%	\$ 7.00	\$ 11.00	6%	\$ 3.35	\$ 6.81	102.9%	0.1%
Overall			86%			8%			7%	\$ 3.42	\$ 6.93	102.7%	

Parking Policy Survey													
	Daily			on 21 days/month)			Single/Multi Day			Average Fee		Percent Increase	Difference from Overall
	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed	Usage	Existing	Proposed		
Minority			91%			3%			5%	\$ 3.28	\$ 6.69	103.9%	0.8%
Low-Income	\$ 3.00	\$ 6.30	94%	\$ 5.00	\$ 10.48	1%	\$ 7.00	\$ 11.00	5%	\$ 3.21	\$ 6.57	104.5%	1.4%
Overall			88%			6%			6%	\$ 3.37	\$ 6.84	103.1%	

Disparate Impact or Disproportionate Burden
Does not exceed threshold
Exceeds threshold, but no impact
Exceeds threshold, and impact

Appendix D – Parking Policy Survey



Parking Policy Survey

Dear BART rider,

BART is considering potential changes to its parking policy, where BART may charge for parking from 4 am to 6 pm, 7 days a week, and adjust the daily parking rates within the \$3 – 8 range.

Rates would only increase within this range if the lot fills, and only periodically. Most lots are not expected to fill for several years. This policy change would help BART prepare for future travel trends and support improvements to the BART system.

We want to hear from you about this important issue. To thank you for your time, you can also enter to win a **\$130 Clipper card** at the end of the survey! Please click "NEXT" to get started.

If you need language assistance services, please call (510) 464-6752.

Participation in this survey is voluntary. The survey includes questions on travel behavior and demographics. Information provided in the survey will be used to evaluate the impact of the proposed fare increase. Data will be reported in aggregate. BART takes appropriate precautions to protect respondent-provided information and keep data secure. One winner of a \$130 Clipper card will be selected at random.

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Q1 About how often do you currently ride BART?

- 6 - 7 days a week
- 5 days a week
- 3 - 4 days a week
- 1 - 2 days a week
- 1 - 3 days a month
- Less than once a month, but at least once a year
- Less than once a year or never

Please answer this question.

[BACK](#)

[NEXT](#)

Q2 Which BART station is your "home" station (the station you typically use when coming from home)?

▼ 12th St / Oakland City Center ... I can't remember / Don't know

Weekday BART Ridership

Q3 Thinking about weekdays only (Monday through Friday), how do you usually get to the (Q2 station) station from home?

- Walk all the way
- Bicycle all the way
- Bus or other public transit
- Drive and park (including carpooling)
- Get dropped off by someone I know
- Uber, Lyft, etc.
- Not applicable – don't ride BART on weekdays
- Other: _____

Q4 About what time do you usually enter this station when coming from home on weekdays?

- Before 10 am
- 10 am – 2:59 pm
- 3 – 5:59 pm
- 6 pm or later

Q5 How do you usually pay for parking at BART? (Select the one that you use most often.)

- Daily parking fee (e.g., \$3 at most stations)
- Monthly reserved parking (i.e., monthly permit)
- Single/multi-day reserved parking (purchase in advance on the Official BART app)
- Not applicable - I usually park on the street
- Not applicable - I usually ride BART after 3 pm or on the weekends when parking is free
- Other: _____

Q6 In the past year, have you used BART's single-day reserved or multi-day reserved parking? (Purchased in advance on the Official BART app.)

Yes

No

Weekend BART Ridership

Q7 About how often do you ride BART on weekends (Saturday or Sunday)?

- Every weekend or almost every weekend
- A couple weekends a month
- About once a month
- A few times a year
- Less than once a year or never

Q8 Thinking about weekends only, how do you usually get to the BART station from home?

- Walk all the way
- Bicycle all the way
- Bus or other public transit
- Drive and park (including carpooling)
- Get dropped off by someone I know
- Uber, Lyft, etc.
- Other: _____

BART is considering potential changes to its parking policy, which was last updated in 2013. BART would adjust parking rates within the range of \$3 - \$8. Rates would only increase within this range if the lot fills, and only periodically. Most lots are not expected to fill for several years. This policy change would help BART prepare for future travel trends and support improvements to the BART system. Please refer to table below for details.

	Current Policy	Proposed Changes
Parking Rates	<p>Prices can vary between:</p> <ul style="list-style-type: none"> • \$1 - \$3 for Daily parking, • \$4 - \$7 for Single/Multi-Day Reserved parking • \$63 - \$105 for Monthly Reserved parking <p><i>West Oakland has no maximum. City parking taxes are not included in these ranges.</i></p>	<p>Potential new price ranges:</p> <ul style="list-style-type: none"> • \$3 - \$8 for Daily parking • \$3 - \$11 for Single/Multi-Day Reserved parking • \$63 - \$220 for Monthly Reserved parking <p><i>West Oakland has no maximum. City parking taxes are not included in these ranges.</i></p>

Q9 Do you support or oppose these proposed changes to BART's parking rates?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

Q10 Do you have any comments on how these changes would impact you?

Q11 BART currently charges for parking Monday - Friday from 4 am - 3 pm, but is considering expanding the hours from 4 am - 6pm, as well as charging for parking on the weekends. Do you support or oppose BART expanding the hours it charges for parking?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

Q12 Do you have any comments on how this change would impact you?

Q13a Low-Income Discount Program for Eligible Parkers

In order to keep access to BART affordable, BART is currently studying a parking discount program for low-income riders. Could this reduce the impact of the proposed parking changes on you?

- Yes
- No
- Don't Know
- Prefer not to answer

Q13b If "No" or "Don't Know," please explain.

PLEASE TELL US ABOUT YOURSELF.

Your responses will be used for statistical purposes only and will be treated confidentially. Note that BART asks questions about race and household income/household size in order to comply with Title VI of the Civil Rights Act and to help ensure that we are getting feedback from all the communities that we serve.

Q14 What is your home ZIP code?

Q15 What is your race or ethnic identification? (Check all that apply.)

- American Indian or Alaska Native
- Asian or Pacific Islander
- Black/African American
- Hispanic, Latino, or Spanish origin
- White
- Other (please specify):

Q16 What is your total annual household income before taxes?

- Under \$30,000
- \$30,000 - \$39,999
- \$40,000 - \$49,999
- \$50,000 - \$59,999
- \$60,000 - \$64,999
- \$65,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000+

Q17 Including yourself, how many people live in your household?

- 1
- 2
- 3
- 4
- 5
- 6+

Q18 OPTIONAL: Please provide your email address if you would like to enter for a chance to win a \$130 Clipper card.

Email address: _____

Rules Drawing eligibility: Must be 18 years or older and a resident of California. BART employees/contractors and their immediate family/household members are not eligible. Winner will be chosen in a random drawing on or about January 2023. Winner will be notified via email and must respond within 7 business days to claim prize.

We thank you for your time spent taking this survey. Your response has been recorded.

Appendix E – Public Participation Report

May 2023



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1 Public Participation Purpose

1.1 Purpose

The Federal Transit Administration (FTA) Title VI Circular 4702.1B does not include requirements to perform equity analyses on parking programs, policies, or fares, as these operations are considered peripheral to the core operations of public transit agencies. The FTA has since advised agencies should consider performing equity analyses on any proposed changes to parking which may affect the customer’s cost to access public transit service. The FTA recommends parking fees be evaluated as a component of public transit fares but are allowing agencies discretion in how they assess parking fees⁶ as part of their compliance with Title VI requirements.

As a result, while BART understands parking fees can add to a customer’s cost to ride and it considers providing parking itself to be an access amenity. While all customers using BART are impacted by BART fare changes, not all customers are impacted by parking. BART only provides parking at stations that can accommodate parking lots; urban stations with heavy use and limited real estate have either limited or no BART parking spaces. These stations inherently have higher rates of alternative access mode shares, such as biking, walking, and public transit, and riders at these stations are less likely to be impacted by changes to BART’s parking programs. In fact, BART policies heavily encourage non-motorized means of accessing its stations as well as the development of station property which may result in fewer station parking spaces. Additionally, some riders may consciously choose not to park at BART, though transit research generally distinguishes between these “choice riders” and protected populations that may have limited access to certain mode shares. As a result, an analysis based solely on a combined fare + parking fee framework may not be easily applied across the BART system and may not adequately capture potential impacts to Title VI protected populations.

BART’s focus is on public transit and ensuring the District is providing all riders safe and reliable transit service which is accessible. Parking must be reviewed under Title VI, but staff believe it should not be weighted equally to transit fares for the reasons stated above. Accordingly, while staff considered FTA Circular 4702.1B, BART’s Disparate Impact/Disproportionate Burden Policy (DI/DB Policy), and BART’s Public Participation Plan as a guide

⁶ BART participates in a Title VI Working Group with Region IX agencies. Based on discussions within the Working Group, other agencies have developed their own methodologies for how to treat parking.



when reviewing or analyzing parking programs. Based on the abovementioned interpretation, the staff will analyze parking differently from fares.

BART conducted public participation to collect input on its parking policy pricing proposal. Staff administered a survey from Monday, November 28, 2022, through Friday, December 16, 2022, and conducted targeted outreach to our priority populations joint meeting of the Title VI/Environmental Justice and LEP Advisory Committees on November 16, 2022. Staff plans to return to the Board to seek approval of the Title VI equity analysis in Spring 2023.

The following sections describe the outreach and community engagement conducted by BART staff, followed by an analysis of survey responses by protected groups. All comments in this report have been transcribed as written by the respondent with the redacting of any profanity and personal identifying information.

2 Public Participation Process

2.1 Outreach Events

BART staff traveled to parking facilities at the stations listed below during the parking policy update outreach efforts.

Parkers were provided informational postcards in English with a QR code and the hyperlink for the online BART survey: www.bart.gov/parkingsurvey. Taglines in several languages were included on the postcards so LEP parkers could obtain additional information in their preferred language(s).

The survey period began Monday, November 28th, 2022, and ended Friday, December 16, 2022. Digital surveys were made available to riders in English, Spanish, Chinese, Vietnamese, Korean, Tagalog, and Russian. A \$130 Clipper card was offered as a prize in a drawing for those who completed an online survey.

BART sought public input on the parking policy update at BART parking outreach events on the following dates and times:

Table 2-1: Dates, Outreach Locations, and Times

Date	Station	Time	Minority Station	Low-Income Station
Tuesday, November 29, 2022	San Leandro	2:00pm – 4:00pm	x	x
Wednesday, November 30, 2022	El Cerrito del Norte	2:00pm – 4:00pm	x	x
Thursday, December 1, 2022	Pittsburg/Bay Point	2:00 pm– 4:00pm	x	x
Saturday, December 3, 2022	Fruitvale	10:30am - 12:30pm	x	x
Tuesday, December 6, 2022	Daly City	2:00pm – 4:00pm	x	
Wednesday, December 7, 2022	Fruitvale	2:00pm – 4:00pm	x	x
Thursday, December 8, 2022	MacArthur	2:00pm – 4:00pm		x

Fruitvale Parking Outreach December 2022



2.2 Publicity

The survey was publicized through print and digital methods. BART staff worked to ensure information related to the proposed parking policy update and the survey was available to riders in multiple languages. The next sections describe how BART advertised outreach events and the survey link.

2.2.1 Multilingual Newspaper Ads

Multilingual newspaper/media ad placements with readership covering BART's five-county service area were placed prior to and during outreach. The ads ran several times (depending on the newspaper's publication schedule) and advertised the upcoming parking outreach events and a QR code and hyperlink to the BART survey. The following newspaper publications had ads placed. Copies of some ads can be found in Appendix PP-D.

- La Opinión de la Bahía (Spanish)
- Visión Hispana (Spanish)
- Viet Nam Daily News (Vietnamese)
- Korea Times & Daily News (Korean)
- Sing Tao Daily (Chinese)
- World Journal (Chinese)

2.2.2 Electronic Destination Sign System

On all BART station platforms, there are multiple electronic destination signs (DSS) that inform riders of train arrivals and display other important BART information. Throughout the survey period (Monday, November 28,

2022, through Friday, December 16, 2022), the DSS regularly displayed the www.bart.gov/parkingsurvey link to alert riders to take the survey.

2.2.3 BART Advisory Committees

BART also distributed information on the outreach events and survey link to the Title VI/Environmental Justice (EJ) and Limited English Proficiency (LEP) Advisory Committees to distribute to the communities they serve.

2.3 Title VI/Environmental Justice and Limited English Proficiency Advisory Committees

BART staff presented the proposed parking policy update to BART's Title VI/EJ and LEP Advisory Committees. The joint meeting was held Wednesday, March 29, 2023, from 2:00 pm – 4:30 pm via Zoom. The meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

The Title VI/EJ Advisory Committee consists of members of community-based organizations (CBOs) and ensures that the District is taking reasonable steps to incorporate Title VI and EJ Policy principles in its transportation decisions. The LEP Advisory Committee, which also consists of members of CBOs, assists in the development of the District's language assistance measures, and provides input on how the District can provide programs and services to customers, regardless of language proficiency.

Committee members expressed concern about the parking rate/price update. One of the main concerns is that there is a proportion of parkers who do not qualify for Clipper® STARTSM. Committee members inquired about the potential for carpool discounts as well as senior discounts in the future. Customer Access staff assured members that they are researching solutions. At the meeting, Committee members expressed a desire to participate in the survey and provide detailed feedback regarding the proposed parking policy updates.

3 Outreach Results

3.1 Title VI Outreach Surveys

These public outreach efforts resulted in 1,269 survey responses. This survey serves as the dataset for this analysis and all uses of the generic term “survey” in this report refer to the November 2022 Parking Policy Survey. The survey was designed as a qualitative input survey to hear from community members, particularly protected parkers. It was open to everyone to complete and did not rely on a random sampling methodology. As such, these survey results cannot be projected to the overall population and statistical calculations such as margins of error cannot be computed.

All the surveys received during the open survey period were completed online. Table 3-1 provides the breakdown of where and how many surveys were received.

Table 3-1 Total Number of Surveys Received

Location	No. of Surveys Collected
Online	1,269
<i>Total Surveys Received</i>	1,269

3.2 Survey Demographic Data

3.2.1 Minority

A “White/non-minority” classification refers to those respondents who self-identified as “White.” A “minority” classification includes the combined responses from all other races or ethnic identities including those identifying as other or multi-racial. For reference, according to 2022 Customer Satisfaction Survey responses, 67% of BART riders identified as “minority.”



3.2.2 Income

Consistent with BART’s Title VI Triennial Program standards, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region’s higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income category of respondents to the 2022 Customer Satisfaction Survey. The household size and household income category combinations that comprise “low-income” are as follows:

Table 3-2

LOW INCOME THRESHOLD BY HOUSEHOLD SIZE	
Household Size	Household Income
1+	Under \$30k
2+	Under \$40k
3+	Under \$50k
4+	Under \$60k
5+	Under \$65k
6+	Under \$75k

For example, a household of two or more people with an income of \$36,000 would be considered low-income. For reference, according to 2022 Customer Satisfaction Survey responses, 29% of BART riders identified as low income.

Table 3-3 provides a demographic breakdown of all survey respondents.

Table 3-3 Survey Demographic Summary: All Respondents (N=1137/1125)

Minority Status	89% of survey respondents answered this question	Count
Minority	55%	628
White/Non-Minority	45%	509
Total responses	100%	1137
Ethnicity	89% of survey respondents answered this question	Count
White	45%	509
Black/African American	5%	57
Asian or Pacific Islander	26%	297
American Indian	1%	10
Hispanic, Latino, or Spanish	17%	194
Other or multi-racial, non-Hispanic	6%	70
Total responses	100%	1137
Low-income Status	91% of survey respondents answered this question	Count
Low-income	14%	152
Non-low income	86%	972
Total responses	100%	1124
Annual household income		Count
Under \$30,000	8%	86
\$30,000 - \$39,999	4%	42
\$40,000 - \$49,999	5%	52
\$50,000 - \$59,999	6%	62
\$60,000 - \$64,999	5%	52
\$65,000 - \$74,999	8%	88
\$75,000 - \$99,999	14%	156
\$100,000 - \$149,999	21%	234
\$150,000+	31%	353
Total responses	100%	1125

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents that answered both survey questions.

***The sample size for annual household income exceeds the sample size for income status since both household size and annual household income are required to determine income status and, therefore, there were fewer surveys that responded to both questions.

4 Public Comment Overview

4.1 Overview

By reaching out to the public via station parking outreach events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meetings and email blasts, BART received 1,269 survey responses. The survey asked respondents about the proposed parking policy update, including their level of support (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, and don't know) for the changes and an open-ended question about how the changes would affect them. All open-ended comments have been categorized, sorted, and color-coded by general theme in Appendices PP-B.

4.2 Public Comment Grouping Analysis: General Methodology

While comments can be generally categorized and reviewed for popular themes, any numerical analysis or reporting should be done with caution as the Title VI Outreach survey does not employ a random sampling methodology and comment grouping is subjective. Categorizing the comments, however, provides a general understanding of the points survey respondents wished to communicate. See Sections 5-7 for more detailed information on the grouping methodology.

5 Proposed 2024 Parking Policy Update

5.1 Proposed 2024 Parking Policy Update Survey Questions

Questions 9 – 12 of the 2024 Parking Policy Update Survey asked respondents to choose a level of support for the proposed parking policy changes and provide comments on how the changes would impact them.

Question 9: Do you support or oppose these proposed changes to BART’s parking rates?

- Strongly support**
- Somewhat support**
- Neutral**
- Somewhat oppose**
- Strongly oppose**
- Don’t know**

Of the 1,269 surveys received, 1,266 survey respondents chose to answer this question, which is approximately 99% of all respondents.

Question 10: Do you have any comments on how these changes would impact you?

1,008 respondents, or approximately 79%, provided a comment on how this proposed change would impact them. The grouping methodology for this tenth question is described in Section 5.4 below.

Question 11: BART currently charges for parking Monday - Friday from 4 am - 3 pm, but is considering expanding the hours from 4 am - 6pm, as well as charging for parking on the weekends. Do you support or oppose BART expanding the hours it charges for parking?

- Strongly support**

- o **Somewhat support**
- o **Neutral**
- o **Somewhat oppose**
- o **Strongly oppose**
- o **Don't know**

Of the 1,269 surveys received, 1,259 survey respondents chose to answer this question, which is approximately 99% of all respondents.

Question 12: Do you have any comments on how these changes would impact you?

1,008 respondents, or approximately 79%, provided a comment on how this proposed change would impact them. The grouping methodology for this twelfth question is described in Section 5.5 below.

5.2 Question 9: Summary of Levels of Support

5.2.1 Summary of Responses by Minority Status

Table 5-1 shows that significantly fewer respondents (23%) supported the parking rate change compared to those who opposed it (67%). Of the remaining respondents, 8% were neutral and 1% selected “Don’t know.” While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a higher proportion of minority respondents oppose the proposed increase (71%) than White respondents (61%), and a smaller proportion support it (20%) compared to White respondents (30%).

Table 5-1 Summary of Responses by Minority Status (n=1,266)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Minority	351	94	52	56	68	6	627
%	56%	15%	8%	9%	11%	1%	100%
	TOTAL	445		TOTAL	124		
	OPPOSE	71%		SUPPORT	20%		
White / Non-Minority	222	86	43	66	86	4	507
%	44%	17%	8%	13%	17%	1%	100%
	TOTAL	308		TOTAL	152		
	OPPOSE	61%		SUPPORT	30%		
Unknown ¹	89	10	10	10	11	2	132
%	67%	8%	8%	8%	8%	2%	100%
	TOTAL	99		TOTAL	21		
	OPPOSE	75%		SUPPORT	16%		
TOTAL	662	190	105	132	165	12	1,266
%	52%	15%	8%	10%	13%	1%	100%
	TOTAL	852		TOTAL	297		
	OPPOSE	67%		SUPPORT	23%		

¹“Unknown” are those respondents who left the race/ethnicity question blank.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.2.2 Summary of Responses by Income Status

Table 5-2 shows that significantly fewer low-income respondents (17%) supported the parking rate change than opposed it (70%). Of the remaining low-income respondents, 10% were neutral. A slightly higher (70%) of low-income respondents opposed the change compared to (66%) of those identifying as non-low income. Additionally, only (17%) of low-income respondents support the change as opposed to (25%) of non-low-income.

Table 5-2 Summary of Responses by Income Status (n=1,266)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	90	16	15	10	16	5	152
%	59%	11%	10%	7%	11%	3%	100%
	TOTAL OPPOSE	106 70%		TOTAL SUPPORT	26 17%		
Non-Low Income	487	152	79	106	139	6	969
%	50%	16%	8%	11%	14%	1%	100%
	TOTAL OPPOSE	639 66%		TOTAL SUPPORT	245 25%		
Unknown*	85	22	11	16	10	1	145
%	59%	15%	8%	11%	7%	1%	100%
	TOTAL OPPOSE	107 74%		TOTAL SUPPORT	26 18%		
TOTAL	662	190	105	132	165	12	1,266
%	52%	15%	8%	10%	13%	1%	100%
	TOTAL OPPOSE	852 67%		TOTAL SUPPORT	297 23%		

*"Unknown" are those respondents who provided comment but did not provide complete income information (household size or household income level).

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.3 Question 11: Summary of Levels of Support

5.3.1 Summary of Responses by Minority Status

Table 5-3 shows that significantly fewer respondents (25%) supported the parking hours expansion compared to those who opposed it (61%). Of the remaining respondents, 12% were neutral and 1% selected "Don't know." While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a higher proportion of minority respondents oppose the proposed increase (64%) than White respondents (55%), and a smaller proportion support it (24%) compared to White respondents (31%).

Table 5-3 Summary of Responses by Minority Status (n=1,259)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Minority	331	69	70	59	92	5	626
%	53%	11%	11%	9%	15%	1%	100%
	TOTAL	400		TOTAL	151		
	OPPOSE	64%		SUPPORT	24%		
White / Non-Minority	217	62	69	68	89	3	508
%	43%	12%	14%	13%	18%	1%	100%
	TOTAL	279		TOTAL	157		
	OPPOSE	55%		SUPPORT	31%		
Unknown ¹	82	11	15	4	13	0	125
%	66%	9%	12%	3%	10%	0%	100%
	TOTAL	93		TOTAL	17		
	OPPOSE	74%		SUPPORT	14%		
TOTAL	630	142	154	131	194	8	1,259
%	50%	11%	12%	10%	15%	1%	100%
	TOTAL	772		TOTAL	325		
	OPPOSE	61%		SUPPORT	25%		

¹“Unknown” are those respondents who left the race/ethnicity question blank.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.3.2 Summary of Responses by Income Status

Table 5-4 shows that significantly fewer low-income respondents (24%) supported the parking hours expansion than opposed it (67%). Of the remaining low-income respondents, 12% were neutral. A higher proportion of low-income survey respondents oppose the proposed increase (67%) than those who identified as not low-income (59%), and slightly lower proportion support it (24%) compared to non-low income (27%).

Table 5-4 Summary of Responses by Income Status (n=1,259)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	90	12	12	10	27	1	152
%	59%	8%	8%	7%	18%	1%	100%
	TOTAL OPPOSE	102 67%		TOTAL SUPPORT	37 24%		
Non-Low Income	460	115	123	106	158	7	969
%	47%	12%	13%	11%	16%	1%	100%
	TOTAL OPPOSE	575 59%		TOTAL SUPPORT	264 27%		
Unknown*	80	15	19	15	9	0	138
%	58%	11%	14%	11%	7%	0%	100%
	TOTAL OPPOSE	95 69%		TOTAL SUPPORT	24 17%		
TOTAL	630	142	154	131	194	8	1,259
%	50%	11%	12%	10%	15%	1%	100%
	TOTAL OPPOSE	772 61%		TOTAL SUPPORT	325 25%		

*"Unknown" are those respondents who provided comment but did not provide complete income information (household size or household income level).

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.4 Question 10: Summary of Impacts (Public Comments)

5.4.1 Methodology

As noted above, the tenth question designed to evaluate the impacts of the proposed parking rate increase was an open-ended question that asked respondents if they had any comments on how the proposed parking rate changes would impact them. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Table 5-5 Question 10 Grouping Methodology

	Personal Impacts	Survey respondent indicated they would be personally negatively impacted by the proposed rate changes.
	Impacts to Others/General Impacts	Survey respondent addressed potential impacts that the proposed parking rate changes would have on other riders, the greater community, and/or BART as an agency.
	No Impacts	Survey respondent indicated that they would not be personally impacted by the proposed parking rate changes
	General BART/Parking Remarks	Survey respondent provided general comments about BART operations or service, or miscellaneous comments on parking.
	Did Not Comment	Survey respondent did not respond to Question 10 or responded with “no comment “or something similar.

1,008 out of 1,269 survey respondents answered Question 10; 168 of these respondents either stated that they have no comment, something similar, or the comment was illegible, so for the purposes of comment sorting and review, 840 out of 1,269 survey respondents answered Question 10. Tables 5-6 and 5-7 shows the breakdown of those who chose to comment.

5.4.2 Summary of Impact Responses by Minority Status

**Table 5-6 Summary of Responses by Minority Status
(Public Comments, n=840)**

	Personally Impacted	Impacts to Others	Not Impacted	General BART/ Parking	Total
Minority	202	70	40	100	412
%	49%	17%	10%	24%	100%
White/Non-Minority	127	55	54	113	349
%	36%	16%	16%	32%	100%
Unknown*	26	12	6	35	79
%	33%	15%	8%	44%	100%
TOTAL	355	137	100	248	840
%	42%	16%	12%	30%	100%

*"Unknown" are those respondents who left the race/ethnicity question blank.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-6 shows that, of those respondents who chose to comment on the impacts of the parking rate change, the largest proportions indicated that they would be personally impacted by the proposed parking rate change (42%), or they provided a general comment about BART or Parking (30%). An additional 16% cited potential impacts to others, while only 12% indicated that there would be no impacts from the proposed parking rate change. White respondents were significantly more likely to provide general comments on BART or Parking (32%).

5.4.3 Summary of Impact Responses by Income Status

Table 5-7 Summary of Responses by Income Status (Public Comments, n=840)

	Personally Impacted	Impacts to Others	Not Impacted	General BART/Parking	Total
Low-Income	50	16	7	23	96
%	52%	17%	7%	24%	100%
Non-Low Income	277	108	89	190	664
%	42%	16%	13%	29%	100%
Unknown*	28	13	4	35	80
%	35%	16%	5%	44%	100%
TOTAL	355	137	100	248	840
%	42%	16%	12%	30%	100%

*"Unknown" are those respondents who provided comment but did not provide complete income information.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-7 shows that of those low-income respondents who chose to comment on the impacts of the parking rate change, the majority indicated that they would be personally impacted by the increase (52%). An additional 24% opted to provide general comments on BART/ Parking. A large proportion of respondents who did not identify as low-income opted not to respond to this question; of those that did, the majority cited personal impacts from the proposed increase (42%) or general comments about BART/Parking (29%). A small proportion of those who identified as low-income and those that didn't cited that they would not be impacted by the increase (7% and 13% respectively).

5.5 Question 12: Summary of Impacts (Public Comments)

5.5.1 Methodology

As noted above, the twelfth question designed to evaluate the impacts of the proposed parking hour changes was an open-ended question that asked respondents if they had any comments on how the proposed parking hour changes would impact them. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Table 5-8 Question 12 Grouping Methodology

	Personal Impacts	Survey respondent indicated they would be personally negatively impacted by the proposed parking hour changes.
	Impacts to Others	Survey respondent addressed potential impacts that the proposed parking hours changes would have on other riders, the greater community, and/or BART as an agency.
	No Impacts	Survey respondent indicated that they would not be personally impacted by the proposed parking hour changes.
	General Comments about BART/Parking Remarks	Survey respondent provided general comments about BART operations or service, or miscellaneous comments on parking.
	Did Not Comment	Survey respondent did not respond to Question 12 or responded with “no comment” or something similar

1,008 out of 1,269 survey respondents answered Question 12; 387 of these respondents either stated that they have no comment, something similar or the comment was illegible, so for the purposes of comment sorting and review, 621 out of 1,269 survey respondents answered Question 12. Tables 5-9 and 5-10 shows the breakdown of those who chose to comment.

5.5.2 Summary of Impact Responses by Minority Status

**Table 5-9 Summary of Responses by Minority Status
(Public Comments, n=621)**

	Personally Impacted	Impacts to Others	Not Impacted	General BART/ Parking	Total
Minority	91	64	40	108	303
%	30%	21%	13%	36%	100%
White/Non-Minority	92	41	52	80	265
%	35%	15%	20%	30%	100%
Unknown*	11	14	5	23	53
%	21%	26%	9%	43%	100%
TOTAL	194	119	97	211	621
%	31%	19%	16%	34%	100%

*"Unknown" are those respondents who left the race/ethnicity question blank.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-9 shows that, of those respondents who chose to comment on the impacts of the parking hour changes, a large proportion indicated that they would be personally impacted by the proposed parking hour changes (31%), or they provided a general comment about BART/Parking (34%). An additional 19% cited potential impacts to others, while only 16% indicated that there would be no impacts from the proposed parking hour changes. Minority respondents were significantly more likely to provide general comments on BART/Parking (36%).

5.5.3 Summary of Impact Responses by Income Status

Table 5-10 Summary of Responses by Income Status (Public Comments, n=621)

	Personally Impacted	Impacts to Others	Not Impacted	General BART/Parking	Total
Low-Income	24	14	6	22	66
%	36%	21%	10%	11%	100%
Non-Low Income	160	93	83	163	499
%	32%	19%	17%	32%	100%
Unknown*	10	12	8	26	56
%	18%	21%	15%	46%	100%
TOTAL	194	119	97	211	621
%	31%	19%	16%	34%	100%

*"Unknown" are those respondents who provided comment but did not provide complete income information.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-10 shows that of those low-income respondents who chose to comment on the impacts of the parking hour changes, the majority indicated that they would be personally impacted by the increase (36%). An additional 11% opted to provide general comments on BART/Parking. A large proportion of respondents who did not identify as low-income opted not to respond to this question; of those that did, the majority cited personal impacts from the proposed increase (32%) or general comments about BART/Parking (32%). A small proportion of those who identified as low-income and those that didn't cited that they would not be impacted by the parking hour change (10% and 17% respectively).

5.6 Question 13: Summary of Impacts (Public Comments)

5.6.1 Methodology

As noted above, the thirteenth question designed to evaluate the impacts of the proposed low-income parking discount program was an open-ended question that asked respondents, who said the program would not help them or did not know if it would, to further explain. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Table 5-11 Question 13b Grouping Methodology

	Personally Helpful	Survey respondent addressed they would be positively personally impacted by the proposed discount.
	Helpful for Equity/Community	Survey respondent addressed potential impacts that the proposed discount would have on other riders, the greater community, and/or equity in general.
	Parking Policy or Program Adjustments/Clarifications Needed	Survey respondent commented about the perceived need for adjustments or clarifications to the rate/administration of the discount and/or to overall parking policy.
	Not Impactful/Address Other Issues First	Survey respondent indicated that the proposed discount would have no impact personally or in general, and/or would be without impact until other issues (perceived as more important) are addressed.
	Did Not Comment	Survey respondent did not respond to Question 13b or responded with “no comment “or something similar.

1,008 out of 1,269 survey respondents answered Question 13; 348 of these respondents either stated that they have no comment, something similar or the comment was illegible, so for the purposes of comment sorting and review, 660 out of 1,269 survey respondents answered Question 13. Tables 5-12 and 5-13 shows the breakdown of those who chose to comment.

5.6.2 Summary of Impact Responses by Minority Status

**Table 5-12 Summary of Responses by Minority Status
(Public Comments, n=660)**

	Personally Helpful	Helpful for Equity/Community	Parking Policy or Program Adj./ Clarifications Needed	Not Impactful/ Address Other Issues First	Total
Minority	1	18	91	190	300
%	1%	6%	30%	63%	100%
White/Non-Minority	2	37	66	200	305
%	1%	12%	21%	66%	100%
Unknown*	0	2	22	31	55
%	0%	4%	40%	56%	100%
TOTAL	3	57	179	421	660
%	1%	8%	27%	64%	100%

*"Unknown" are those respondents who left the race/ethnicity question blank.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-12 shows that, of those respondents who chose to comment on the impacts of the parking discount program, the smallest proportions indicated that the proposed parking discount program would be personally helpful (1%). The largest proportion indicated that BART needed to address other issues first (64%). An additional 8% cited potential the program would be helpful for equity/community while 27% indicated that the parking policy or program needed adjustments, or they needed more clarification. White respondents were slightly more likely to indicate that other issues needed to be addressed first (66%).

5.6.3 Summary of Impact Responses by Income Status

Table 5-13 Summary of Responses by Income Status (Public Comments, n=660)

	Personally Helpful	Helpful for Equity/Community	Parking Policy or Program Adj./Clarifications Needed	Not Impactful/Address Other Issues First	Total
Low-Income	0	1	15	18	34
%	0%	3%	44%	53%	100%
Non-Low Income	3	52	143	368	566
%	1%	9%	25%	65%	100%
Unknown*	0	4	21	35	60
%	0%	7%	35%	58%	100%
TOTAL	3	57	179	421	660
%	1%	8%	27%	64%	100%

*"Unknown" are those respondents who provided comment but did not provide complete income information.

**Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-13 shows that of those low-income respondents who chose to comment on the impacts of the parking discount program, the smallest proportion indicated that they would be personally helped by the increase (0%). An additional 53% remarked that there are other issues BART should address first or that the program would not be impactful. A large proportion of respondents who did not identify as low-income cited almost no personal impacts from the proposed discount program (1%) or remarked that there were other issues that needed to be addressed first (65%). A small proportion of those who identified as low-income and those that didn't cited that the program would be helpful for equity/community (3% and 9% respectively).

5.7 Question 10: Public Comments

The next sections provide sample comments on the impacts of the proposed parking rate change by level of support from protected respondents. Appendix PP-B contains all comments received.

5.7.1 Oppose

Minority Respondents

- *Increased parking fees may push me to use a bus to go into work. Bart fare and parking may cost me \$18/day.*
- *While I understand the need for BART to have substantial cash reserves for proper planning and services, and support a strong and lasting BART system, if the parking fees went up dramatically it would no longer be competitive versus driving (for my commute and likely many others). At a certain point of increased costs I would return to driving in to work periodically, or frequently.*
- *The extra cost would require a cut somewhere else to balance the budget. With all costs going up I don't know how to make this work. I may be force to park in neighborhoods and walk to bart.*
- *The rates for riding Bart are increased each year already. Increasing the rates for parking at Bart will only deter people from riding Bart instead they will drive to work or use other alternatives. Bart ridership is already low this would only add to this.*
- *The fee increase diminishes money available for everyday necessities like food and housing. As the costs of food continues to exponentially increase, the increased cost to travel to school and work compounds the problem. The increased costs will create a financial burden on those who can least afford it, thereby segregating parking to those who can and cannot afford the fee. The daily increase may seem minimal but an additional \$20 a month can result in a lost meal.*
- *They wouldn't impact me, but I know they would be significant for people who commute into the city on BART, especially as many of these people are already stretching their budgets with parking and BART to commute to work.*
- *I like how cheap BART prices are especially compared to Caltrain's exorbitant pricing. The California bay area is already such a high cost living area and making public transportation more expensive will only deter potential passengers from utilizing the BART more. The current parking rates also remind me of NJ(my home state) public transportation parking rates which I think is more than fair. I'd love to see bay area citizens engage more with their local public transportation lines and I think keeping cost lows will help keep both high income and low income passengers.*

- *These changes would not impact me much as I don't park often enough a month to make it hurt for I would imagine for other people who are more reliant on BART to head into SF this would be an expensive increase to their monthly commute*

Low-Income Respondents

- *BART is already kind of expensive for me, so it would add to that, and increase the likelihood that I would avoid the fee by parking on the street, not arriving during the charge hours, or biking.*
- *I am a minimum wage worker and the price off gas is hurting me financially so if the Bart fees for parking is raised this will indeed negatively impact my well being.*
- *Increasing the cost of parking would make me want to take BART less than I currently do. It would cost me more to park and ride BART than it would to drive to work*
- *Please do not raise parking rates. It would exclude so many that are barely making ends meet as it is. It would also scare people off from parking their cars at a station.*
- *I understand that Bart wants to plan for the future but financially not everyone can afford these changes if they are approved. Please consider not increasing the amounts.*
- *Parking and taking BART currently doesn't cost me that much more than just driving into San Francisco. Raising fees may disincentivize other people from opting to leave their cars at a BART station and instead pack themselves onto already packed highways.*

5.7.2 Support

Minority Respondents

- *Parking requires valuable land in Fremont and it should be charged accordingly. There should be strong push to drive people away from parking and this is a great way to do so. Having cars sit idly for hours is a poor use of space, therefore the parking price increase is necessary.*
- *Those new proposed rates are still an absolute steal. We should not be subsidizing parking so heavily, and this is an okay--if timid--first step*
- *I do not drive, so this would not impact me. I am in strong support of making more incentives for folks to get to BART without having to drive, and I've heard that many lots traditionally are not at full capacity, so I think this increase could help address this and also not make it terribly inaccessible for those who still must take a car.*
- *Less people will want to park there which incentivizes less people driving their cars. This will impact me by having less traffic to get to BART and making walking around the BART station less dangerous. The increase isn't too high so its still affordable for people who have to drive.*

Low-Income Respondents

- *I suppose more expensive parking would cause me to drive less to BART—I occasionally will park at Ashby during times when it's free, but if it's more expensive then I'd probably continue walking to Downtown Berkeley to get to BART*
- *First, I didn't know I could reserve parking at the station. I usually do the single-day pass upon arriving to the station, paying \$3 for the day. If the price went to \$8 for the same single-day parking, that would be an extreme increase for me as a low-income rider.*
- *Not in my budget of transportation*
- *Reducing subsidies to driving would improve my world and quality of life.*
- *Cars negatively impact cities as a whole, so decrease their incentive to be used.*
- *I think that these changes are great because it disincentives driving and brings in more revenue for BART to work with. More money for BART is beneficial for everyone who relies on public transport.*

5.7.3 General Comments on BART/Parking

Minority Respondents

- *If price is increased, the increase should be implemented in phases.*
- *I get the reason for increasing the prices. I think the 8 dollars maximum is a little steep. That's 160 dollars a month for a regular commuter just to park at BART, not including the ride itself! Maybe a maximum of 5 or 6 dollars would be more reasonable.*
- *Very concerned about stations like North Berkeley where parking will be drastically reduced with new development. BART has done no studies to show impacts on surrounding neighborhoods. BART must do more to plan for major traffic and parking impacts on neighborhoods.*
- *I understand the BART is looking for additional revenue. I remember that this was already discussed prior to the pandemic. But instead of looking to increase parking fees, Bart needs to look at gate jumpers. Gate jumpers do not pay fares. I see them every day when I pay my fare and exit BART. I'm only at the gate for about 20/30 seconds. During this 20 to 30 seconds, 3 to 4 gate jumpers would pass me by. Enforcement of BART fares needs to be in place. Paying more for parking is not going to solve BART'S lack of revenue.*
- *Parking should be free to those riding BART. BART should also allow for overnight for those taking BART to the airports for short-term business trips. IMPORTANT!!! need more police in the trains, on stations, and in parking lots. I most don't feel safe on BART, especially after dark.*
- *Let's focus on the trains being on time, Track maintenance, Cleanliness on the trains and overall Bart safety before you raise parking fees. Bart ridership is still low, Bart does not have a great public favor. Increasing parking when tickets prices were increased not to long ago is a bad move. This would be more negative pr.*

Low-Income Respondents

- *I'd want to know why these changes are happening and how the company came up with these numbers. Transparency is key*
- *As long as the funds helps expansion of the BART system and reduces car usage. There needs to be more frequent and extended modes of transit to get to these stations (busses).*
- *Just add cctv kn parking and fences and guard post in the bart parking*
- *Public transit should be cheaper than private driving to encourage ridership. We should not punish drivers for using this wonderful resource more often. Many of us drive to bart to avoid parking fees. If you want less drivers coming to stations, increase access to bart stations with other forms of transit.*
- *I don't think BART should charge for parking, especially handicap*
- *It is already hard paying for the BART increases when the cleaning less, safety, and equipment upkeep is not happening currently. Why give more money when it is not running properly currently.*

5.8 Question 12: Public Comments

The next sections provide sample comments on the impacts of the proposed parking hour changes by level of support from protected respondents. Appendix PP-B contains all comments received.

5.8.1 Oppose

Minority Respondents

- *Many people like me who work evenings and weekends would be severely impacted by these changes. It would simply not be affordable*
- *Charging on weekends will not encourage me to take BART over driving. Traffic isn't as bad on weekends so cost for BART needs to be much less than driving for BART to be effective as a driving alternative*
- *I don't think I would think about riding bart on the weekends if parking wasn't free. Bart trains already run late and less often on weekends that paying parking on top of having to wait for trains would dissuade me from using bart on the weekends*

- *I fear that this will reduce weekend ridership even further making the trains feel even more unsafe than they do now.*
- *With the prices of nearly everything increasing, it's just an added cost for public transportation at a time when persons with less money need to save.*
- *I won't ride in the evenings or weekends*

Low-Income Respondents

- *This will make me use my car more. If the cost of driving and taking the train is on par, a lot of people will rather drive.*
- *I personally don't understand the need to do this. Bart has notoriously had these hours of parking charges for years, why change it? As a retail worker, I look forward to taking bart every weekend due to the free parking. Please do not have us pay more than we already do.*
- *I ride on the weekends in addition to during the weekdays. Charging on the weekends would make me want to drive to work rather than ride BART. This is not a great plan if increasing ridership is the goal. It would deter more people from riding BART.*
- *People on weekends are traveling for leisure and fun. Dont ruin it by charging for parking too!*
- *This will hurt the Bay Area financially for the riders and will decline ridership overall.*

5.8.2 Support

Minority Respondents

- *I am ok with paying for parking until 6pm - I usually take the train in the morning anyway so it usually won't change anything for me unless the rates also change (which I do not support)*
- *I support charging for parking, but on weekends it may change my habits in terms of bart*
- *Sometimes I will use BART to go into the East Bay or SF for evening events, which usually allowed me to not pay for parking due to arriving after 3pm. I think extending the hours to 6pm would allow BART to capture parking fees from these types of riders. This fee extension wouldn't deter me personally from parking/BARTing to evening events since parking near venues is definitely more expensive and annoying, but it may be a factor for other folks' decisions potentially.*
- *Extending the parking period is a penalty. A minimal charge on weekends seems ok say \$2 or so. Using the lot still causes where and tear.*

Low-Income Respondents

- *Yes, would be less stress*
- *This would impact trips into the Bay Area on weekends for leisure, but it will be for the best.*

- *The change would likely not impact me since I have a monthly permit, but I don't use it during those hours either. I think it would be fair to charge on the weekends if people are using it.*
- *I would support expanding the hours and weekend for charges instead of increasing the cost per rider.*
- *I would happily pay to park at a BART station on evenings or weekends because it's going to be easier than trying to find parking at my destination and probably cost less too.*

5.8.3 General Comments on BART/Parking

Minority Respondents

- *Some BART lots (like Rockridge) are used by adjacent retail during the current off hours. Can pay kiosks be located outside of fare gates so that BART can collect money from this type of non-rider user?*
- *Expanding hours for week days is reasonable. But keep weekends free or charge less on weekends*
- *BART should be pushing to build housing on top of BART stations and getting people to avoid using single-occupancy vehicles for first-and-last-mile connections. Others should be using connecting bus service, walking, and biking to access BART like I do, and parking should be priced at market rate to ensure that while BART is in the parking game, the usage of the spots is highly optimized. My BART fares and tax monies shouldn't be subsidizing people who use below-market-rate BART parking.*
- *First and foremost, BART does not offer a premium service. Until BART can get the homeless problem solved, gate jumper solved, graffiti on the trains, broken air conditioners, doors that don't open on the trains, riders getting assaulted, and other issues. The general public would not want to ride BART but stay in their cars for the commute. People need to feel safe on BART. Right now, people don't feel safe. Bart needs to solve these issues.*
- *Not everyone has a set schedule. Focus on trains being on time and safety before you give riders more fees.*
- *Parking should be free. Stopping to pay a \$3 charge can make people lose their train. Working people should not be charged to park their cars in order to access public transit*
- *With the prices of nearly everything increasing, it's just an added cost for public transportation at a time when persons with less money need to save.*
- *Doesn't impact me but I feel like 4am - 5pm is more reasonable*
- *No one likes price increases, but it is what it is I guess.*

Low-Income Respondents

- *I can understand the charging for the Monday-Friday time change. However, charging parking on weekends I do not know about; if charging does occur, would it be less than the weekday rates? I would hope so.*

- *Drivers who park should pay for parking.*
- *Expanded hours would be great perhaps for permit parking.*
- *There are a lot of people that do not pay for daily parking permits and this would only hurt people who do. Instead Just have more police handing out tickets*
- *Unless discounted programs apply to parking, we're already seeing increase in fare plus other costs and will only continue
the monthly salary has not increased and all services including the use of transportation have increased. the service is deficient, the trains are too insecure and dirty.*
- *I'm not totally opposed with the idea. I would prefer extending the hours for paid parking than increasing the fee. I think there shouldn't be a parking fee on Sundays at least. I think this will just deter people on using public transportation given the costs.*

5.9 Question 13b: Public Comments

The next sections provide sample comments on the impacts of the proposed low-income parking discount program by those respondents who remarked that it would either not help or they did not know if it would help. Appendix PP-B contains all comments received.

5.9.1 No

Minority Respondents

- *I probably make an income on the higher range of the designated BART low-income discount proposed program, but even so, the increase would still be impactful.*
- *I would likely not qualify for discount parking (unless it is similar to the High-value fare discount). However, I highly support a discount program for low-income riders.*
- *I think this is a great idea. Even though I'm not low-income I support this because it's very important to not add further financial burden to low income individuals.*
- *I don't qualify as low income so this wouldn't impact me. I support this approach to increase accessibility for economically challenged riders.*
- *A lot of middle income people struggle here in this area to survive. Usually this programs are target to benefit very little people. Right now the middle class really can't afford another increase*
- *I would not be eligible for a low income benefit, and don't want it! Make it FAIR! Make it the same price for everyone. This kind of program will only make BART more expensive for everyone in the*

long run. The money BART loses by subsidizing low income riders' tickets will have to be made up for somehow. Then they will want to raise prices for parking and other fees again.

- *Why not make BART equitable and lower rates for everyone? Let's get cars off the roads and not just focus on low income cars. BART should welcome middle income riders to the system.*
- *Parking the way it is, is perfectly fine. Focus on other areas where Bart needs improvement, such as safety. Also the suburban working class majority will be predominantly effected.*
- *Most people don't take at advantage of these programs even if they qualify. So more people end up paying more anyway. They might not know these programs exist or have access to the resources that would help them navigate a discount program.*
- *Again despite the fact I can't really afford to live in the Bay Area I wouldn't qualify for any so-called "low-income" program.*

Low-Income Respondents

- *While I get a partial transit subsidy through my employer and I qualify for the clipper start card for now, I'm still paying a bit for transit to work out of pocket. I'm anticipating that I won't qualify for clipper start next year because I think I'll be above the threshold by a little bit and even a small increase in fares will be a lot to take on in addition to paying full fare price.*
- *May people are still impacted due to the pandemic and the increased inflation on every day products, this will negatively affect us severely*
- *I love riding bart, but usually I can't justify the cost over Muni. I also see public transit as a public utility. I understand that in order to accomplish that, more funding is needed. However, that burden should not be put on riders, who already struggle to pay fares. Higher taxes are needed instead of a fare increase.*
- *What is considered low-income? I know there is another Clipper/BART program for low-income folks but it's only for those of great need. Most of the people that are being impacted by these rising costs aren't eligible to enroll in the program.*
- *What if I don't qualify for the discount program? How easy to register for a discount program?*
- *you see even though the increased parking is an additional strain on my income due to my income bracket I will more than likely fall into the middle-income where you will tell me that I am not eligible. I have to intentionally keep myself poor to receive any assistance in this state. But if I do that I don't make enough money to even get ahead. It's an unfortunate situation. I average 32,000 to 36,000 a year. if you create a program that fits those income brackets then maybe it will help.*
- *The changes do not personally impact me.*
- *I'm not a low income family but not rich either*
- *Parking the way it is, is perfectly fine. Focus on other areas where Bart needs improvement, such as safety. Also the suburban working class majority will be predominantly effected.*

5.9.2 Don't Know

Minority Respondents

- *I want to encourage whatever helps address equity imbalances while also improving BART access by transit and other non-private-car means, and these don't always have to be in conflict.*
- *Parking should remain affordable for everyone to maintain the level of bart ridership. For those who can afford increases, if Parking at bart becomes just as expensive of other alternatives ridership will decrease. Many choose bart because it's a low cost alternative and increase in fees will change that.*
- *Im am for low to free parking for low income and those without easy access to transportation.*
- *It depends but low income are the not only people who needs it, it's the middle income people who needs it the most.*
- *I don't know what qualifies as low income.*
- *What are your low income thresholds. It is likely to help me but I don't have enough information and how will it be enforced.*
- *I am barely between low-income and low-average income, thus would sometimes and sometimes not qualify intermittent. This proposed change would be a colossal hassle to my family overall.*
- *Depending on how you define low income. I struggle and make \$70k a year but I feel this approach would not benefit me.*
- *Just keep the current parking policy the way it is.*

Low-Income Respondents

- *If it helps why not.*
- *I would have to see the guidelines for what is low income.*
- *I would have to know what is being proposed. I would greatly consider any programs that are considering the financial well being of its customers.*
- *It depends but low income are the not only people who needs it, it's the middle income people who needs it the most.*
- *I don't know if a discount program is feasible. Parking discount program for low-income riders is a temporary fix. If you can request another Bond measure.. BUT you already having homeowners throughout the BART line to pay fees on their taxes now this. This is not a good look for BART. The trains are filter dirty, homeless smoking cigarettes and marijuana and drinking alcohol, plus playing loud music. The trains are packed with working class people who tolerate these inconvenience and uncomfortable situations. I believe its unfair to increase parking fees.*
- *Just leave it as it is.*
- *Slightly worse because it's still subsidizing driving, but maybe beneficial as an interim measure while better public transit is being developed.*

5.10 Comments Summary

The majority of respondents do not support the proposed parking rate changes and cited anticipated personal impacts if it were to take effect. Respondents cite the financial burden of overall rising inflation being worsened by impacts of the proposed parking rate changes. Additionally, the majority of respondents were opposed to the proposed parking hour changes, citing the potential personal impacts that such a change would create. Lastly, most respondents felt a potential parking discount program would not be impactful or that BART had other issues that needed to be addressed.

6 Appendix PP-A: Parking Policy Update Survey



Parking Policy Survey

Dear BART rider,

BART is considering potential changes to its parking policy, where BART may charge for parking from 4 am to 6 pm, 7 days a week, and adjust the daily parking rates within the \$3 – 8 range.

Rates would only increase within this range if the lot fills, and only periodically. Most lots are not expected to fill for several years. This policy change would help BART prepare for future travel trends and support improvements to the BART system.

We want to hear from you about this important issue. To thank you for your time, you can also enter to win a **\$130 Clipper card** at the end of the survey! Please click "NEXT" to get started.

If you need language assistance services, please call (510) 464-6752.

Participation in this survey is voluntary. The survey includes questions on travel behavior and demographics. Information provided in the survey will be used to evaluate the impact of the proposed fare increase. Data will be reported in aggregate. BART takes appropriate precautions to protect respondent-provided information and keep data secure. One winner of a \$130 Clipper card will be selected at random.

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Q1 About how often do you currently ride BART?

- 6 - 7 days a week
- 5 days a week
- 3 - 4 days a week
- 1 - 2 days a week
- 1 - 3 days a month
- Less than once a month, but at least once a year
- Less than once a year or never

Please answer this question.

[BACK](#)

[NEXT](#)

Q2 Which BART station is your "home" station (the station you typically use when coming from home)?

▼ 12th St / Oakland City Center ... I can't remember / Don't know

Weekday BART Ridership

Q3 Thinking about weekdays only (Monday through Friday), how do you usually get to the (Q2 station) station from home?

- Walk all the way
- Bicycle all the way
- Bus or other public transit
- Drive and park (including carpooling)
- Get dropped off by someone I know
- Uber, Lyft, etc.
- Not applicable – don't ride BART on weekdays
- Other: _____

Q4 About what time do you usually enter this station when coming from home on weekdays?

- Before 10 am
- 10 am – 2:59 pm
- 3 – 5:59 pm
- 6 pm or later

Q5 How do you usually pay for parking at BART? (Select the one that you use most often.)

- Daily parking fee (e.g., \$3 at most stations)
- Monthly reserved parking (i.e., monthly permit)
- Single/multi-day reserved parking (purchase in advance on the Official BART app)
- Not applicable - I usually park on the street
- Not applicable - I usually ride BART after 3 pm or on the weekends when parking is free
- Other: _____

Q6 In the past year, have you used BART's single-day reserved or multi-day reserved parking? (Purchased in advance on the Official BART app.)

Yes

No

Weekend BART Ridership

Q7 About how often do you ride BART on weekends (Saturday or Sunday)?

- Every weekend or almost every weekend
- A couple weekends a month
- About once a month
- A few times a year
- Less than once a year or never

Q8 Thinking about weekends only, how do you usually get to the BART station from home?

- Walk all the way
- Bicycle all the way
- Bus or other public transit
- Drive and park (including carpooling)
- Get dropped off by someone I know
- Uber, Lyft, etc.
- Other: _____

BART is considering potential changes to its parking policy, which was last updated in 2013. BART would adjust parking rates within the range of \$3 - \$8. Rates would only increase within this range if the lot fills, and only periodically. Most lots are not expected to fill for several years. This policy change would help BART prepare for future travel trends and support improvements to the BART system. Please refer to table below for details.

	Current Policy	Proposed Changes
Parking Rates	<p>Prices can vary between:</p> <ul style="list-style-type: none"> • \$1 - \$3 for Daily parking, • \$4 - \$7 for Single/Multi-Day Reserved parking • \$63 - \$105 for Monthly Reserved parking <p><i>West Oakland has no maximum. City parking taxes are not included in these ranges.</i></p>	<p>Potential new price ranges:</p> <ul style="list-style-type: none"> • \$3 - \$8 for Daily parking • \$3 - \$11 for Single/Multi-Day Reserved parking • \$63 - \$220 for Monthly Reserved parking <p><i>West Oakland has no maximum. City parking taxes are not included in these ranges.</i></p>

Q9 Do you support or oppose these proposed changes to BART's parking rates?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

Q10 Do you have any comments on how these changes would impact you?

Q11 BART currently charges for parking Monday - Friday from 4 am - 3 pm, but is considering expanding the hours from 4 am - 6pm, as well as charging for parking on the weekends. Do you support or oppose BART expanding the hours it charges for parking?

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose
- Don't know

Q12 Do you have any comments on how this change would impact you?

Q13a Low-Income Discount Program for Eligible Parkers

In order to keep access to BART affordable, BART is currently studying a parking discount program for low-income riders. Could this reduce the impact of the proposed parking changes on you?

- Yes
- No
- Don't Know
- Prefer not to answer

Q13b If "No" or "Don't Know," please explain.

PLEASE TELL US ABOUT YOURSELF.

Your responses will be used for statistical purposes only and will be treated confidentially. Note that BART asks questions about race and household income/household size in order to comply with Title VI of the Civil Rights Act and to help ensure that we are getting feedback from all the communities that we serve.

Q14 What is your home ZIP code?

Q15 What is your race or ethnic identification? (Check all that apply.)

- American Indian or Alaska Native
- Asian or Pacific Islander
- Black/African American
- Hispanic, Latino, or Spanish origin
- White
- Other (please specify):

Q16 What is your total annual household income before taxes?

- Under \$30,000
- \$30,000 - \$39,999
- \$40,000 - \$49,999
- \$50,000 - \$59,999
- \$60,000 - \$64,999
- \$65,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000+

Q17 Including yourself, how many people live in your household?

- 1
- 2
- 3
- 4
- 5
- 6+







Q18 OPTIONAL: Please provide your email address if you would like to enter for a chance to win a \$130 Clipper card.

Email address: _____

Rules Drawing eligibility: Must be 18 years or older and a resident of California. BART employees/contractors and their immediate family/household members are not eligible. Winner will be chosen in a random drawing on or about January 2023. Winner will be notified via email and must respond within 7 business days to claim prize.

We thank you for your time spent taking this survey. Your response has been recorded.

7 Appendix PP-B: Public Comments

LEGEND	
	Strongly Support
	Somewhat Support
	Neutral
	Somewhat Oppose
	Strongly Oppose
	Don't Know or Blank
	No

*Note on Public Comments: The following public comments are segmented by the questions they responded to. All comments on record have been included.

Question 10: Comments on Proposed Parking Rate Changes

Question 12: Comments on Proposed Parking Hour Changes

Question 13b: Comments on Potential Parking Discount Program

Respondent ID	Parking Policy Update Survey: Public Comment (Online Survey)	MinorityNon	IncomeStatus
R_woaziyUEQuc5Pod	Reducing subsidies to driving would improve my world and quality of life.	Minority	Low Income
R_AbBgmMrZAgiYiPIF	Parking requires valuable land in Fremont and it should be charged accordingly. There should be strong push to drive people away from parking and this is a great way to do so. Having cars sit idly for hours is a poor use of space, therefore the parking price increase is necessary.	Minority	Not low income
R_1pWfe3dLCeumWw	Wouldn't directly impact me, as I bike, walk, or bus to BART as appropriate for a given trip, but it would be nice to see the added funding go towards making non-car methods of accessing BART safer and more convenient. Put bike parking in more prominent places where there's foot traffic to reduce theft risk; make BART access from the surrounding sidewalk more direct for people walking and rolling; allow bus dropoff *right* in front of the station entrance for convenience, even if pickup has to be more spread out.	Minority	Not low income
R_1eDnwW7xBxQTy6B	They wouldn't. But as a non-driver, I shouldn't be subsidizing driver parking fees by having BART charge below market price for parking, which must be made up elsewhere such as transit fare.	Minority	Not low income
R_233oqDhOnHseBrl	I am fortunate to live within walking distance to BART so I would not normally pay higher parking rates at BART. People who drive cars to BART stations are generally wealthier than other riders, and can afford to pay higher parking rates. We should encourage people to get to BART in ways other than driving, like biking, walking, or riding a bus.	Minority	Not low income
R_3exnQRINgdglauK	Would not impact me	Minority	Not low income
R_1Cq1xvAvfSp9VYA	Because my home station (Civic Center) is fairly accessible via other forms of transit/walking, I no longer need access to BART parking except on rare occasions. Before I moved to my current apartment, I would often drive to a station (West Oakland, etc), park and take BART into the City. I likely will not be severely impacted due to my infrequent usage of BART parking, but am in favor of the proposed changes to parking rates to better support BART's future plans and dissuading car-centric transit.	Minority	Not low income
R_3DeB6zW9xFxLlcj	Increased revenue would help improve BART service since I think people would still drive to BART, even if the cost was slightly higher	Minority	Not low income
R_24vKqH0VxZ4n3XB	I don't drive to BART: I am in favor of drivers paying a slight premium to drive and park	Minority	Not low income
R_3DvfE20alhWwge	I walk, bike, and take the bus so it would not impact me. Increasing parking fees to provide cleaner, safer, and better service would be good. Even better, develop the parking lots with retail and housing so people can live and access BART easily.	Minority	Not low income
R_3LhB1Ql0FmwTPZ	These parking rates are still a bargain.	Minority	Not low income
R_2THThpyG0s1Yc3	Those new proposed rates are still an absolute steal. We should not be subsidizing parking so heavily, and this is an okay-if timid-first step	Minority	Not low income
R_3rOYopB4B6mihEd	I have heard that BART needs money to avoid cutting service, so this sounds good	Minority	Not low income
R_11i8GDhCOx3BzMr	I used to park at bart regularly and always thought the cost was lower than it should be	Minority	Not low income
R_3nkrLFvUHSuADx6	Cars negatively impact cities as a whole, so decrease their incentive to be used.	Minority	Low income
R_2rBLwSntWbKwemN	These changes do not impact me, but I believe BART should be charging more for parking in general, if not eliminating them in most stations entirely. Partially filled parking lots would be of better use and benefit for the system if we built housing on them.	Minority	Not low income

R_3IsPKsamH6xZbds	I rarely use parking at Bart, but parking is way underpriced, and increases could help support the functionality of the system, and help encourage people to bike, walk and use transit to get to stations	Minority	Not low income
R_wU9TZJu2S8xmQ3n	I do not drive, so this would not impact me. I am in strong support of making more incentives for folks to get to BART without having to drive, and I've heard that many lots traditionally are not at full capacity, so I think this increase could help address this and also not make it terribly inaccessible for those who still must take a car.	Minority	Not low income
R_1mw44RnhD7bCXC	No	Minority	Low income
R_2zoHUh80MSug7g	I think that these changes are great because it disincentives driving and brings in more revenue for BART to work with. More money for BART is beneficial for everyone who relies on public transport.	Minority	Low income
R_XRrCg8GNn9ojbKF	Only, if you provide security, for us riders! I'm been flashed by a naked Man! I'm sick of the druggies doing drugs on Bart! I'm also really upset, about all the monies the taxpayers gave to the Bart system in the 1970's and 1980's. We the people of East County had the insight to believe in the Bart system in the our County! Yet, you gave it away to Silicon Valley! So, get the free loaders off Bart, and the druggies, and the panhandlers! And, enforce-pick up your Miss up!	Minority	Not low income
R_237gNAebsOnnnDY	Just keep the weekends free. I like to have my car with me on the weekends because of the lack of frequency/delays. Gives me an option to leave.	Minority	Not low income
R_1nPvWk3D7Vig0fN	I don't drive and the parking lots feel unsafe sometimes. I know people who have been mugged walking through them.	Minority	Not low income
R_1hZiaLYiKwsNIBV	BART should be pushing to build housing on top of BART stations and getting people to avoid using single-occupancy vehicles for first-and-last-mile connections. Others should be using connecting bus service, walking, and biking to access BART like I do, and parking should be priced at market rate to ensure that while BART is in the parking game, the usage of the spots is highly optimized. My BART fares and tax monies shouldn't be subsidizing people who use below-market-rate BART parking.	Minority	Not low income
R_3qUr9jGC4Inp2Sk	Yes to higher fees, we need safe and reliable transit and the better it is the less people will drive. Smaller lots too so we can build more housing near BART stations.	Minority	Not low income
R_2SsqXbi2FpOYNGXC	BART is a transit agency. The fact that it is cheaper to store our 2-ton car than it is to ride in the BART the same distance is a serious problem. This is some of the most valuable land in the world and there is no other use of this land where I could rent ~250SF of prime Silicon Valley real estate for \$3/day. Here's the thing: if parking were priced at what it's really worth, we'd take transit the whole way. But because of this massive driving subsidy we'd be stupid to leave that kind of money on the table. It should be almost impossible to find car parking near BART. Instead, a major station like Millbrae should be a *destination* like Grand Central or Penn Station. Amazing shops, tons of apartments, gardens, theaters. The fact that it is a sterile, boring parking garage isn't just a policy failure, it's a failure of vision, imagination and the will to make the highest and best use of this land.	Minority	Not low income
R_3QFSUhx1wU8rvu1	I would appreciate better priced parking	Minority	Not low income
R_p5kp9GuD0nvPIbL	I think parking is a horrible use of space for BART land near stations so any way you can create value to invest in additional rider services would be great.	Minority	Not low income
R_1prx02w9D4r0oE	As long as the funds helps expansion of the BART system and reduces car usage. There needs to be more frequent and extended modes of transit to get to these stations (busses).	Minority	Low income

R_1P1Ksn9kSXWKGK	Just add cctv kn parking and fences and guard post in the bart parking	Minority	Low income
R_3jZ33xiRNq0sL9k	Eliminate parking at BART stations and provide upgrades for bus connections to BART!	Minority	Not low income
R_0PPqg6SyOukNnrz		Minority	Not low income
R_3m44ohqYi4qpmAh		Minority	Not low income
R_bQmTCFzxr2R21J2p		Minority	Not low income
R_8vT7fo99hxODNhn		Minority	Not low income
R_3Ljo0R4VhDhKIS8		Minority	Not low income
R_RVWFADovYRMQGEH		Minority	Not low income
R_w64G3hFAcshJhp7		Minority	Not low income
R_sdDjxMJunGikg13		Minority	Not low income
R_300G8LP6PDInekV		Minority	Not low income
R_1OJ4P8kiosHtJf		Minority	Not low income
R_25deM1HIKWpetcs		Minority	Not low income
R_4HkK27uNpJCK3yF	yes	Minority	Low income
R_AJMF1cgGRaQgySN	Yes, because of inflation everything is forced to hike price, but I really appreciate the renovation work being done especially at my home Bart station. Personally I would consider ways to upgrade my income too or finding a job closer to my place of residence.	Minority	Not low income
R_1DIH7VoxVh5zqeb	I support charging more for parking to encourage people to take more sustainable forms of transit that do not harm our planet.	Unknown	Unknown
R_2v8IYOfndR0AHMW	Charge more. Be brave	Unknown	Not low income
R_dclFLADZz5ZRhhb	No impact	Unknown	Unknown
R_3IGjI1zAQe7hQH	I don't own a car.	Unknown	Unknown
R_2c2gAniNE3QMKNW	BART should charge enough for parking that you don't have to worry about finding a spot.	Unknown	Not low income
R_2q93N1Vy1vsZ0mY	Space around BART station is extremely valuable. Ideally they would be used for housing, retail, or office -- not surface parking lot. However, if we're keeping it as parking, the price needs to be adjusted accordingly. It is currently far too cheap.	Unknown	Not low income
R_3DjNK5kT5tGTqGM		Unknown	Not low income
R_1BWxTCyEjdk4zEy	As someone who usually takes the bus to/from BART, I think it's wrong and counterproductive that what BART charges for parking is less than a round-trip bus fare. At most stations it costs \$3 to park but \$5 to take the bus to/from. BART should be encouraging people to take transit, not to drive and park. People who can drive and park (which requires owning a car) are also richer on average than people who take the bus, so the bus should be subsidized and be cheaper than parking, not the other way around.	White, non-minority	Not low income
R_1cTVtuhp2ChZNPx	It makes sense to have a cost for parking! I'd be more likely to ride the bus if parking cost more.	White, non-minority	Not low income
R_2EmYqTuQNoZyggU	They would provide BART with more funding to provide the transit service that I use/need. And might increase people using more sustainable modes to get to BART.	White, non-minority	Not low income
R_31Hk3aaA3l85LLR	More expensive parking encourages people to find alternative transit options between home and station which reduces carbon emissions (good for everyone) and reduces the proportion of my taxes which are spent subsidizing other people's private vehicle ownership (good for me)	White, non-minority	Not low income
R_3kAHyL9dqJw83IK	More important than the impacts on me are the impacts on BART and other transit systems. You are in crisis and you need more income. The world has a climate crisis people need to drive less. Increasing the cost of parking reduces driving, SF shows that clearly.	White, non-minority	Not low income
R_6G9p6ZtyICDVkVj	more revenue from parking will make BART's core service better	White, non-minority	Not low income
R_3HLbLdxeEwAmisYe	They would raise revenue so that BART can afford to clean their trains.	White, non-minority	Not low income
R_3exIjaDdaqY57NU	Only slight impact. Support of BART system is critical	White, non-minority	Not low income

R_1BU5eg5TXtJpmtd	This will affect me positively! This policy will help reduce our dependence on cars, which means fewer pedestrians like me will die and be dismembered by cars. My family, child, I will likely live longer because of this reduction in car activity. Also will help the environment, which helps me, my family, and the world. At the same time, I look forward to BART using the extra money to invest in the system, eliminating the constant drug use on the platform and on the trains, which my child sees every time we ride. This will attract more riders, and that will reduce car use even more. Let's hope this happens. Thanks, BART!	White, non-minority	Not low income
R_2EGdZBYlOkk2ep3	I would rather pay more, if necessary to have parking available before 10 am at Rockridge. Prior to the pandemic parking was not available after about 7:30 until after 10 when the reserve spots opened. As a result I always used the AC Transit trans bay bus unless I happened to be going to the office very early or very late. Since parking has been available at Rockridge I've become a regular BART rider.	White, non-minority	Not low income
R_3nuff6BQUok4VxVa	The more people take modes other than individual car to BART, the cleaner our air will be and we will be helping stem the tide of climate change. If the car parking rates are raised, more people will walk, bike or take transit to the station. That helps me and everyone on the planet.	White, non-minority	Not low income
R_2e4KdicMMtvphii	Demand based pricing is a great way to get people to use alternative transportation methods. As a person who walks and cycles, safe, car-free infrastructure is imperative to me using BART.	White, non-minority	Not low income
R_1DNDJ3DnCOBE2CJ	I very rarely park, so no impact on me. The parking lots could be better as housing.	White, non-minority	Not low income
R_2sWSVb5DwFj6tP9	would make parking more likely to be available on those rare occasions that I need it.	White, non-minority	Not low income
R_1eF2NAM0rar2WJd	Minimal impact as my employer pays for parking at public transit.	White, non-minority	Not low income
R_2uEXkWFBeGTHH4H	I do not own a car so they would not impact me.	White, non-minority	Not low income
R_2rktCE3XhfDIKqk	I do not own a car, and therefore am strongly supportive of these changes. They will provide BART with additional revenue, discourage excessive use of BART parking, and properly account for the value of the land adjacent to the transit system.	White, non-minority	Not low income
R_3m1MPCQewZRDO9M	If they could help fund improved service, or avert cuts to surface, higher parking rates would be extremely valuable for me.	White, non-minority	Not low income
R_2CHOHuKLDhdz3u	Wouldn't directly impact me as I ride my bike to BART but might encourage others to ride or take public transit to BART instead of driving thus resulting in less motor vehicle traffic for me to have to deal with.	White, non-minority	Not low income
R_2ylz4D2W9WQ1k5	They wouldn't but if parking is filling the price should be increased till it isn't.	White, non-minority	Not low income
R_22iUaLPd0ZBQIUy	They would have minimal impact. We almost always walk to the station. We could pay if we felt the need to drive for some reason. It would be nice if there were more secure bike parking options in case we needed to get there faster than walking.	White, non-minority	Not low income
R_3MPQCme8U6wz43N	They would not impact me unless increased parking rates are used to increase BART frequency.	White, non-minority	Not low income
R_1GNzfkPckvcBroP	They would hopefully mean fewer cars endangering me near station areas if there are fewer people driving due to slightly higher costs.	White, non-minority	Not low income

R_30153c7h45qvjdY	Increasing BART's revenue would allow BART to run trains more often and keep them cleaner. Walnut Creek is also not very safe for bikes, and at the margin, more demand for walking/cycling would increase the demand for safety improvements as well as things like shorter light cycles at Ygnacio Valley and N California where it can take two to three minutes to cross the intersection both ways. Further, decreasing demand for driving would help lower pollution levels in our cities.	White, non-minority	Not low income
R_3j6uDDkQotaYFyq	These would not affect me but I like people paying for parking generally	White, non-minority	Not low income
R_2sT5TvPHZo94ENG	They largely wouldn't. BART already massively oversupplies parking, so it's unlikely to affect anyone really, but if it does, higher prices are good for reducing demand and extra revenue is always a plus.	White, non-minority	Not low income
R_3KZr3gg5auYeP5B	They would not have a big impact on me. However, I support BART increasing revenue by charging for parking because I assume this would impact higher-income riders especially (people who can afford cars and pay for parking). I am aware of BART's financial situation and appreciate this effort, especially if joined with other measures that keep BART viable.	White, non-minority	Unknown
R_vvi8T8w6OvT3DU7	They wouldn't affect me at all, aside from getting the trains I depend on more money	White, non-minority	Not low income
R_2wBudnys5Z3tgEW	I usually ride with my kids on the weekend. On the margins, I would probably bike them to downtown Berkeley and use the bike storage room more often, and drive to north Berkeley less often. This would be a good thing.	White, non-minority	Not low income
R_3FL0b3ahEZuq6WD	No impact	White, non-minority	Not low income
R_3R7QIX4xhubKl0u	Personally I would not need to pay them - I support these types of charges to (a) bring in more money to BART and (b) encourage people to carpool or take bus to their station, or even ride their bike or walk...better for the climate!	White, non-minority	Not low income
R_Uhg9BPR4UEkbVD	Very little. We are happy to have the opportunity to use public transportation and to have the ability to safely park.	White, non-minority	Not low income
R_22Gk9mbs5NAJURV	Although they would not directly impact me, charging for parking is an important way to transition transportation habits away from automobile use, which is good for me and everyone.	White, non-minority	Not low income
R_25YqlrDJ31aRNIF	I don't drive so this doesn't impact me directly but pricing parking by demand is just good policy.	White, non-minority	Not low income
R_pA8F02TVnPTHKXD	I always walk, bike, or take the bus to BART. Please use revenue from parking fees to decrease fares or increase service!	White, non-minority	Not low income
R_2AFKWL0KJqvVEA	They would mean more revenue towards service, which would be awesome!	White, non-minority	Not low income
R_3RvAUzgr8x9cyYM	It would not I don't believe in cars.	White, non-minority	Not low income
R_1ozEdJF4I52mSCf	Parking pricing should follow the Donald Shoup model. Parking should be self sustaining, with any extra revenue going to connecting public transit and biking infrastructure.	White, non-minority	Not low income
R_8cAJB4Qv6tFnGj7	I prefer to take transit to transit. Parking fees should be scaled up to fund transit rather than be a subsidy for car owners.	White, non-minority	Not low income
R_3f8iC87kuNi2GXr	I only ever park at BART when I'm traveling through SFO and need a place to leave my car, since someone tried to break into it at the Millbrae lot while I was parked there for several weeks in 2020 I've tried to avoid it, so this wouldn't impact me much (aside from enjoying better train service)	White, non-minority	Not low income
R_2Sf6pOQpURM65YN	If you increase paid parking costs, then hopefully the rates for the train can stay the same.	White, non-minority	Not low income

R_3f9kicdpkvuVtDn	Parking should be market rate	White, non-minority	Not low income
R_1pWNMWTF3NZd9gn	I would love to always take the bus, but AC Transit 65 has limited hours. I think it's ridiculous that parking at North Berkeley all day is cheaper than the bus round trip to downtown.	White, non-minority	Not low income
R_1f7TFCIGRr7VXOv	I wish we were more aggressively pursuing dense housing around all BART stations. Charging reasonable rates for parking is at least a small step in the right direction. Charging reasonable rates indicates that there is value in the space surrounding BART. Hopefully some day it will be determined that there is more value in housing people in these locations.	White, non-minority	Not low income
R_3RdtUnqdsOPm50r	I think we need to pair these increased parking rates with continued investment in transit-oriented development and more frequent/faster bus service so that people don't need to commute by car to get to the BART stations.	White, non-minority	Not low income
R_1Egu52C1533nrHG	Are the prices indexed to inflation or will they remain the same for a decade like the current rates?	White, non-minority	Not low income
R_3iWpXV5irAJU3NH	Subsidized parking is a fossil fuel subsidy. More BART parking lots should be converted to housing.	White, non-minority	Not low income
R_125r1lllWH2Xp5B	I think it should be more expensive to park to get people to use alternate modes to get there.	White, non-minority	Not low income
R_bHIK0i4YQiouIS9	If lots are still full at \$220 monthly then the price should go even higher.	White, non-minority	Not low income
R_3rY9h5p8MaK07Ws	Not in my budget of transportation	Minority	Low income
R_2rdhGAVNxs3FNEh	Would probably mainly walk to Bart instead of driving / parking	Minority	Not low income
R_2ARzvRbJRaTAA4	Raising prices may incentivize me to use BART less. I usually take BART from Fruitvale to Coliseum to catch Capitol Corridor, and leave my car at Great America to catch the train back home to Oakland. Park-and-ride at BART makes BART a good alternative to Amtrak at certain times (BART to Milpitas instead of Amtrak to Great America). If BART raised prices, the free parking offered at Amtrak Great America would look attractive.	Minority	Not low income
R_1DYHKSD2wKlqYQs	I worry that the increase in price will deter people from driving to station to take Bart -> lower ridership more -> cut to services.	Minority	Not low income
R_3fPA3g3uxtdyjCp	I support the rate increase for single/multi day reserve parking. However, I do not support the rate increase for daily parking, as it would make BART a less desirable option.	Minority	Not low income
R_1rdp3rQkkXyJqZ0	Since parking is free on weekends and I assume would continue to be free on weekends, these changes would not significantly affect me since I no longer commute on weekdays. Most of the time I bike to BART anyway now, assuming there are Bike Link lockers available. While these changes might hinder weekday commuters, if it overall helps support BART in the longer term then I support it.	Minority	Not low income
R_1cu3BQyOW1D1QJs	As much as I sympathize with drivers, I feel \$3-\$8 daily is still a reasonable price for parking. And the benefits that could come with this are immense; I think a small increase in parking prices is a much smaller problem than many of the infrastructure and operational issues plaguing BART right now. For example, the commute time from my house to my work if I drive is around 30-40 minutes, but it's around 1.5 hours on BART. A big reason for this is because trains only run once every 30 minutes, which is ridiculous especially if you have to transfer lines as I do. I'd be happy to accept a slight increase in parking prices if it is able to pay for increased train frequency or better infrastructure so that I can take a public transportation system that is timely, safe, and reliable.	Minority	Not low income

R_1pQdTc3OTWrUC2Q	I used to commute daily with BART before COVID, but now I mostly WFH. Parking fee changes would not impact me as much anymore due to my limited use of BART and BART parking, and I feel that the current \$3 all day fee at Warm Springs is fair and rather cheap for parking considering parking prices in Oakland/SF. However, I hope you will consider having some kind of discounted parking for essential workers or other folks who rely on BART to get to/from work and who would not be able to afford the price increases.	Minority	Not low income
R_2VvBdRzbJEqeXeh	Would not impact me at all, do not ride BART on weekdays	Minority	Not low income
R_129mEVJYhRGsoqv	I would not be affected because in the rare occasion when I ride BART I get to the station using other public transit	Minority	Not low income
R_1gu8FgOSC7Bg0Iw	Revising the rates after a decade seems appropriate. It would encourage switch to other modes such as a bicycle.	Minority	Not low income
R_1FI4CINLHPKW1X	Would not impact me	Minority	Not low income
R_2OYCSm1QuAbRQ0x	As don't park regularly, would not be a significant impact to increase	Minority	Not low income
R_3oMh9HIRL64eohj	I understand any business must adjust pricing to keep up with the current times	Minority	Not low income
R_3nxcxzoF7tm9tVw	Less people will want to park there which incentivizes less people driving their cars. This will impact me by having less traffic to get to BART and making walking around the BART station less dangerous. The increase isn't too high so its still affordable for people who have to drive.	Minority	Low income
R_3lKctYYrgQr6iCW	I think the price for daily parking should start at \$10 (at minimum). \$3-\$8 for a day of parking is just way too low.	Minority	Not low income
R_3fVKdPIByFFqyGW	I rarely use my car to park at a Bart station since I live within North Berkeley stations walk-shed so the price increase will not impact me directly nor as frequently as others. Parking lots are a terrible use of space and Bart should instead use the lots and "Most lots are not expected to fill for several years" should be an indicator to build housing, or businesses at these parking locations. \$8 daily parking for 365 days barely comes out to ~\$3000, that doesn't account for the free parking on weekends. Parking lots income can be consistent, but if you want more people using public transit you need to build density around these stations. Get your shit together bart, I dont want to drive my car everywhere when I can take public transit and not have to worry about these crazy ass Bay Area drivers	Minority	Not low income
R_3JYyEKVKiNHQpb3	Parking fee should be no more than \$5/day at Antioch Station.	Minority	Not low income
R_1f51VVi8agWQVjV	If price is increased, the increase should be implemented in phases.	Minority	Not low income
R_2Wx4SWkiCzYZ8q1	Do we have an updated list of the busiest stations with the most demand? Dublin and BayFair aren't as full as they once were.	Minority	Not low income
R_2SkQr9MNsvZd82b	I get the reason for increasing the prices. I think the 8 dollars maximum is a little steep. That's 160 dollars a month for a regular commuter just to park at BART, not including the ride itself! Maybe a maximum of 5 or 6 dollars would be more reasonable.	Minority	Unknown
R_a4vcWuKCLr3uld8	An increase to \$4 would be reasonable to adjust for inflation, but \$8 even in a few years would feel excessive to pay. On the other hand, if BART switched to hourly rates, and the price adjustment was dynamic/demand-based, such as with SFMTA parking meters, then paying \$8 for all-day parking would be a major incentive to choose BART.	Minority	Not low income
R_29oc6L1DWSEGMq5	I wonder how this will affect the availability of parking spaces.	Minority	Not low income
R_24zt6vsUFMBRkGt	I'd want to know why these changes are happening and how the company came up with these numbers. Transparency is key	Minority	Low income

R_2YlPr1JOBJhdicy	Create housing on top of parking lots to subsidize charging for parking, for customers that can't bike or take transit.	Minority	Not low income
R_2VeycBuKzwrSjHKK	Very concerned about stations like North Berkeley where parking will be drastically reduced with new development. BART has done no studies to show impacts on surrounding neighborhoods. BART must do more to plan for major traffic and parking impacts on neighborhoods.	Minority	Low income
R_3QVvAbNoAB1Gyi6		Minority	Not low income
R_2bJGjI7W0zUp4zw		Minority	Not low income
R_2VpzQS7PoDDJere		Minority	Unknown
R_3JyNMTQ8zDJhaWh		Minority	Not low income
R_3Mm2Cqv8JOPN1CW		Minority	Unknown
R_2tr56WtC5kBKMTe		Minority	Not low income
R_31hY5U22deojJA		Minority	Not low income
R_1ewRC06vdEdGo1b		Minority	Not low income
R_xhoczWDqjUzY0yR		Minority	Not low income
R_2V48OvwblJM1CjN		Minority	Not low income
R_1JUX0XUHQwu6ar7		Minority	Not low income
R_1GBmJbJ203F4bkn		Minority	Not low income
R_2VO267gr93RG0qj		Minority	Not low income
R_1K7uDucz9arVp7	Would not impact me, but hope it will encourage more transit and active transport to BART stations.	Minority	Not low income
R_2aXmV4HZE3imnrw	Would not have a big impact as I don't use BART all that often — however they may make Caltrain slightly more favorable compared to BART	Minority	Not low income
R_2v5LhUzHGhvCF5A	If the BART parking charge expensive, I will use Caltrain.	Unknown	Unknown
R_1N7YsCn7bJsanFJ	They don't impact me, but it's a good way to encourage usage of public transit to travel to BART rather than driving	Unknown	Unknown
R_YbuADBpODF3AcaR	Cost will go up as inflation is high in bay area.	Unknown	Unknown
R_b3DwSYdDGNWfjz	\$3 to \$5 seems more reasonable. To keep Bart running I am willing to pay more but, since I use it mainly for recreation, there is a cost calculation of ticket plus parking versus toll plus parking and convenience.	Unknown	Unknown
R_2DLwX9Ao2C1Zhf		Unknown	Not low income
R_Utn1aPi5Hbnp0ch	Raising parking fees would make it more expensive for me to commute to work. At some point, if the cost of using BART gets high enough to be close to the cost of driving, I will drive.	White, non-minority	Not low income
R_3NlfWa0Dx8zdaES	I suppose more expensive parking would cause me to drive less to BART — I occasionally will park at Ashby during times when it's free, but if it's more expensive then I'd probably continue walking to Downtown Berkeley to get to BART	White, non-minority	Low income
R_3ndBWkkj0qAe1WQ	Not a big deal now, because currently only need to report to office, and take BART once per week. If these price increases were for 5 days a week, it would have a much more difficult impact.	White, non-minority	Not low income
R_Oa43IzP0JYGSQJr	First, I didn't know I could reserve parking at the station. I usually do the single-day pass upon arriving to the station, paying \$3 for the day. If the price went to \$8 for the same single-day parking, that would be an extreme increase for me as a low-income rider.	White, non-minority	Low income
R_CleA7CdFThzLm1	A rate at or above \$5/day or that applies after 3 pm would likely mean I drive more and take BART less for short trips. The cost of parking greatly influences my decision to ride BART, as the ability to park for \$3 or free (most of my trips are after 3) is for me a significant benefit to taking BART. However, a modest increase to \$4 is not necessarily a problem for me.	White, non-minority	Not low income
R_r7Tqwssav5IBIUB	I hope that increasing the parking charges would incentivize people to take alternative transit.	White, non-minority	Not low income
R_2UgUB3eHHQz5gJU	\$8 everyday is too much. But a nominal increase would be fine	White, non-minority	Unknown

R_2l96evyOQNRThAd	Mostly support this. Bart should disincentivize driving and parking, and this could help do that. Also, as VTA runs Berryessa parking lot, I already pay for parking on weekends, and that should be uniform across Bart.	White, non-minority	Not low income
R_bQ85Fc5AWu6zm0x	It'd raise more money for BART which helps keep fares low which helps me	White, non-minority	Not low income
R_POnyZGyD9hgM4V	Would not impact me as I don't have a car.	White, non-minority	Low income
R_PYTqEry8SvW75kj	I strongly support and would personally be willing to pay increased parking costs to fund BART infrastructure/expansion, but that's because I'm lucky enough to be able to afford the additional cost. Increased parking costs will discourage some people from driving (which is good!), but that can only be equitable if there are reliable, reasonable alternative ways to get to the stations besides driving, e.g. busses, shuttles, muni transfers, or more stations for greater walking accessibility.	White, non-minority	Not low income
R_z26R3Pbh568yUih	These changes would not impact me.	White, non-minority	Not low income
R_2dRBUHZq2DH4oQj	my primary usage of the rockridge parking lot is cutting through it to get to the coffee shop on the other side, so either bart gets more money (yay! i like bart being able to run! i don't own a car!) or there's fewer cars parked in the lot. (also yay!)	White, non-minority	Not low income
R_qw2UA93W4l7lZER	Minimal impact as mostly work from home now.	White, non-minority	Not low income
R_qCph5VUveKYTVT3	I only drive to Bart very rarely, so the changes would not impact me much. I think the current parking prices are too cheap (\$1 for a day of parking is crazy!). I support bringing in more revenue for BART.	White, non-minority	Not low income
R_3FW3jR9Ygxus9Wr	I have no affordability problems so it would not affect me. However, it would likely make it easier to find a spot in my favorite lot.	White, non-minority	Not low income
R_XMxIMsQUoR5E2NH	I don't drive to the BART station. I hope that the pricing maximizes revenue for BART	White, non-minority	Not low income
R_12hzdUq4PXMIUgk	I understand the need to update the parking rates since they were only last updated in 2013, but I'm curious why the rates are being updated now? Are you trying to change the parking rates to create some increased revenue, or is this a response to equalize the revenue with pre-pandemic levels by changing the parking rate structure? The changes would be negligible to me. Thank you	White, non-minority	Not low income
R_BrhLIGGUyA9lW1	The Daly City reserved spots rarely fill up, I would be fine with this.	White, non-minority	Not low income
R_3EBASBcnvg8i6wN	Minimal personal impact. Even with the proposed increases, Bart parking is still cheaper than parking in SF or Downtown Oakland.	White, non-minority	Not low income
R_2t5ppDkrUEJl8gE	I cannot drive so parking at Bart stations is mostly an obstacle for me. I support an increase in price if it convinces more people to use public or active transportation.	White, non-minority	Not low income
R_r9nDv4h0j4Estfz	No impact	White, non-minority	Not low income
R_xwbW0jnL5KhDJ7	no impact on me.	White, non-minority	Not low income
R_OUDssGbU0MitFeh	I would spend a lot more money but it's for a good cause	White, non-minority	Not low income
R_2sceH25c2MXLMhw	No impact—still seems extremely cheap for all day parking in the Bay Area.	White, non-minority	Not low income
R_24MmNuky6OqJ5l1	I would like to see safer bike parking at the Dublin and West Dublin stations (better lighting, security cameras to discourage bike theft, etc) - I would pay a fee for secured bike parking close to the station	White, non-minority	Not low income
R_1EXsqRlhc4PdN5e	I support raising the fee slightly, though going up to \$220 for a monthly parking pass seems way too high.	White, non-minority	Not low income

R_3XfBRQlpSMdp29	I will continue riding the bus. I care more about late night, overnight, 2 day, and long term parking strategies for my less-frequent longer travel.	White, non-minority	Not low income
R_OvciEisfids5Xrj	I think pricing should always be based occupancy. We should not discourage people from using BART if there is ample parking.	White, non-minority	Not low income
R_YQsgEgNkKWuX7tn	I love how cheap it is to park, the lot is never full.	White, non-minority	Not low income
R_2y2Z0Uj0hqJWq4	I am very fortunate to not be effected by the change. But the issue here is that security is severely lacking in nearly all of BART'S lots (stolen catalytic converter). Convince me that any increase in parking will result in safety and security measures to prevent these types of losses.	White, non-minority	Not low income
R_3j0VoTbUPqJDLwj	Free parking on weekends encourages people to take BART who are not regular riders.	White, non-minority	Not low income
R_2YQHwukfuhr0Ldn	The cost to park at BART should always be equal to or higher than the cost of a roundtrip bus ticket. I.e if I pay \$3 on County Connection roundtrip, BART parking should cost no less than \$3. This will encourage riders to take connecting transit. The current policy penalizes these riders.	White, non-minority	Not low income
R_2QgskscUUX7HI	Not sure what questions remain in survey so will say this here. I drive to N Berkeley BART on weekends because there is no bus service on the weekend to downtown from the hills where I live. Often we drive to BART with our bikes on the car to ride in other areas. We would be too tired to ride up the hill coming back. I take bus downtown, on weekdays but not an option on weekends. My BART usage is low now because of the pandemic. Hope to be going out more in the future. Before I retired took BART every weekday.	White, non-minority	Not low income
R_25Ntku8sFRN3dak	It's probably time to raise parking rates, though \$8 per day seems very high.	White, non-minority	Not low income
R_3qJ5zkpmhsergto	The current monthly rate is sufficient and does not need to be raised. I don't think the lot has ever filled since the covid onset in 2020	White, non-minority	Not low income
R_r8EsbD0wN7aUV5D	I would support these changes if the additional revenue was used to improve reliability of service throughout the system but in particular on the Antioch line. Delays and train cancellations have made it very difficult to rely on bart as a means of getting to work. My employer expects me to be on time daily and unfortunately that has not been realistic due to the almost constant Bart delays. If the additional funds are not used to improve reliability then I do not support the change as it is just another inconvenience for loyal bart riders that are already inconvenienced on a daily basis.	White, non-minority	Not low income
R_2BxMGyULNqT3IMR	Parking rates are too heavily subsidized right now and should be turned into housing.	White, non-minority	Not low income
R_2VkvhPCI1PxZV6	\$8 per day is excessive.	White, non-minority	Not low income
R_3EYUSJx5RmjennX	City parking taxes should be included in the overall price increase	Minority	Low income
R_1ILBqSM9evpKUwC	Might start walking or take bus	Minority	Low income
R_1ILBqSM9evpKUwC	I use pre-tax dollars to pay for parking so impact would be neutral on a slight increase. However, I suspect that it would start to negatively impact me once the daily rate reaches over \$5.	Minority	Not low income
R_3jZmjMfM8qJNIB	raising the parking charge would make it harder for me to fit parking into my monthly budget. Is there anything being done to more aggressively focus on fare evasion? EVERY time I ride BART I see people jump the fare gate, use the elevator and ADA gates to avoid paying fares. If there is a way to crack down on these fare evaders, we can limit the amount of increase required for parking.	Minority	Not low income
R_1QuMEbEhl4Gaa1	Seems expensive and would prompt me to drive rather than take public transportation.	Minority	Not low income
R_31cukDVjhajqB5	I'd probably just carpool, have someone drop me off, or bike to and from the station.	Minority	Low income

R_2WGdfANHxJ1e9Y	I wouldn't want to pay significantly more but would like BART to have resources to improve. Proposed changes that do not show significant difference will help customers so they are not paying too much more and allow BART to increase revenues.	Minority	Not low income
R_2pWw5UY2baSEovM	No real impact. But Parking has been available since the pandemic started. Before it was difficult to park sometimes impossible.	Minority	Not low income
R_1jJP00UnfoKpZj3	I understand that things are getting more expensive, but that's also why I walk to my home station instead of taking public transit or driving.	Minority	Low income
R_1Kfp3Xz5iSaDFSy	Not really, I don't normally park at the BART station.	Minority	Not low income
R_2xp20wGAPnZJCjc	I do not drive, so I don't have any strong opinions. I wonder if the increased prices would deter people from riding BART altogether and opt for other alternatives, like rideshare.	Minority	Not low income
R_3EL9CbPjQbin9Lt	I only park at BART about once a week and use the \$3 daily parking. I'm neutral because the parking price change wouldn't impact me that much but I can imagine people would be frustrated with a large price increase if it wasn't incremental (i.e. every year raise price by \$1). Additionally people already think taking BART every day is quite expensive. However I understand that BART needs money to uphold maintenance so I understand why a price increase might be needed. Also I don't agree with the statement that "Most lots are not expected to fill for several years," for Daly City BART. It is already hard to find parking around 9am in the lot that is open for EZ Rider BART pass holders. I would hope that a price increase is not intended to deter people from using the parking lot though, that seems like it defeats the purpose of encouraging folks to use public transit	Minority	Not low income
R_1nUYqf2wzuSzw1R	Let Glen Park use the lot for farmers' markets again.	Minority	Not low income
R_29miE7VuCEno9rl	Rockridge BART is often used as overflow for College Ave merchants.	Minority	Not low income
R_1eQ6ou7vLKfjQYo	I could afford to pay increased rates for parking, but I'd like to understand how the parking experience will be improved for the extra money. For example, will the parking lots be cleaned more often or have added security?	Minority	Not low income
R_2CpGrYg7l8pWlPD	For Riders like me that do not use Bart much, the daily Bart parking ticket is all I need. I was unaware of the policy how you have to pre register online and get a parking pass online since I don't use it. The last time I rode Bart I bought my parking pass in the station and entered my parking stall number then proceeded onto the Bart train. When I got back to my car I was issued a \$60 ticket because I didn't reserve the spot online. I had no idea about purchasing one beforehand since I'm not a regular rider. I know this must confuse alot of people since it got me! I feel like that's just a terrible policy and I haven't rode Bart since. It should be much more simpler. If someone pays for a daily spot then they should be able to park without the hassle of purchasing a reservation in advanced.	Minority	Low income
R_XHhdjf59LZP1jXz	Feels like a big jump in price for parking lots that are being run down by homeless camps and trash. So I suppose I would need to understand better what the extra dollars are providing.	Minority	Not low income
R_pMBYcFywPC5p5st	I wish I could buy parking spots when needed	Minority	Not low income
R_0Nhc2Q6ot9DQwtb		Minority	Not low income
R_22WuHu7trcGNnUk		Minority	Not low income
R_1mWrrvuuMikSwod		Minority	Not low income
R_1Oy7yhXbTlwK8iV		Minority	Not low income
R_2PmOSZlk9WPDUC2		Minority	Not low income
R_2ON0q2OPhYra2Zf		Minority	Not low income
R_12sWNBudGrtQ7aK		Minority	Not low income
R_W6YUWOPInlemKNr		Minority	Not low income
R_bvL4K3rylytr1x7		Minority	Not low income

R_1LOMJkEI9cc6kie		Minority	Uknown
R_3nJyffGNJhCNIRS		Minority	Not low income
R_1mW2bfRtr9JkzDs		Minority	Not low income
R_3j9BVP9IsOcZiiF		Minority	Not low income
R_21tWkBCSp51F320		Minority	Not low income
R_3PuzMoW7ZLY5Hge		Minority	Not low income
R_2wKAKTD1cMZi0pa	<p>Y'all really need to figure out infill stations and making the lines make sense—these changes to parking fares seem both trivial and prohibitive. BART is already inconvenient enough. the closest businesses to north berkeley are like 15 min walk and my dense neighborhood in Albany is like a 30 min walk from both NB or el cerrito. You are not coordinated well with AC transit and the buses are not frequent either. if parking stopped being free on weekends I'll probably stop using BART altogether.</p> <p>definitely so many more people use the Richmond/milbrae line and yet it's the Antioch line that is prioritized and runs all the time (well, at least until the "late" hour of midnight). The transfer at MacArthur or 19th is such a tossup and when the trains miss each other, the wait is ridiculous. Just put a ton of housing on the lots if you're gonna do anything. And for god's sake, double the # of stations between el cerrito and MacArthur! The current stations cannot be like miles apart—many ppl live in between!</p>	Minority	Low income
R_00Ep6h9sMhpBccx	Likely no effect since I don't commute with BART	Unknown	Not low income
R_3p4OsayErsYC6Qm	<p>I really have no idea based on the very limited information given here. Basically the only thing you're telling us is that rates COULD go up, but only giving us a broad range without saying how or why, or more broadly how this proposed change is any different as a "policy" instead of just "raising prices."</p> <p>You say that rates could go up within the given range "if the lot fills." Does this mean the policy allows BART to make discrete one-time changes to rates at particular lots at some point down the road based on long-term average parking usage? Or does it mean rates at a station are variable within a single day and will increase in real time as parking fills up? These are two very different policies.</p>	Unknown	Not low income
R_3L0AQA7F7yaHKbm	Extend Bart into west contra costa, San pablo, Pinole, Hercules, rodeo, Martinez. Free some traffic on the 80.	Unknown	Uknown
R_2tx9s8Fyc4xlox0		Unknown	Uknown
R_1j9dSfd0GdNZby		Unknown	Not low income
R_10x8pkuZGaHu6XY	<p>I'm a theatrical worker, and most of my commute times are "off-hours" for parking fees. This is a huge reason why BART is a financially viable option for me, as opposed to paying for a monthly fee at a garage closer to work in downtown SF.</p> <p>That said, we find money where we can, and depending on my work schedule, I'll probably still park at BART with similar frequency. I'll also probably consider driving in a bit more often or taking local transit to BART</p>	White, non-minority	Not low income
R_22KfFNPrQ9vSBf2	Probably make parking more expensive for me, though I believe that parking rates are currently too low to be equitable.	White, non-minority	Not low income
R_338blm2ck8DV3l	The change would find me taking BART less often and choosing to drive more often because the cost to park at work would be much closer to the cost to park at BART and ride. It might prompt me to look for a job closer to home.	White, non-minority	Not low income
R_10ow0jI4FIZlOiS	Since I usually get dropped off it wouldn't affect me per-say, but it would make driving to Bart stations myself less appealing.	White, non-minority	Not low income

R_3CNQvUKwX23tdPM	It would make getting in and out of my *away* station (not my home station) more difficult. It would make using far BART more expensive when I cannot only get to and from stations by foot; this is approximately half the time, since you do not have stations where I often am (outer Sunset, outer Richmond).	White, non-minority	Unknown
R_26DH6I4JoJxicud	These changes would impact me because I'd have to pay on weekends now, where I don't have to pay currently. But I suppose I wouldn't mind because I use it infrequently. I'd just have to account for the time required to pre-pay or pay on the spot when there, and I'm bad at time management.	White, non-minority	Not low income
R_3qZfjzHENF5DjX6	We usually use BART parking when we go on weeklong or more than weeklong trips. Right now it makes more sense to pay \$6 per day, and then about \$12 round trip per person, than pay long term airport parking rates. However, it's pretty close right now to just doing airport parking. I support more money for transit generally so I'd be good with increases, but would probably switch to long term parking if that was cheaper.	White, non-minority	Not low income
R_7VrhCMutOml6QKJ	I like keeping costs low, in general. You might loose guests using the parking they might just decide to drive the whole way instead.	White, non-minority	Low income
R_WwyWSIH2n4uN7JP	It will probably make parking on the street more difficult, as more people will be doing it.	White, non-minority	Not low income
R_2q3oLKKxbkuhiW	No impact, I live within a 5 minute walk of my "home" BART station	White, non-minority	Not low income
R_1OvFyBx5nTQvF20	If still free after 3 pm and on weekends, would not significantly affect me.	White, non-minority	Not low income
R_1gdVVZSasujjasN	They would barely affect me at all, I'm just worried about how the changes would affect those who have to park at BART every day for work, etc.	White, non-minority	Not low income
R_uwwCqLX8pk1gckf	I already can't afford to park at Bart. But seeing as you are trying to improve ridership, how doe's charging even more help you?	White, non-minority	Unknown
R_1dcREN7IW6TgGGP	Keep parking at north Berkeley Bart even at \$8 a day though \$5 seems more reasonable. IL's critical for people outside walking distance such as the hills	White, non-minority	Unknown
R_3EmcrtGNpVrgZak	Although I own a motor vehicle I use it only as a tool for necessary travel well beyond the range of public transportation, and/or carrying large loads, or for travel itineraries with many destinations in a restricted timeframe. Parking policies at bart stations affect me only insofar as, by supporting the more promiscuous driving habits of others, they may inhibit the demand for--and thus availability of--bus service.	White, non-minority	Not low income
R_2R9d9zWVRk2kzjb	Low income folks should be charged the lowest rate.	White, non-minority	Not low income
R_w7qkIVIRkzWhkmB	I'm pretty happy the way things are.	White, non-minority	Not low income
R_12ziAcxfNWhExU9	I never park at BART because of how rarely you can find parking. Also, the closest station to my home is the Concord station, but due to not feeling safe traveling from this station I always choose to enter and exit at the WC station instead, and I know many who does the same, for the very same reason.	White, non-minority	Not low income
R_339KdA0N9qIOGKP	I need to access handicapped parking. How does this proposal affect that?	White, non-minority	Low income
R_Oa1GiK5kVl9yeWt		White, non-minority	Not low income
R_3KT5pelNvlfmoJL		White, non-minority	Not low income
R_1OIHl7LOLHYHBYK		White, non-minority	Not low income
R_6JUyddMITI59Vrb		White, non-minority	Not low income

R_3qpx88joKQY9A2a		White, non-minority	Not low income
R_RI6k7QQZUdTZMCB		White, non-minority	Not low income
R_1IYkQPhSjtmJmVT		White, non-minority	Not low income
R_2a8K9pDEDrH2sZT		White, non-minority	Not low income
R_300q6f6ET60Vy6N		White, non-minority	Not low income
R_10UCIde7TkQ5fpp		White, non-minority	Not low income
R_3s5QbR2efp3CK70		White, non-minority	Not low income
R_D29EnPgMpgJTZ0R		White, non-minority	Not low income
R_11ZWtwjRyRDIUVI	You should increase the number of monthly reserved spots if we ever get back to pre pandemic levels.	White, non-minority	Not low income
R_1pMrQV1pQqIvX6P	As someone who purposely avoids crowded trains in the earlier part of the morning, I would be stuck with having to pay the higher rates for daily parking because my day starts a little later. Because of covid and other contagion concerns, I prioritize my health by waiting for later trains, usually a tad after 10am. This fair increase would propel me to work from home more, and I am currently happy to be returning to work three or more days a week. Thank you.	Minority	Not low income
R_31hZu1FQlosYQDy	The prices are going up, so of course I'm opposed. It's already expensive to live in the Bay Area, and this makes it worse.	Minority	Not low income
R_V26lqB15gEQIwo9	I pay for daily parking 5x/week and an increase make me consider driving to work due to the increase of costs, rather than riding BART.	Minority	Low income
R_qEQFMiwjZrPq6d	Inflation, rising costs of everything coupled with non-rising paychecks. Same income, pay for higher parking costs at this specific 40 year high inflation time puts common goods and services more out of my family's reach.	Minority	Low income
R_2BxrlmInQwgArEK	These proposed changes would negatively impact my finances. The additional expenses would make BART less attractive as a means of transportation. I would stop parking at BART.	Minority	Not low income
R_2e255WAU5AeAF2Y	If these changes were made, I would no longer ride BART at all.	Minority	Not low income
R_2urrpNHhSuRAgny	Raising the parking fee would make BART way too expensive for me to use. I would stop using it and drive everywhere instead. Any other option except driver+park to get to BART would take too much time.	Minority	Not low income
R_cx9hUqDIUvELIF	look -- I am a teacher who due to California's new policy had their day extended. I have to have monthly parking to get to work on time. I in all ways south of Sunday oppose this ridiculous pay hike. If you make monthly parking double? Clean up the garbage and scary dudes living there, and frankly it'll be a wash between the ferry out of Vallejo and BART at that point. So no, I don't support this heinous money grab at all.	Minority	Not low income
R_3pRfswTJfTWA4xGJ	Increasing the overall cost of using Bart would deter me from using Bart.	Minority	Not low income

R_x9PmiD5dvEqkzmfv	Given how awful the parking looks with garbage everywhere and the elevators used like bathrooms, and how poorly elevators are maintained (almost always never work) I don't see why I should spend any more money on substandard conditions at parking lots. I would also want to know where they expect these increased costs to go and if there is an oversight group to ensure these monies are actually getting used as opposed to just a way to make more money for the third party company that Bart contracts it for parking. I definitely do not want a massive increase in cost similar to what Gali ended in Walnut Creek when the cost went from \$3 to \$15. That's the point where I would start driving into work if Bart and it's parking gets too expensive to use.	Minority	Not low income
R_b3YgUAuEXwfyqcN	I am a minimum wage worker and the price off gas is hurting me financially so if the Bart fees for parking is raised this will indeed negatively impact my well being.	Minority	Low income
R_3mltavlalmDFK5J	The increase in the daily parking price would impact my finances in already hard economic times. I also don't understand why there is a need to increase to the price.	Minority	Not low income
R_1krE0TzaTOUvkkpU	The price will increase it can impact me and a lot of people that don't make a lot of income	Minority	Not low income
R_sghECpVkabUPdy9	If the reserved parking rates are raised, I would likely just give up my permit. As it is, I pay the full price of \$105 per month, but only use that once a week, so in essence I'm already paying \$25/day to park there. I have held on to my permit through the pandemic in the event I have to return to the office for work on a regular basis, but any increase would likely result in my giving up the permit.	Minority	Not low income
R_1iD8yXemFLbYrd	I will have to find another alternative to getting to BART	Minority	Not low income
R_1hMc1310pwPAX9	Increase in parking fee means extra expense that adds up	Minority	Low income
R_33DyJFBgXQ51FtD	This would make my already \$30/day (including gas and toll bridge to cross Martinez bridge) commute even more expensive and difficult!	Minority	Not low income
R_12y7z2Swb5Boz0w	I would consider driving into SF more if rates increase.	Minority	Not low income
R_3lFOiakXmk9snT	It would make my commute more expensive each day and push me to look for alternatives to bart. Why be apart of current problem of inflation due to rising costs when as far as I've seen the cost to have a bart parking lot hasn't risen.	Minority	Not low income
R_RF9k3LzFQNoIHP	My monthly expenses would go up significantly and I can barely afford life as it is right now	Minority	Not low income
R_3jsE2h1BmpQKZXM	The extra cost would require a cut somewhere else to balance the budget. With all costs going up I don't know how to make this work. I may be force to park in neighborhoods and walk to bart.	Minority	Not low income
R_3lIE5rvj5aDr41k	I go to the city for work 6 days a week, and when I ride home the trains are less frequent and I already have to transfer. It's also already a dangerous time to take the train and I have no protections. Any further increases will make me try to find work closer to home which is already difficult as a backstage theater employee.	Minority	Not low income
R_3RkzHSMEDBRNS1B7	The increase would affect my monthly expenses and decrease my disposable income for necessities.	Minority	Not low income
R_1qgkEKqbqwdAA5T	It would affect my budget and would make me less likely to ride Bart. It would defeat the purpose of having the option of an affordable public transportation option.	Minority	Not low income
R_8FgJ5X8jowwVR6N	It is already expensive considering cost of train ride + parking cost, it might push off more riders to use car for commute to SF rather using train, focus should be on increasing BART ridership rather than adding additional friction	Minority	Not low income

R_ZEM17bbWk8caBFL	<p>I drive for safety. The Fremont bus bays are dangerous - homeless and people under the influence wander around the bus bays in the evening. Additionally, the bus does not run early in the morning, and I live too far to bike or walk. There is no other option.</p> <p>I very strongly oppose this parking rate increase because it costs me more money to do the same exact thing (park), which was originally free for many decades. BART should not penalize its riders who drive, then take the system. We ride BART too, and it is a chore to drive to BART, then leave my car for the day (with a real risk of vandalism if not outright theft). I'm already near the edge of outright driving to work because of BART's quality of life issues.</p> <p>If anything, BART should lower its parking fees temporarily to encourage ridership - as done by SEPTA.</p> <p>This raise makes no sense since the demand is quite low already. Increasing the price will just further lower demand and reduce ridership (which BART sorely needs).</p>	Minority	Not low income
R_2S1eTU104mNatGb	Everything is getting expensive and the wage doesn't go up well for "me" have to provide for the family which comes first	Minority	Low income
R_3DpMBIKK1b0LMea	Too expensive!! Already don't provide riders with safety, comfortable transportation. Don't deal with people that jump gate. Why should we that have to pay for that.	Minority	Not low income
R_2RU3h327kIKE9E0	This is in direct contradiction with the policies you had for years. When I moved the east bay in 2011, I joined the waiting lists for monthly parking in MacArthur and got it in Jan 2020, 9 years later, but 2 month before the pandemic started, and decided to be a patron of the monthly permit, even though I didn't need it sine we all WFH until Sept 2022. So I've paid for monthly parking for 2 and 1/2 years (30 months, so close to \$4,000) with no use of it, thinking that I would need to hold on this permit for when we are back. And now you are considering making a change in pricing and policies that might make me reconsider the value of such permits.	Minority	Not low income
R_vpsHAajrjMho87v	This would likely double my weekly cost of parking at BART.	Minority	Not low income
R_22WlugmvEqAVsGp	this affects me drastically	Minority	Low income
R_22meDxVjdJ8eY6S	this would make me want to only pay for parking only and jump the gate like more than half of the riders on bay point bart and on my way back from bayward	Minority	Low income
R_3NnaFdAoa1Lo8ME	It would impact us financially because our paycheck doesnt go up	Minority	Low income
R_2fm431DDcsQaa59	It will impact my financial	Minority	Not low income
R_200f1cBmv7eL39	I work for DPH as a medical provider and I rely on the daily \$3 parking 5 times a week. The fare to ride BART itself is already EXPENSIVE. Please do not increase the price unless you have a specific BART security that will watch the parking space daily. I have seen multiple car break-ins - seen broken glass on the ground always recently on broad day light and this should not happen as we already pay for parking spaces daily.	Minority	Not low income
R_3F9Y119vQjBwJ6g	Afecta mucho con nuestros bolsillos hagan la cuenta de cuánto pagamos a la semana es mucho dinero además el nunca da buen servicio siempre está en reparación y las estaciones siempre están sucias y apesadas los tres están peores cada día mas sucios y uno paga todos los días	Minority	Low income
R_2D1cEsMJOgwkMk0	Please take into consideration that most people that take Bart need it. Inflation and the high cost of leaving is making it very hard to live here. If the price of parking goes up our family will avoid staking Bart during the weekends and during the week I will probably work it out with my colleagues to just carpool to work.	Minority	Not low income

R_3kFKVv2VvOpOT00	Limited impact on me since I live within walking distance from home station. But on occasions when I do need to use a station with parking, the rate increase in addition to the increased fares will push me to drive instead. Makes more sense even now if we have multiple people in our party to drive rather than take BART considering fare plus (and this is one of the main reason I have limited riding BART) the unsafe conditions on trains. Instead of building more lots, BART really needs to find ways to deter fare evaders. Every time I ride BART in the last 3-4 years (even before COVID), I have witnessed people hopping over the fare gates or simply walk through the emergency gates. There's no reason why caged turnstiles (similar to those in NY) or full length plastic shields (similar to Europe and in DC) can't be installed.	Minority	Not low income
R_2zcEQqYMSjWvVADk	Too expensive, given that trains are never on time and it's not like there is security guarding all Bart stations and parking lots.	Minority	Not low income
R_3G6BnTXz4QG9FnJ	I use to park at Pittsburg Center until my catalytic converter was stolen. I called BART police and they did nothing. These changes negatively affect my experience with BART because I feel it will not attract people to park at any BART locations any longer, unless desperate.	Minority	Not low income
R_1f5U05kF7e8ga9	If the parking fee is increased from \$3 to the maximum of \$8, my monthly parking fee would increase from \$60 to \$260! There is no other way for me to get to and from the BART station other than driving then parking at BART.	Minority	Not low income
R_2fexEwqaue2R0T	These increases, coupled with the difficulty of parking as is (I often had to street park pre-pandemic because lots were full before B), and the systems still decreased efficiency compared to pre-pandemic, make it much more likely that I will drive to work rather than BART. System costs are already trending higher while efficiency is decreasing. The NB bart has had endless construction as well. Each of these becomes more and more of a barrier that moves the needle for me to not even bother with BART and instead drive.	Minority	Not low income
R_2EEwZMvN1P048	I already spend over \$200 every month just to ride the damn train. If you start hiking the prices to park, many people including myself will find it more profitable to not use BART at all.	Minority	Not low income
R_1m0bbqdkk8FAvr	Increasing the cost of parking would increase my cost of commuting. Why would anyone support increased parking rates at a time when inflation and the cost of living in Bay Area are already so high? How specifically would the increased revenues from parking be used?	Minority	Not low income
R_7Uf5cc8XcpxUyld	Parking is too expensive with the crowded train and the long waits between trains. This added cost would make me ride bart less.	Minority	Not low income
R_RmYdLAYLPz2k5r	Increasing the cost of parking would make me want to take BART less than I currently do. It would cost me more to park and ride BART than it would to drive to work.	Minority	Low income
R_BE7UTvvMlw7lIMl	I would not be able to afford parking.	Minority	Unknown
R_3Nfp8gvqipw45K9	Budget wise it would force me to drive to work.	Minority	Not low income
R_2XUZAYC3pFmxCA	It would make taking BART more expensive, more than it would cost me to drive. At that point, with how unsafe BART is, I would drive instead.	Minority	Not low income
R_2Wf76eR9W5qL1ce	This change would significantly increase my commuting cost.	Minority	Not low income
R_2YGrmV8YU8Izmk	I drive to the bart because that's the fastest and easiest way to get to a bart to embark in a 30min-1hr bart ride. This in itself is reducing personal car use and maximizing public transportation. I think a hike in parking price would discourage people to use the BART overall and just opt to drive instead. Public transportation is all about accessibility so a low price point is important to us.	Minority	Not low income
R_vxLoyFbGLDgBrj	I barely make enough to live.	Minority	Low income

R_qKFrwR(pla7He81	I already don't make enough to pay as it is. Would probably consider driving to work	Minority	Low income
R_3PWSTHIEQgks6P	If parking rates go up, I will park on street. From a rider standpoint, I see fare increases but not necessarily improvement to services. The Embarcadero escalator has been out of service of over 6 months. A house can be built in that time, let alone a single escalator. Ridership is not full yet there are still Bart delays. I have ridden subway in Hong Kong and Japan. They put Bart to shame in terms of reliability.	Minority	Not low income
R_wLJYeYQLAMPEBCi	These changes are very expensive and they would deeply impact the way I get to work. I would consider driving instead rather than paying the high end of those ranges	Minority	Not low income
R_2U9pbxds4mwKcg5	It would impact my budget for transportation and I would consider taking the bus to BART most of the time.	Minority	Not low income
R_3myZF15FEoLmDm	I strongly oppose raising the parking fees. Raising the fees will be a huge financial burden for me and my family, as well as others I know who ride BART. If the parking lots will not fill for "several years" as stated on this page, then there is no need to make changes now. BART has published statistics showing ridership decreasing and have threatened to decrease train service. If this is true, there is no need to make these changes.	Minority	Not low income
R_25JMx6WsteHX0Q	If you raise the parking fee, the difference between my full day parking in the city vs the parking fee+round trip costs would be so small that it gives no incentive for me to use BART.	Minority	Not low income
R_248mY8SPx3pVT6R	I plan on going into the office more often in the near future. If the parking fee for BART increases past \$5 without any additional benefits, then I'll simply drive all the way and not take BART at all.	Minority	Not low income
R_5h8JGuHlgpHRbVv	Rates are high and increasing parking rates would make me think of just driving instead.	Minority	Not low income
R_1KxN8t0EIm2XnIP	Increasing the rates would cause a financial hardship to park at Bart.	Minority	Not low income
R_3k04srF(pNC3Zqj	The costs will definitely make me think twice before taking bart.	Minority	Not low income
R_1pG9l1Ms4JdQbC9	It would make me reconsider taking bart if driving would cost the same due to increased parking fees.	Minority	Not low income
R_21u01XoWismphdN	I wouldn't take BART if parking prices were to increase this significantly.	Minority	Not low income
R_12yyTdDUUvBF1R	It's already pricey to ride BART. I live 20 miles from my home station. Bus or walking isn't an option. These higher prices will discourage riders like me from using Bart. With higher prices, I may as well drive all the way to my destination.	Minority	Not low income
R_2VDx0x0EXqRUMy	Considering not taking Bart anymore, because it will cost just as much as driving to work	Minority	Low income
R_1l3W8T6e01TAW	I already don't want to ride Bart. The cost to savings and quality of the overall part experience is already at the cusp of being equal to my time and expense of driving in. If Bart costs increase, it will increase my likelihood of not taking it and opting to drive. The Bart experience is horrible, the trains and stations are disgusting and I honestly don't feel safe riding the trains. I take bart because it is incrementally cheaper than driving, but that can be easily swayed at this point with the conditions I've seen	Minority	Not low income
R_79ALBLO6Gkw2xKT	I would be hard for me to pay more for parking. Already Bart fare went up.	Minority	Not low income
R_1remxdNsvw0Lvpv	Parking & Bart riding fees are too high. I would park in the residential area further away to avoid paying Bart parking fees.	Minority	Not low income
R_2aPDS5oCu6JAWGj	This would significantly increase my expenses. Where do you expect me to get extra money to pay for parking? Tickets are already expensive as it is.	Minority	Not low income
R_2WVbx1vokD16Yq	I ride Bart daily. This would double my cost of travel. I might as well drive my car.	Minority	Not low income
R_DI23cUq1M4Vjxy	Less likely to take BART	Minority	Not low income

R_2WBVIR41YJ3XGy	I park at Fruitvale Station which is already \$3.55/daily to park. I usually arrive between 9-9:30am and the lot is generally pretty full except for the top level. I feel these changes would greatly impact my commute and the cost. I ride BART 3-days a week and a round trip is a little under \$9 so I spend about \$12-\$13 daily for my commute adding extra for parking on top of the fact I'm sure BART rates will increase anyways isn't fair to riders. BART should be looking at ways to increase ridership not punish those who already ride BART and use it for commuting.	Minority	Not low income
R_2n3nrl8PvIQ/DT5S	The increase. Bart already is like \$8.50 one way, plus \$6 parking. From the char above, that fee can now be \$11. Bringing my weekly commute total to almost \$140 a week. In these times of inflation, that would hurt me and families livelihood. I would definitely rethink parking at bart. Would this increase come with extra police surveilling the parking lots to prevent break ins?	Minority	Not low income
R_3PLD25W4pgYWjP	Bart trains crowded. Higher parking costs would make me ride less.	Minority	Not low income
R_ywsP6L29J2aDEPv	I would not pay more than \$4 to park anywhere. If BART implemented those changes I might use BART less. It costs \$7 to cross the bridge so my rationale would be to just drive because it's cheaper when you add in the BART fare. Public transit needs to be affordable.	Minority	Not low income
R_3KqLR9RGUmQP38C	The cost are high already. We would drive our cars more out of convenience, time, cost and safety.	Minority	Not low income
R_1de7XysXnbzT4VC	I would have to pay more for parking. This survey is silly. BART fares continue to go up. And now the parking fee will too. Not sure how I can continue to pay for these constant increases. It seems the fares are going up to compensate the lack of ridership due to covid impacts on remote work life. Maybe I will find some street parking near by.	Minority	Not low income
R_1ln0epttlnzQ9pi	Already paying a lot on bart alone plus \$3 on parking. I can't afford increases. Too expensive.	Minority	Not low income
R_1G68Zvis7bnR5HT	I would stop taking Bart altogether, way too expensive.	Minority	Not low income
R_2VPIhLdmpO6zgBw	BART fares have already been increased and I also have to pay public transit fares. Too much \$\$\$	Minority	Unknown
R_2CNetwIB5uRrHka	it would double what I pay for parking	Minority	Not low income
R_2YY3BBSEGzr6CwV	Since Covid, and not riding BART every day, going back to BART I realize how almost every day there are delays of at least 20 minutes. Since Covid and not riding BART every day, going back to BART I realize how every day I am concerned for my personal safety while riding BART. I can't imagine that paying more for parking on top of the BART ticket results in a better BART experience. I can pay to park at work and since I have a car, I'll drive all the way to work instead of using BART. It's obvious BART is in the parking business and not public transit. Peace out - I'm driving my car (which is electric by the way).	Minority	Not low income
R_1ogVjdi18berOAG	Inflation is everywhere. I take Bart to save money and time. This would slim down my reason for taking Bart to just save time. Often I would probably take the Ladder choice but would be obligated to my household finances to sacrifice my time and convenience to save more money driving.	Minority	Not low income
R_5Y8IraIQCUrOut	too expensive	Minority	Not low income

R_5nyt5gnZA75PCV	Rising rates on top of the inflation families are dealing with is too much. Bart already gets tax payer money and ridership money. How can you consciously charge more money when your trains are filthy and filled with urine and feces, and aren't safe to ride? Before raising rates, figure out how to improve the current situation so folks will want to ride. I avoid Bart whenever possible, and raising rates will make me want to stay away even more, as other options will become similarly priced like Uber, or going back to the old fashion way of asking a friend to take me. Bart is currently disgusting!	Minority	Not low income
R_2hL0Zb3CQWGrvG	I prefer lower rates on parking lot. If it is more expensive, than I rather drive to my destination than use the Bart system	Minority	Not low income
R_2PoLl5aJW8p0c9s	The increase in parking rates would discourage me from riding Bart because my overall daily costs would go up.	Minority	Not low income
R_W85qkK4bm8jwWqt	Bart fare is already ridiculously expensive. If the proposal passes, it would only make sense for me to just drive all the way to San Francisco. Bart is still unsafe due to not having patrol often and plus there's always something such as technical difficulties that makes passengers late almost every day. It's not worth it to take Bart if parking will go up.	Minority	Not low income
R_3hakBvbp9jCgMUq	Approximately 3 years ago I had 2 windows broken while parked at the Bart station. Since then I've noticed tens of other victims as well. I believe Bart should focus on securing the current population of cars before considering to increase fees. Raising fees while allowing riders vehicles to be vandalized is a bad look. If this were to happen I'd probably exercise my right to work from and not use Bart.	Minority	Not low income
R_24oRR8NvVXTY8eG	already paying a lot for the BART's fare(with your yearly increase plus a very bad service) that's another burden to our daily existence here in the Bay Area	Minority	Not low income
R_3EWn9jZ7kjrTMhw	I would strongly consider taking the bus to the station if the parking rate were to increase. It is a costly commute as it is having to pay to park and pay my fare. And while I'm paying to park and pay my fare, others, such as the homeless, pay nothing to live in the parking lots and bart trains.	Minority	Not low income
R_wN4GVwssRvPA5	This will immensely affect my daily commute. The cost of burden is already affecting my finances and everyday life. I have to commute to San Francisco nearly everyday and the fares are already so high and ever so increasing. The parking costs add up on top of that. I think this is a horrible idea, to say the least, people are already complaining about increasing fares and increasing parking costs will just create more ridership dissatisfaction.	Minority	Low income
R_3PArWJ7VBdlsPSl	The amount I spend to commute to San Francisco to work is already a burden because I would not earn the same amount in the county I live in which is Contra Costa. Middle class earners are being pushed out of the Bay Area as it is for the cost of living, having the ability to work remotely has lightened the cost minimally. While BART prepares for future ridership it may want to look into if the riders will be there or have they been pushed inland because the surrounding area is no longer affordable and is being taxed by the only means of transportation in the Bay Area which does not stretch far. Plus, the fact that fares have increased yet riders were forced off the trains during the hottest part of the year and made to catch a bus to another station. These types of failures your be prevented with the type of increased BART has inflicted on its riders over the years.	Minority	Not low income
R_2uUoXNLYka6DVk	If parking was charged on the weekends I would not use bart as the ticket price itself is expensive as it is.	Minority	Not low income

R_3rPI4S34QkLDY9j	For families, it is going to be cheaper just to drive to a destination. BART pricing is not incentivizing families to ride. Pay to park and pay to ride, and pay property taxes if you don't ride. I am proud of the BART system, but this is ridiculous.	Minority	Not low income
R_2w76U9KzrS9t4Jz	Too expensive	Minority	Not low income
R_2bVsvT8A0uWzDm	BART fare to SF is already \$10 RT. A third of that for parking is a lot to pay 4-5 times/wk.	Minority	Not low income
R_72OKZVoAcpH4Qdz	It would affect me financially while my family is already on a budget. Plus there needs to be more daily parking and less monthly parking stalls.	Minority	Not low income
R_2CU5m6fzNluHQ6m	Consider driving all the way because convenience of driving would be higher vs the overall cost of bart	Minority	Not low income
R_2s5BUtgbKywXr2p	Price increase would add more financial issues for me after dealing with current problems... also the added time change to parking lots would worry me as well due to my work schedule changing	Minority	Low income
R_Wkx5d30r9yleUe1	Bart is already expensive - I spend \$13 every day to get to and from work including parking, this does not include my gas costs to get to the station. For public transportation, this is expensive. This policy change is an insult to consumers who already pay high prices to ride bart and a high inflationary environment.	Minority	Not low income
R_2SoCnLQeoDAUXo	Too expensive - can't hardly afford it.	Minority	Not low income
R_2aitxJb0jOSPU1z	If parking rates go up that high, it is no longer cost effective to use BART and I would start driving to work.	Minority	Unknown
R_21ahks6K9ld8G41	Monthly parking is already expensive and I would consider other options if price is increased.	Minority	Not low income
R_3Jl1PPYyv7xuPd	Increasing the parking price makes it more costly for my daily commute.	Minority	Not low income
R_3MSyXDOVlcMV6s	Increase in parking fees would encourage me to drive into the city as I would be willing to pay additional cost to drive into the City for the convenience.	Minority	Not low income
R_7Qb4yeXc68Z87q9	In this economic climate, with anticipated higher rates of gas, electricity, garbage, transit and water, it's all too much. As a property owner, we're doubled taxes. No, no and no.	Minority	Unknown
R_2f6U3qQ6MZrkN54	I would find other transport means	Minority	Not low income
R_2Y3sXe8fsxur9my	Say \$8 a day for five days is \$40 added to the \$60 a week I already spend is \$100 a week, \$400 a month I'm not saving anymore. I might as well drive.	Minority	Not low income
R_3lrZ04T3xMqOMpp	It would make BART less affordable and less attractive mode of transportation due to potentially higher cost for parking. It would make driving alone to work more attractive as compared to taking BART.	Minority	Not low income
R_2400TWYgWddWIDU	Barely making ends meet for my family and if the Bart parking is going up in price it hurt my budget.	Minority	Not low income
R_2em68NA776JIOkV	It would triple my commuting costs and would make me want to drive instead of taking public transportation. It would make taking public transit unaffordable for many of us low income bay area commuters who have rely on BART to get to and from work, to see our families, and to see sick loved ones at the hospital during these hard times. Please BART don't raise these prices. Think about the how many lives you would be impacting and also how you would waste all of the efforts of the Bay Area to stay green.	Minority	Not low income
R_3oHkcRVVnZn4xohz	That proposed new parking fee will surely hurt my expense budget especially I get Bart most of the days.	Minority	Low income
R_25RW1lxSwaZW8S1	This would impact me greatly since I ride on BART and pay for parking daily. If BART increased the Parking fee; my option is to stop using BART since the expense would surpass my driving to work. Right now, it is almost equally whether I use BART or drive to work. I use BART so I can read and relax, but if the Parking fee increased, I'd rather drive.	Minority	Not low income

R_11KbW8rM2Im8wmZ	Bart fare itself is very expensive already, if increasing Bart parking fee, will force me not to take BART	Minority	Not low income
R_3QGAIJ7waF2eSpA	It will cost more for me to get to work ,why would raise the parking fee...\$3.00 already a lot for me.	Minority	Low income
R_2YKtuw9VoJ0IOh5	More likely to drive to work instead	Minority	Not low income
R_22GJaMMFrIwpDqO	I would focus on people swiping their cards to ride Bart first instead of hurting Bart's current customers with higher parking tickets. I only chose to ride bart instead of driving to work, even though it's dirty and occupied with many homeless people, because it is more affordable. But, if the parking rates go up then there's no point in me taking bart.	Minority	Low income
R_vVDN6pc8bovk6MV	I would be less likely to park with the higher rates but the lack of public transit network to get to bart from my home (1 bus every 30ish minutes that is very slow) pushes me to drive. If there is to be an increase in parking prices we should be providing residents better and more frequent ways to get to the bart station.	Minority	Not low income
R_wXo9U1QXC5sUf7P	as a full time college student I use bart because it is affordable, increasing prices would not help that.	Minority	Unknown
R_3P1PwJ2TckRUMKrn	People don't park at BART as is. Work from home has severely lowered BART ridership. BART is barely a reasonable alternative to me. It will no longer be reasonable if prices increase.	Minority	Not low income
R_2B39QQnWWOukZNV	big impact if increase, because my income become less	Minority	Not low income
R_2c6P44yXtGyk4q	Any price increase affects me, because I have a budget based on lower prices and I do not want them to increase. Today I use reserved parking in San Leandro, because on September 19, 2022, my vehicle was vandalized in the general parking lot, the glass of the driver's window was broken, the dashboard was destroyed, and my vehicle's screen was stolen. Because of the need to use that station, I decided to pay \$9 a day for the private parking. I had no idea I would do that, my weekly parking fee has doubled, something that didn't need to happen, if you had enough security in the parking areas. In what I have used the station, I have never seen security elements making rounds. THAT'S WHY I'M STRONGLY OPPOSED. Thanks! (translated)	Minority	Low income
R_2CIBvIXC6pl09	It would impact financially. With parking, Bart fare, gas, etc it would eat at my pockets. I also think it's not fair when there's multiple people daily running the Bart fare toll. I have to do the right thing and pay while other's get on for free.	Minority	Not low income
R_1JEDVDF1MpYObG1	These changes would impact me very significantly, I feel like I already pay a ton of money towards Bart, for both the parking fee as well as the ride rates. With West Oakland being my home station, I pay \$12.50 for parking which is the most out of all stations. If the price were to increase, that would result in me having to look for parking elsewhere in the area which I am not comfortable doing due to the high crime rates. I also work in retail, therefore no weekends off, and I personally look forward to having a break of paying for parking on the weekends. Please do not have us pay for parking on the weekends, everything is expensive enough.	Minority	Low income
R_2QnD1PoXNs3fPa	I will knot take Bart if it goes more than what it is. Can you try to clean it's so scary lately for so many reasons I personally change my shift from pm to am. I'm worried my safety	Minority	Not low income
R_1Cxqbr90QALQy9W	I am severely low income and am already struggling to pay the fees as is, it is already unmanageable to get to work, especially now that inflation is sky-high. Increasing these would make it even harder for me to be able to get to work in an accessible manner.	Minority	Low income
R_3J4cYF8Y1Kq2GoD	I was planning on driving to Bart and park my car next year. If the parking rate change then I will just continue walking to the BART to go to work.	Minority	Not low income
R_1LASuNXp8T4B95I	Can't afford this	Minority	Not low income
R_UVyi3LSr83P3P3	I wouldn't be able to afford it	Minority	Not low income

R_2x0aR80gFLlrism	At the rate of fares going up, if parking also goes up, then Bart only becomes time efficient (and that's assuming there's no delays). Bart has become so expensive for the quality we get sometimes and just in general. Some of us already pay over \$15 a day just to get to work every day if we come from the end of a line and go into SF.	Minority	Not low income
R_3mU5xYzEIAOIHv	Financial broke me	Minority	Unknown
R_5B8YyXitNy2ct9T	It will increase my daily Budget.	Minority	Not low income
R_20SYgo5DJYaeU2S	This would increase my monthly BART costs significantly and would make me reconsider taking BART on some days. We already do not make enough to comfortable take transit all the time, let alone drive and pay the Bay Bridge toll, so this would hurt a lot of working class people. Biking is an option but we live in Daly City where the hills make it difficult to bike.	Minority	Not low income
R_yVbnreAWQeyedec1	I use BART to go to school and the transportation there is already really expensive (I have to fill my card about \$20 every day) so making the parking tickets more expensive will only make it unaffordable	Minority	Low income
R_3Ep8dDYLTFT3v8	This cost is too high. I just would avoid driving to BART at all. In poor weather when I might opt to drive to BART, I would avoid riding BART totally and take AC Transit instead.	Minority	Low income
R_2FzC2HXj7divXbA	These changes would impact me greatly as I'm financially incapable of paying more. I would have to stop parking at BART. Plus, it's not like BART is safe or clean why would you ask for more money based on these facts? Everyone wants more and these are not the times to ask for more, stop being selfish!	Minority	Low income
R_1DAmwz2PICqw6IA	I can not afford it.	Minority	Low income
R_1rH9i61G2a0T4Dc	Too expensive with economy in recession. Paycheck is not adjusted to inflation	Minority	Not low income
R_1tT38U8mwgLq6KW	The higher parking fee will impact me very negatively. Because I take Bart 5 times a week and if the price goes up I won't be able to take Bart anymore. Driving to work will be cheaper then taking Bart.	Minority	Low income
R_3j1E biHnEniXsS	It will cost too much just park and with gas prices going up how would it impact regular wage commuters	Minority	Low income
R_1dCOwQpWLBwXux	If the price of daily reserved parking is increased, it would add more to my daily commute.	Minority	Not low income
R_eFMlx7e42a0Dkd	I don't think the prices should increase, if you increase the price any more it's almost the same amount of money to just take my car into SF, considering the \$3.55 parking fee at my station then Bart fair each way. It's turns out to equal the same price if I would have just taken my own car all the way into the city and not even fussed with public transit.	Minority	Low income
R_2fJLH51747lav7e	I can barely buy food ,pay rent, public transportation is horrible, bart is inconsistent, unsafe, and dirty. Bart is where I save money to go to work. If I can find a better way to get to work I would NOT RIDE BART!!!	Minority	Low income
R_3KAGu8Sc0RXmFtg	Being low income and already having hours cut due to Covid pandemic and struggling business. Having parking amount raised while already paying so much to catch bart is a burden. It will make me consider not using bart at all	Minority	Not low income
R_1i4puQBjuakJCDg	Opino que las tarifas del bart se han subido ya varias veces y si se sube la tarifa de pago por estacionamiento re consideraria si seguir utilizando el transporte publico	Minority	Low income

R_33CqQmV0pglOPyq	Parking is at a premium already for those who live in Concord and beyond, like Antioch and if you are considering closing stations further out, this will impact parking more. Charging more for parking will make those who live out here have to pay even more, causing further poverty. Concord already suffers with no rent control. You will lose more ridership as residents quit jobs in the bay and Oakland to wk from home.	Minority	Not low income
R_UuYRMK5gcxeKVu9	Strongly oppose any increase in price rate for parking when patrons already pay a high gas price and insurance on top of vehicle maintenance to even use a car. Also there is the expense that the car may be potentially vandalized if left for long periods of time because of theft. This is not a good move.	Minority	Not low income
R_2hEwE37SmiH8OD7	Increasing the prices doesn't make it equitable with the rise of Bart prices over the years. Bart parking doesn't need to be increased.	Minority	Not low income
R_x9236RGLNJYI39I	The people riding BART don't have extra disposable income to support the the constant mismanagement of funds. BART should be self sufficient and got itself in this predicament. I support a government takeover of BART.	Minority	Not low income
R_3lW4y0rI0ZQpssC	It's already a lot per day, and my car has been hit and not always protected in the garage, I don't think raising the prices is warranted	Minority	Not low income
R_pnkYun1IEzZSp9L	The fee increase diminishes money available for everyday necessities like food and housing. As the costs of food continues to exponentially increase, the increased cost to travel to school and work compounds the problem. The increased costs will create a financial burden on those who can least afford it, thereby segregating parking to those who can and cannot afford the fee. The daily increase may seem minimal but an additional \$20 a month can result in a lost meal.	Minority	Not low income
R_309arGch70cbay6	It's memes the already ridiculously expensive BART even more unaffordable. We are already paying through the nose to deal with BART's absolutely pathetic and absurd "service." I am personally changing my job very soon so that I never ever have to ride BART ever again, thank God. The main reason I am changing is because how terrible BART is. So your asinine price raising won't affect me. But you will continue to chase off customers by raising your already exorbitant prices, and will only hasten BART circling the drain of irrelevance and bankruptcy. You dunderheads decided that your primary mission was not public transit, but to serve as a sanctuary for criminals, thugs, druggies and bums. You don't run a train, you run a crackhouse. It's pathetic. You're pathetic. You've already lost. There's nothing you can do to redeem yourselves. You honestly should all be ashamed of yourselves. You should look at your life's "work" and despair. Nobody wants what you offer. Raising the parking prices only hastens BART being flushed down the toilet of obscurity. Good day, Sir.	Minority	Not low income
R_3J8kZcp5PnDKIO	the lack of affordability one single rides or riding around is getting so high, there are no longer term purchases for a clipper card and you're already around \$10-15 for one parking spot and to get into the city and back after a shift, you'll be hard pressed to find anyone willing to make that \$15-25 and would rather just find places that don't need bart or a parking spot to be at.	Minority	Low Income
R_UoKa698SCEuXZQI	Unnecessary rising cost doesn't help anyone	Minority	Not low income
R_XFC8cWdYtISwTnF	All ready parking fee is high, Commute is becoming very expensive. It should be to help people , not penalize.	Minority	Not low income

R_C48G11dGxjbUxz	<p>not use BART bc when you start adding up the costs, it is not worth it. A gallon of gas is cheaper than a BART RT ticket + parking fees. I get 32 miles to the gallon and I take BART 10 miles one way, so it's cheaper for me to use my car, and more convenient. If you keep increasing prices, it will become cheaper to drive our cars.</p> <p>BART is so expensive that if I'm going to the Oakland Area with 3 others, it is cheaper for us to pay the outrageous parking at the stadium by splitting it 4 ways than for all of us to take BART and buying 4 RT tickets. Plus, you have to deal with all the unsavory people that hang around BART and it never feels safe.</p> <p>I understand you need to raise money, but increasing prices for parking will not help with ridership. If you want to increase funds, ever thought of changing the entry system to avoid fare evaders??? Every day, I see DOZENS of people evading fares. So many people do not pay and BART shows you do not care, as nothing has been done to change that. Every single day, my BART commute is filled with homeless, mentally ill derelicts and substance abuse users who make the paying riders feel very uncomfortable or threatened. If BART could fix the entry fare gates to avoid these non-payers from riding the trains, we would all feel a lot more safe, and I bet you'd see ridership gains.</p> <p>Caltrain has more of a payment "honor system" and anyone can hop on a train, yet there are never any derelicts, mentally unstable or people OD'ing on their railways. They even have bathrooms on some train cars, and yet no homeless are hopping on Caltrain to use the toilet, yet on TWD occasions.</p>	Minority	Not low income
R_1dMh8cmPIZ7S79u	increase in parking price when we are already paying a lot for the Bart itself isn't helping people want to park and ride. It's already harder that the trains doesn't have that many access to other areas and the bus doesn't start running in most areas till later.	Minority	Not low income
R_1k05r8HEi8RdR8b	The parking lots that I visually see from the train are not full. Why propose something that would discourage people from parking at BART and taking BART as their form of transportation?	Minority	Not low income
R_2PjKa385WZ5nmf7	It is not the time for this increase.	Minority	Not low income
R_1jFRcQaArDk1J15	That increase is way too steep	Minority	Not low income
R_5RL56H9gWvSlHj	These changes are grossly unfair to people who use the suburban stations and have to drive to the stations. I would have to consider the option of not using Bart and just driving to work.	Minority	Not low income
R_eXK5eliORbhVQPL	The more you raise prices for mediocre service means more people will just drive instead. BART is entering a downward spiral of raising prices to offset lower ridership, leading to even more nickel and diming your customers who will continue to flee.	Minority	Not low income
R_xf1D0Yin4Un6QsN	They wouldn't impact me, but I know they would be significant for people who commute into the city on BART, especially as many of these people are already stretching their budgets with parking and BART to commute to work.	Minority	Not low income
R_2aG45gBA81XPQo	Increasing the parking cost would make BART a less appealing option for getting around. The public transit options for getting to train stations aren't good enough to present a reasonable alternative for getting to the station.	Minority	Not low income
R_3lyvAhLD9A2KWU	Impacts poor community	Minority	Not low income
R_3kvqBwBHJScC	too expensive	Minority	Not low income
R_3r1f9T37d8j10dw	BART fare is already high. Adding more expensive parking, you may as well drive.	Minority	Not low income
R_3r1f9T37d8j10dw	It won't affect me but god increasing anything in price now, when the COVID housing protection policies are going down and people may get kicked out of their homes, they need as much money as they can.	Minority	Not low income

R_3kwcgF3E1zPRxso	<p>Why is west oakland singled out and cost the highest? One of the poorest POC neighborhoods and you want to charge them the most? That's insane. It's been that way for years and it needs to change.</p> <p>Community members who live within a certain radius should have first dibs at a permit at West Oakland at a comparable rate to other stations. Then whatever is left should go to those coming in from outside the neighborhood at higher prices.</p> <p>Also, I would support a reservation station at this station on the weekends (but not a charge, or a small charge) to ensure spots are available later in the day on a weekend. Lots of weekend travelers to SF use this station.</p>	Minority	Not low income
R_1F1WPTQ63dI2Q0z	<p>by increasing the parking fee from \$3 to \$8 (close to 200%) BART has effectively made it cheaper to pay the bridge toll that most riders use BART to avoid.</p> <p>The parking lot at my home station (Fruitvale) is hardly ever full before 10am and I appreciate being able to find a spot. If BART increases the parking rate the parking garage will be even less full - I don't know what the profit margin is for such a move, but I don't see where there be any significant profit increase by raising the parking fees.</p>	Minority	Not low income
R_33CpBMRlZwUDPr	The rates for riding Bart are increased each year already. Increasing the rates for parking at Bart will only deter people from riding Bart instead they will drive to work or use other alternatives. Bart ridership is already low this would only add to this.	Minority	Not low income
R_DnGuQUUM53xSExUJ	This will deter more people from using Bart. Raising prices won't help increase ridership. You need on time train, clean trains and safety all system wide including parking.	Minority	Not low income
R_3M13gAnWPqfBOcE	Charging more for parking will further suppress demand and make it even less affordable for people to ride BART. Roundtrip from East Bay to SF are already above \$10 per day. Increasing parking cost when demand has yet to recover to pre-COVID levels is counterproductive.	Minority	Not low income
R_1R3DncGNHIM7rnr	Makes parking astronomical	Minority	Not low income
R_3FEQejkV1a5mDzR	It's already expensive to park and ride. Now you want to charge more for parking. \$3.00 every day is enough.	Minority	Not low income
R_10JlbRFZDZjb9uX	More expensive to ride. Monthly reserved parking not available long wait list	Minority	Not low income
R_UeKWuKQfRZwIQB	It takes time to pay and in addition to the already high rate of riding BART	Minority	Not low income
R_1Q0u3yDniz1p2g8	BART is already wildly more expensive than other transit services with its distance-based fares. The fact that parking is free on weekends and late afternoons is what offsets this. Changing the policy would make BART yet another Bay Area example of greed, overpricing, and general inaccessibility to the masses.	Minority	Not low income
R_3ngtmvkj5lU7TP3	Me afectaria por situacion economica porque uso bart y muni y es demasiados gastos para mi agradeceria mucho si se quedara como esta gracias	Minority	Low income
R_1r8LQmWkc7l9t6Q	It would be cheaper to drive instead of take BART.	Minority	Not low income
R_RQWXjq6eyWllWZ3	I understand that Bart wants to plan for the future but financially not everyone can afford these changes if they are approved. Please consider not increasing the amounts.	Minority	Low income

R_3fJvtpKzqBqEGLu	We are one of the richest cities in the world. You should be encouraging public transport. This will discourage it. Every single member of this transportation authority board needs to be investigated for fraud and corruption. You are all an embarrassment and horrible at your jobs. You are a disgrace and I hope your names go down in history and the people that destroyed public transportation in one of the richest cities in the world.	Minority	Not low income
R_3eLaxEteAj71sd0	BART is already extremely expensive for a largely working class ridership demographic - making parking more expensive would increase already high monetary barriers to entry.	Minority	Not low income
R_3Duomr1m05gMDi0	The price increase is almost 100-200 percent which would mean it's better for people to avoid parking and take light rail or bus to reach the station as it would be same price (especially if they are tight on budget).	Minority	Not low income
R_3ewdDBcQ771715k	the fare is expensive already, and do you really have to add parking fare on top of that.	Minority	Not low income
R_3i6it7iGToNGykW	Please do not raise parking rates. It would exclude so many that are barely making ends meet as it is. It would also scare people off from parking their cars at a station.	Minority	Low income
R_3IRZ8T8YpNK8NuH	BART itself is already an incredibly expensive system to use, and increasing parking prices further burdens the riders and would make it so that it's truly no longer an affordable option. This is a terrible idea that would backfire, reduce ridership and increase street and freeway traffic.	Minority	Not low income
R_RxHLQPzMRcbdFKN	I would very expensive for those people who use the BART system. I mean parking plus BART fair will heart a lot of people.	Minority	Not low income
R_319sqXJL818cYoR	This change would be too expensive for the average person.	Minority	Not low income
R_26i5xIS0XF3moyR	Currently, it's a bad time to increase parking rate because of inflation. With an increase in rate, it will discourage current and future customers to use bart since most of us are teleworking.	Minority	Not low income
R_AGuLrHsLyBtDKrm	The price is way too high for working people who need to use BART. Often there is no parking on top of that. BART is already unsafe, filthy, filled with beggars, homeless and EXPENSIVE. Why not cut the BART salary instead?	Minority	Not low income
R_pN64v8ErkQc8289	Bart prices are already getting higher and higher and then to raise parking parking is not right, some people only have the options to drive and park at bart in order to catch the train.	Minority	Not low income
R_20Z2cQav3yEsXQE	inflation is on the rise. Not a good time to raise rates.	Minority	Not low income
R_3tv5F3WsEMPqDul	I know everything is increasing, we the working class of Bart riders are already trying to keep up with the prices increasing to live our ever day lives. We need Bart to take a stand and say let's hold off on increasing amounts for now and help those that have dedicated their purpose to riding Bart in helping them to continue to want to ride Bart. Not have riders turn from riding Bart by saying it's too expensive to ride Bart or I would rather work from home or carpool, I'm asking Bart to help us to continue to save on emissions by not increasing fees at this vulnerable time.	Minority	Not low income
R_3rqSeej5A1LHsMH	The increase would cause additional hardship on those of us that use bart as a way to be able to pay more of our bills by saving money.	Minority	Not low income
R_0JoNiZJly5v9yhz	Stop taking bart and drive, which is cheaper.	Minority	Not low income
R_3qBBvdAozI7fia0	bart is already expensive - I think increasing the costs periodically/business won't make people use the parking lot.	Minority	Low income

R_30SD9QTOoavrdDF	I like how cheap BART prices are especially compared to Caltrain's exorbitant pricing. The California bay area is already such a high cost living area and making public transportation more expensive will only deter potential passengers from utilizing the BART more. The current parking rates also remind me of NJ(my home state) public transportation parking rates which I think is more than fair. I'd love to see bay area citizens engage more with their local public transportation lines and I think keeping cost lows will help keep both high income and low income passengers.	Minority	Not low income
R_3ReKJZJINPp5KGQ	I see a lot of people not paying for bart everyday jumping the fare gates. Bart does nothing about that so you want to raise parking to make up for this. Why am i even paying for both every day	Minority	Not low income
R_1opUTiEAo5Z0c2	I understand the BART is looking for additional revenue. I remember that this was already discussed prior to the pandemic. But instead of looking to increase parking fees, Bart needs to look at gate jumpers. Gate jumpers do not pay fares. I see them every day when I pay my fare and exit BART. I'm only at the gate for about 20/30 seconds. During this 20 to 30 seconds, 3 to 4 gate jumpers would pass me by. Enforcement of BART fares needs to be in place. Paying more for parking is not going to solve BART'S lack of revenue.	Minority	Unknown
R_33eD0eIYS12tanI	Why bother, since you're going to do it anyway.	Minority	Not low income
R_0VQakihMjHO9ETT	Parking should be free to those riding BART... BART should also allow for overnight for those taking BART to the airports for short-term business trips. IMPORTANT!!! need more police in the trains, on stations, and in parking lots. I must don't feel safe on BART, especially after dark.	Minority	Not low income
R_2rwrCLsu51jdgbv	It is already hard paying for the BART increases when the cleaning less, safety, and equipment upkeep is not happening currently. Why give more money when it is not running properly currently.	Minority	Low income
R_3noBPS1k2tyVb5	Parking at Bart should be free. More efforts need to be undertaken to address fare evasion. I take Bart 5 days a week and spend \$45.50 w/o including the parking fee WIC hi feel is not acceptable. Again Bart parking should be free. What are the parking fees contributing to? Salaries, station maintenance? All of the stations should look more presentable like those at embarcadero, Montgomery and Powell street stations. If you are going to charge for parking, folks making 200k per year or more should be charged, anyone making less should have access to free daily parking.	Minority	Not low income
R_3paJQ792DWkhKhZ	Do not increase daily parking fees.	Minority	Not low income
R_33706V9aHm0r7tr	First let me say, I'm from the Bay Area and have always used the Bart(40yrs). I'm very disappointed in the Bart Service today. First we pay for parking, but there are no cameras to protect our cars (as I was lied to by Bart Police when my tail light was broken). If you charge for weekend parking, another reason to find another way to get to the city. Then there is the condition and theft at the Bart station. I've had Bart employees complain about their car being broken into. Bart has definitely fallen, so I only use it when I HAVE to. Clean it and fix it....only when I have no other way. Hoping to see change	Minority	Not low income
R_2rUSRs5JGKzXrz	Give us a break please...cost of living is already so high, having free parking after 3pm and during wkenids is a wonderful perk for riding Bart.	Minority	Unknown
R_10U20nGIIhaeqHsv	It's ridiculous even considering to increase the parking rates. Parking should be free to encourage us to use Bart rather than forcing to drive to our work places.	Minority	Low income

R_2XoYPjTD4OrhZdc	They annoy me; not because I can't pay them but because it's illogical to increase the price when demand and supply are lower than pre-pandemic levels. If BART needs revenue, it should look to develop more transit hubs and housing on or near stations rather than increase parking.	Minority	Not low income
R_2BSzL5NMI4uvIVp	Car has been broken into twice in 45 days, why pay more to get car damaged in the San Leandro parking area.	Minority	Not low income
R_zYlxrljutzdnZT	It's too expensive already and I park there praying that my car doesn't get broken into or stolen, why should I pay more when you already take money from my property taxes for poor service.	Minority	Not low income
R_2U5u7zGrV3UBmRj	Increasing parking plus fare is a lot for a day's transportation.	Minority	Not low income
R_2aP0e1PFpIWN4HA	I look forward to the safety I feel when I can park in the well lit lot for free on the weekends when I come home later. I think it is wrong to take away free weekend parking. Especially for the businesses that are close to the Bart and depend on the safe and free parking on weekends.	Minority	Not low income
R_3jd1QQD43tjYq9x	I need to be able to predict my commuter costs for my commuter benefits. I select the pre-tax commuter amounts each month or up to a year in advance. Both of which requires that I know WITHOUT A DOUBT how much parking will cost because the IRS does not return overpayments. While you are considering this, you should also consider refunding impacted riders \$1 every time a train is delayed or cancelled. The money pendulum should swing both ways.	Minority	Not low income
R_3dM1A7doAjrpIuh	There is no safety or assurance that my car or physical self is protected by bart. Your insurance does not cover any kind of security. Bart completely sucks. I feel like I have to give you my hard earns money. No enjoyment what's so ever.	Minority	Not low income
R_3JfjBrQaQPjZqA	Bart is already expensive for what it is worth. Why should we pay more for parking when the money we pay for the bart train doesn't seem to be used correctly for safety measures, timeliness and cleanliness of trains and stations. There are so many people that hop the fare gate and that is where revenue is lost. Bart should focus on mitigating the loss of revenue due to fare evaders instead of trying to add more fees to those that already pay for both parking and their proper ride fares.	Minority	Not low income
R_3l0lujvTdBqggj	People honestly don't even pay the \$5 parking fee. I pay every time and do not support the price increase. I don't see much being done with the money already being paid. There trash in the parking lots and on the trains. I don't think the parking increases it merited.	Minority	Not low income
R_1QH1a3DAIVxR1lu	Whenever there is an increase in fares nothing is every improved.	Minority	Not low income
R_2X4jZKIMQLbCbUj	I just find it disheartening to think about paying more for parking. And watching people return from there daily commute to find their vehicle broken into. I feel that the current prices are fine for the protection and attention that BART gives to vehicles parked there. Will there be any increase to security or is this just a way to increase revenue.	Minority	Not low income

R_2TU0mZgrzHf6wZA0	<p>to your destination for a flat fare (Sound Transit and MARTA Transit to the airport, NYC, etc.). In addition, the fact that additional passengers each have to pay their own fare already makes many friends, family and colleagues I know not want to ride BART when driving one car with 2-5 people is significantly cheaper (see Deutsch Bahn transit system for an example of a ticketed train service where 1 person can pay for up to 5 riders on a ticket).</p> <p>I thought this policy survey was going to be about allowing overnight parking so more people can use BART to get to/from the airport, renters going out of town can park off the street, people overnighing at hotels after a concert or show or ballgame can still use BART, and/or in new hybrid environments where working remotely from a significant other's place may mean parking at BART for a few days at a time between riding the train back. I wasn't expecting it to be about raising parking fees, which will make trying to bring in new riders or even wooing back old riders even more of an uphill battle for those of us who have been attempting to get people back to BART with little success. Coming from places like Pacifica, San Jose, Santa Cruz, Burlingame, Livermore, Marin, etc., it is a necessity to park-and-ride in order to be able to use the BART system for part of your trip, as an alternative to just driving all the way.</p> <p>So many people I know can no longer be convinced to ride BART again given safety concerns traveling alone with only a handful of riders in each train car, dirty seats or stairwells/elevators, seeming limitations of needing cash to pay for parking (due to no signage about the app), inability to pay for parking with a Clipper card, needing to pay extra for a Clipper card in order for out-of-towners or any new rider to ride with them, fare + parking costing more.</p>	Minority	Not low income
R_2sd8ROA1LrW07wt	The parking lots aren't even safe. We are concerned about our vehicles being broken into. Not worth \$3 if that.	Minority	Not low income
R_cFQp7u3kv6iSHX	Cost of Bart is expensive as it is. Homeless and free riders have more privileges than those who pay.	Minority	Not low income
R_2TNWjU1WCbHjws6	This is crazy and insane? Which idiot came up with this? You guys are increasing the price almost by 2-3 times the original amount? Inflation is 30% not 200-300%. Whoever came up with this needs to find a new job because he is out of his mind.	Minority	Not low income
R_2gThExjwKW74hX0	How would monthly parking rates be periodically increased?	Minority	Not low income
R_2rubisRM3iq6qim	Parking should be free.	Minority	Not low income
R_2fZCjyZiM0dEM0g	<p>On more than one occasion, I have not found A SINGLE AVAILABLE SPACE at the El Cerrito Del Norte parking lot! I then had to drive to the El Cerrito Plaza where I parked for free at the shopping center and walked to the Plaza station.</p> <p>IT IS IMMORAL to charge working people MORE MONEY to get to work. Also, if you charge at all, it should be CONSISTENT. Confusion in attaining transit is stressful. Also, HANDICAPPED PARKING SHOULD BE FREE!</p>	Minority	Not low income
R_2EFhgUfNjnXtsfX	I'd appreciate if you're going to increase rates at least clean the lot of trash and biohazards. It's very common to see the same trash for 2-3 weeks... Weeks not days. Not to mention biohazards like needles and feces that can be there for over a week or two.	Minority	Not low income
R_2GkwjU0MYEh3VQd	There's a decrease in ridership and parking, why should you raise the parking. This is absurd.	Minority	Not low income
R_2dGs2BEmfysG9fX	Charge \$13 when the lots are fuller. If you start charging evenings I'll drive to events and things. These lots have been empty for a few years and prices never went down but now people are starting to ride again and you want to raise it! Only BART! Who is running this place?	Minority	Not low income

R_3s1rabxH5Hx7jgp	Are you kidding? \$3 to \$8 for no real benefit that you can guarantee is crazy and greedy. Currently, you do nothing to stop transients, hard drug addicts, and any person jumping the pay gates from SFO to Downtown SF in both directions! Makes paying customers really upset to observe this going on practically every minute! Why don't you get the funding from making "them" pay to ride, instead of increasing parking rates from customers you know are actually paying to ride?	Minority	Not low income
R_ZelnHqtuPk95zu9	West Oakland is already a complete rip off and far more expensive than any other station. Stop the greed	Minority	Not low income
R_30eL6p2j8uPd95k	An increase in pay is not worth it if my money is not going towards security at parking lots. One day I was about to get out my car a guy was walking by and trying to open car doors. Thank god my door was still locked while I was inside and he was not able to get in. I would rather get dropped off at Bart.	Minority	Not low income
R_ZVtQgIVHeT8l8jc	The parking lot is filthy and doesn't feel safe. If you want to do a better job, Bart needs to provide better services without increasing prices.	Minority	Not low income
R_3pMwSTU03FmjgbF	Countries inflation is around 5-6% but here parking rates are increasing more than 100%. Any justification you can give? This is ridiculous.	Minority	Not low income
R_8YtkpJOcVCHcd	Main reason to use BART is to save money. Now its cost effective to drive. Cost of living in the bay area	Minority	Not low income
R_3o6k9ZwA2QxYGI	An added cost with no mention of added security measures to combat theft and other basic security measures (such as lighting in parking lots, elevators in good working condition, security in lots) provided for your ridership.	Minority	Not low income
R_eCMWvD0YyqXCvbp	I do not strongly support proposed parking changes because BART does not do anything with the homeless population free ride during commuting and gate cheaters or gate jumper.	Minority	Unknown
R_3J2fWdY2y0RHPN1	Increased too much, should be same as current.	Minority	Not low income
R_2CDhbeOEwLnxKm	Please do not raise parking fees. Everything else is going up in pricing, don't need another one to go up.	Minority	Not low income
R_3EAA6j8WBS7eJd	More money to spend for Bart which should consider repairing n replacing all the old cars n keep more bart police presence to prevent crime.	Minority	Not low income
R_2VQleyVq7jIqa71	Paid parking is the reason I get dropped off and don't park at Bart	Minority	Unknown
R_3kuOEyxpwm68Z2p	Hello, I park in Pittsburg bay point now because my catalytic converter was cut and stolen at Pittsburg center. I see a lot of glass now at Pittsburg baypoint now and always extra careful who I park next to, I can't trust BART police, they didn't take my case seriously before with stolen converter and the whole parking lot is surrounded with car repair sharks taking the converters like mine. please help Lionel	Minority	Not low income
R_3ePrdjbtcTREWGu	Parking to take public transportation should be free to begin with. I often times would look around the neighborhood to park for free and when I couldn't find street parking that's when I would park in the BART garage. Raising parking fees is just another way to lose customers. Also, the charge mentions it will also happen "periodically" How do you determine that? And if a lot is already full, why would rates increase when there are no available spots anymore. The language sounds kind of open to interpretation, which doesn't benefit the commuter.	Minority	Not low income

R_9mJnpMZj4zSBeg	Let's focus on the trains being on time, Track maintenance, Cleanliness on the trains and overall Bart safety before you raise parking fees. Bart ridership is still low. Bart does not have a great public favor. Increasing parking when tickets prices were increased not to long ago is a bad move. This would be more negative pr.	Minority	Not low income
R_VKDusyDDqoYVFI	I would be ok with a parking rate hike if it went to clearing up the garages. The Culma station garage is filthy, and the stairwells reek of urine. No bathrooms available.	Minority	Not low income
R_3Nz79FUkrLyCQ7Z	Stop penalizing low-income riders of color who have to drive to stations to park.	Minority	Low income
R_32DawCmXnoxy53a	the monthly salary has not increased and all services including the use of transportation have increased. The service is deficient, the trains are too insecure and dirty.	Minority	Low income
R_QH5Mb6coVesk2U9	That is WAY to expensive for parking. The \$3 parking charge is absurd as it is. I mean c'mon you don't charge the homeless that ride the trains do you?	Minority	Not low income
R_3Mb6TAz244e1oM0	The price of everything around us is changing especially the cost of living. But there are no pay raises to help support the price of everything around us going up.	Minority	Low income
R_doDHNNWjDkXdXHz		Minority	Low income
R_2m1gmh21xDRGBvH		Minority	Low income
R_3JPjg0KoUZtouro		Minority	Not low income
R_XoAzZweKVf5IG9		Minority	Not low income
R_3fW6bjVVHJmIOF		Minority	Not low income
R_2xQtDM21Weuu		Minority	Not low income
R_3fEUer5OsOC0c3c		Minority	Low income
R_vj12xMrDbS6oN	increases will affect	Minority	Unknown
R_3rdWFG0WQnAbqZCV	Masyado nang mahal tumira sa buong San Francisco Bay Area, tapos tataasan niyo pa ang halaga ng parking? Madalas rin ang nakawan ng mga kagamitan at basagan ng mga sasakyan sa mga Bart Stations. Hindi na niga kami ligtas sa pagparada sa bart station, tapos may gana pa kayong mag taas ng singit? Hiyang-hiya naman ako sa inyo rohl Mas mabuti pang kumuha o humingi pa kayo ng karagdagan pondo mula sa U.S. Department of Transportation (mula kay Secretary Pete Buttigieg) kesa sa isingit niyo pa sa mga nagigipit na naninirahan sa San Francisco Bay Area. Sa madaling salita, lubos kong tinututulan ang pagtaas ng presyo ng parking sa bart. Huwag kami at huwag akoh!	Minority	Not low income
R_3PIBH1C3rPGJ8iD		Minority	Not low income
R_9Hvy9QVZu3Gqlyr		Minority	Not low income
R_3rZXSmiVcfw6X9JZ		Minority	Not low income
R_3P7QpR17b2c39mQ		Minority	Unknown
R_zeQNO318zyVgUW5		Minority	Not low income
R_2qkFEKLNH80qUO		Minority	Low income
R_#bQnGjclABmbxT		Minority	Not low income
R_9LE8X78hGyJfmeI		Minority	Not low income
R_25YmXyH9kJOIQpG		Minority	Low income
R_3FmIDkjZKEAU0JZ		Minority	Low income
R_3ON4En7d2EjMBj		Minority	Not low income
R_2a5d1J1kX0jiznP		Minority	Not low income
R_3QFFmX1XCSBvR8u		Minority	Unknown
R_3rOEibLKL6nnQvt	You guys are thieves and BART trains are not safe, dirty and a homeless shelter on rails	Minority	Unknown
R_3MRUOzd9gRaLkx	You should be happy people are using BART No additional or increase in fees!!!!	Minority	Not low income
R_3odvIFDZlkmW7a	With everything going up including gas, people are already stretched financially. Having to pay more for parking at any station when BART is the only option to get to work makes it difficult.	Minority	Not low income

R_Di8kmiDN3Hng3NTz	With your constantly increasing fare prices, combined with your proposed parking rate increases, I will look for alternatives to using BART including returning to driving where I feel much safer, and don't have to endure the delays and terrible atmosphere of the trains.	Minority	Not low income
R_2Vt5ts4Kn2dncFe	You can't even keep the trains on time and now you want to raise parking rates?! Even at current gas prices, your proposed rates would make it cheaper to drive. In fact, I work early enough to ditch BART altogether if you go through with the price increase. (Looks like you canceled my usual train this morning while filling out this survey).	Minority	Not low income
R_3ngHJcbeyvgx5e	Would consider Caltrain if prices will become more similar (BART parking + BART ride fee vs Caltrain fare only)	Minority	Not low income
R_5A1bg6n7aPNrskI	Would not be able to afford parking.	Minority	Not low income
R_6M11vkd34NwXlIP	Yes. Based on the proposed changes to the parking rates, this would include a RT ridership fee to potential an additional \$5.00 daily or \$25.00 a week (5Days a week) and an additional \$100.00 a month. I think that you would see a decline in ridership for other alternate major transportation systems (ferry, bus, carpool, etc.) I would have to think about the cost and benefit factor if an increase in the parking lot went into effect. I might car pool to the office instead of taking and paying for BART.	Minority	Not low income
R_11fJWzUck2KMFRK	With this increase, I will consider driving to work instead.	Minority	Not low income
R_xoxfMq2X0teFaxp	You'd be making my commute cost up to \$25 a week more, so I would not be happy.	Minority	Not low income
R_Zxc5qd4b3qy0op	Would make me use the Bart less frequently. Daily parking increases because I use it for commute would add to financial stress. I have no confidence that BART will use the money appropriately with this little text on how the money will be used. The wording on this survey seems to be intentionally minimizing as to skew the results.	Minority	Not low income
R_Xkd3lippyUy7fTb	Would not park at Bart facilities	Minority	Not low income
R_3eY9cElsyDSVfRT	With recent fare increase and potential parking rate increase I don't think I would ride Bart for transportation. My trains are always delayed or have issues causing my commute to be longer than it would have been if I just drove.	Minority	Low income
R_1N8qj62axVqOqyD	Would not be able to budget for parking	Minority	Not low income
R_3fg98VvpVGpA8rF	would devastate my budget	Minority	Not low income
R_RRgcRzShE2y7kZ	Wouldn't be able to afford to park my car and take BART	Minority	Not low income
R_3lwlLM1IGw4MXhY	Your service has gone downhill, your network is constantly breaking down, you don't run trains late at night when people need you, and now you want to nickle and dime us even more? Hell no! I'll stop riding bart all together and start driving to work instead.	Minority	Low income
R_221bP4DDFHgHgr	I am lucky that I don't have to take BART every day to go to work, as the fare is expensive as it is already. Currently I get dropped off so I don't have to pay parking this year, but starting 2023, I will have to pay for parking. I don't think I could afford to take BART anymore if the parking costs increase.	Unknown	Unknown
R_p4v53fMASPueyEV	I would be forced to pay more for parking. If this is an attempt to force people to public/mass transit, I've already looked into that and it would add another hr a day to my commute on top of my current 3 hr commute (1.5 each way) and that doesn't include any buffer for anything being delayed (which happens often). On top of this I suspect you'll be increasing fares again so that's more \$ I have to pay for fare and parking.	Unknown	Unknown

R_2dSHrZ/TlksXuF0	To increase BART parking fees between \$3.00 to \$8.00 is high. This will affect people like me that don't get increases or cost of living at work. If the parking goes up, I will have to find another way to get to work. Join a carpool to work or advertise to see how would like to start carpooling to work. Then we can all chip in for gas and drive into work.	Unknown	Low income
R_1fZ0kksFCRgdZPX	Due to my schedule and other circumstances, I need to drive to/from the BART station. By increasing the parking rates and monthly parking, you will have commuters looking at different options including driving to work (SOVs) because the costs will be about the same as parking and the BART fare. The point of mass transit is to get people out of their cars and using public transportation. At this point, you want to encourage riders to come back to BART. Also the above parking fares are incorrect. It's already over \$3/day for daily parking at Lake Merritt.	Unknown	Not low income
R_2w58JpE4pPFPjGe	Don't increase the price, we're already broke out here	Unknown	Unknown
R_UlredNGTeZcWOTri	I can't even afford 5 days a week at \$3	Unknown	Not low income
R_#ET7wbvVH7gRGxz	I would have to consider another way to travel outside of BART. Full Stop.	Unknown	Unknown
R_2dYHp5ZAwSFwuyz	These changes will make me reluctant to park at BART. I would look for alternatives, such as parking in neighborhoods around BART, even if it means walking farther. Increased street parking in neighborhoods around BART would cause a nuisance to neighbors. Overall, taking BART would be a less desirable option. Taking BART currently saves me money. Currently, taking BART means paying for BART fare and parking at BART whereas if I drove to work, I would pay for gas, toll, and parking at work. If the two options were to cost the same or similar, I may prefer to drive to save time.	Unknown	Not low income
R_3gZyJvQwU1g9BnX	I have no desire to pay for additional parking for services which I view are already mediocre, parking in a dirty garage with minimal security.	Unknown	Not low income
R_30w06uv6NnR0nza	I currently pay for a monthly pass at \$105. To more than double that to \$220 is not only excessive but changes the economics of my situation. Driving and parking at my job 4 days per week is comparatively much more attractive than the proposed parking fees plus fares (which will no doubt be increasing as well). I understand that ridership is down, but trying to increase BART revenue by overburdening the remaining riders is just going to reduce ridership even further. Maybe you can start with increasing revenue by controlling fare evasion.	Unknown	Unknown
R_1gqjg0SKSN0kzPF	This would push me to drive into SF every day because parking+Bart fare would be more expensive than parking at my job. It would be \$12 more per day, hundreds per month. Also I already live far from my job in Chinatown because I can't afford to live in SF. This would make it even more expensive. I live far out so I can afford housing and this would make it even worse. On weekends I park free and ride into SF and I would start driving then. Please don't.	Unknown	Not low income
R_2Cyln1awDmI2fg	The cost of living is already thru the roof. This would be a severe hardship for most people I know - including myself.	Unknown	Unknown
R_2SefEwcCzOSHVPW	Stop raising rates. I will no longer ride or park if you do. I have not felt safe on BART or in its parking lots for several years now. What is my fee paying for? Riders and homeless who don't pay, trash the system, and make my ride unsafe? ALL OF THE ABOVE IT SEEMS. NO THANK YOU!	Unknown	Not low income

R_3JJi6AVmDKRj7vM	It is ridiculous that you are planning to increase prices when the lots are not close to full and placing the burden off the cost of the parking lots on people who have to commute vs. finding another source of funding as it was stated the parking lots likely will not be full for several years. If the monthly parking price is further increased from \$105 to \$220 I plan to cancel my monthly parking pass and will ride BART even less than I am today.	Unknown	Unknown
R_2DUuLnMjN78aDV5	I would take Bart less with the proposed rate hiked	Unknown	Unknown
R_2P4MjRCd75xOnUD	once back in office full time, parking expense is not reimbursed by my company.	Unknown	Not low income
R_2qsXR6qM4BTJHJK	it has affected my economy and brought a great financial burden to me. I hope the government will pay attention to our middle and lower classes. (translated)	Unknown	Low income
R_Y4YfYJaZurjYbeN	This would make using Bart not cost effective to me.	Unknown	Not low income
R_C3prRxFv00nL3GP7	The cost of Bart rates going up will hurts my income. No to Bart rates increase.	Unknown	Low income
R_0QT0zASy57WFBH	Increasing the prices of parking or transit is not warranted when transit is consistently delayed/unreliable and outdated. I'd rather drive than pay more.	Unknown	Not low income
R_1DGsZbxxp9D03lf	I work swing shift and on weekends. Bart is convenient, if you charge for w/e parking, I will drive and not Bart To work bouz of added cost (currently free parking - \$16 potentially).	Unknown	Unknown
R_3lyurK24bSFzwit	Rather than raise rates, change the hours. Parking should be charged 24/7 with the exception of holidays. Commuters are being penalized while recreational riders benefit. The proposed rates are too high for most commuters to continue to park at the station.	Unknown	Unknown
R_1hrpbd8FHIC1CRa	BART is already expensive enough! it should be cheaper not getting more expensive! if you want people to ride more often...	Unknown	Not low income
R_3p5d8WYQWkjlja	too expensive for riders especially when there are so many who jump the gates and don't pay their fare. the loyal riders are always the ones who end up paying more.	Unknown	Unknown
R_bfPnozSEVAZz0Dn	Bart is increasingly more expensive than driving and parking at work making it not worth the hassle of Bart.	Unknown	Unknown
R_1220hNjKQwCq98	More cost	Unknown	Unknown
R_2aqlRwTa4EAHll	Everything is going up and being able to get to work to make sure families needs are met should be one of those things. Thank you for asking the customers.	Unknown	Unknown
R_2sQNTbJWfX8M4Ln	The whole idea of BART was to get people out of their cars. Raising the cost of getting out of their cars and onto BART trains is counter productive.	Unknown	Not low income
R_3JRDu08qJlPrUEX	We are charged \$3.00 a day. This is with uncollected garbage, broken lights, no BART police presence. \$3.00 is enough! This isn't including the constant cancelled trains and ebart at the Antioch station.	Unknown	Unknown
R_3DHogNqgLU3wD5J	It's disgusting that you would even try to do this given the current stance of the economy.	Unknown	Not low income
R_10YpQ80A6Eh7yIZ	The demographic of the Pittsburg-Bay Point are not wealthy. If we're going to SF, we're already paying one of the highest one-direction fare in the system. Thinking about increasing the fares for parking will not only alienate the riders from my area but this will make us consider that taking our cars to SF even more which, in turn, will make BART ridership low. If all of you are thinking of ways to increase ridership in the train, maybe increasing the fares for the people who actually need to take the train is the wrong direction.	Unknown	Low Income

R_1CEzmiM2LuY58WR	I work in SF because I make a few dollars more and able to afford to survive for that reason. Increasing the cost of parking just adds additional burden to folk who already can't afford to live.	Unknown	Unknown
R_1KuhAxXh1Vu1ewh	If you want people to use public transit, you have to make it affordable. BART used to be more affordable, but year after year, prices for both rides and parking have increased. In addition to constant delays and unsafe conditions on the trains, it's not the wonderful system it used to be. I understand that the pandemic and working from home opportunities for workers has cost the agency a lot of money, and yet, in those years where ridership was very high, we never saw discounts, in fact parking rates increased. I do think it would be fair to start charging some for weekend parking, but other than that, to ask folks to pay up to \$8 a day, especially for daily riders, well that's ridiculous.	Unknown	Unknown
R_3KJdnQg3Njzuck	Please forgive me for saying so, but the Current Policy change prices is inaccurate. There are some stations that reflect the "new" Proposed Changes Prices. Thank you.	Unknown	Unknown
R_3MDTYE9kUy1qrOM	We pay a ton of taxes for BART to operate. Learn to operate it correctly. The fares are already ridiculously high for a poor, unsafe, often dirty ride- parking is just part of taking BART.	Unknown	Not low income
R_2zkg18bWhUDXex7	BART should be used to get cars off of the freeways. Most suburban communities have limited access to public transit to get to BART and commuters need more parking at cheaper prices, not less parking at more expensive pricing. Stop building condos and start building larger parking structures that are actively patrolled to deter vandals. Ridership is down because BART has become dirty, unsafe and inconvenient to suburban commuters.	Unknown	Not low income
R_1dzUs327WFHR6Mj	All you think about is how to charge more. How about working on fixing bart, Pay your useless workers lest.	Unknown	Unknown
R_3h44yEHuXT1DqEH	All you do rise the \$\$ for everything, bark is to pack lets rise \$\$, no one riding bart let up\$\$\$\$. how about you work more on things like security on the trains, cleaning the trains, secure parking. Then think about rising parking or far. How about pay your usless workers less. They dont help at all any way. May send your CIO to school to learn how to run the system better. You all keep talking about getting people off their cars but all you do is make harder and force all of us to drive.	Unknown	Unknown
R_3rHy3EUW4c6H21H	Come on! Really this is a bunch of Crap! We are just trying to get by! BART pays its employees very well at the expense of its riders. The trains are poorly maintained. Filthy. And then... if y'all don't get the money you want you strike, leaving riders scrambling to use other means of transportation to get back and forth to City.	Unknown	Unknown
R_RWFgFFQYEtnd5F	too high, the current rates are good.	Unknown	Unknown
R_2Ysoap435TnUW4	why do we have to paid more when you dont even take car of our cars? some of us that have to go a long way are already paying a lot. why dont you work more on safety, cleaning, security and customer's service, be on time instaed of just keep uping everything.	Unknown	Unknown
R_3rygBKuFUxjPVAZ	Don't break your promises. We were promised free parking leave it that way. Utterly unacceptable rate increases when garages are already not full of cars. But instead are a homeless encampment and drug den.	Unknown	Low income
R_5YA3R0ULM2sd7Z7	The cost of Bart has gone up exponentially so to also increase parking rates would greatly affect cost efficiency for riders.	Unknown	Unknown
R_3l00XPnD2EDdcSX	It's difficult to find affordable parking	Unknown	Unknown
R_274lDfMbWaAV1Q8	how about eat shit!!! All you know how to do, is rise prices. Go to school and dont buy your degree. They will teach you that there are other ways to manage	Unknown	Unknown
R_wYMwPyOiwGuWXHD		Unknown	Unknown

R_3JDKbruaYuQfB4Q	I ride Bart early into San Francisco at 4:50 am. I feel ill at ease at BART stations and on BART. I am scared for my health and safety. My car has been stolen once at the Colma Samtrans parking. I see broken car window glass in the parking taking weeks to be swept up. There are homeless living in the station and they defecate in the parking structure. I need to save up for this vandalism by paying more car insurance. Why are you proposing raising parking to commute into a city like SF that is going through an economic downturn and commercial real-estate? I am the first to understand inflation and that costs are going up, but as a public agency you need to clean up the stations first and stop "oppressed" jumping the turnstile and not paying fares. You are free to raise your parking rates. I bet your reasoning is if I can afford a car, I deserve to pay more. My car is 30 years old, unsafe and a polluter. I park it at BART because maybe it won't get stolen. If San Francisco continues to empty out, maybe I should start driving into the City as paid parking becomes more available. What will that do to the environment and to ridership?	Unknown	Low income
R_3eqVQ3p9Gagryf	It's despicable that you are even suggesting this. Shame on you.	Unknown	Not low income
R_3qR97Qkb59JWrLy	SF is very expensive for daily parking.	Unknown	Unknown
R_u8fndqmkKT9Xyh	Bart is dirty and disgusting. Trains are loud over 95 db.	Unknown	Unknown
R_3s89gcfkMuTuFSe	Ridiculous. Another reason why people are not taking BART. Gouge gouge gouge.	Unknown	Not low income
R_3HZhw8TMKxOGV0o	Obviously it would add to the cost of riding BART. This is another workaround to increase fares while service is becoming more and more substandard. You need to revisit how you allocate funds and tighten up on your spending. Also an actual police presence at stations is in order. I grow weary of seeing homeless, people doing drugs, urinating, playing music, smoking, trash. The interior of the trains is becoming more disgusting as well for the aforementioned reasons. BART is an embarrassment to the Bay Area.	Unknown	Unknown
R_3nSKDlo5DD3cpLp	Fares are extremely expensive already	Unknown	Unknown
R_31miphYkYIHCV15	More money to pay	Unknown	Unknown
R_1MS3rjmdAshINqs		Unknown	Unknown
R_DisUVjSXndbuDv3		Unknown	Not low income
R_2b0tVUFsc6DBJT		Unknown	Unknown
R_30w19EeyTG2j35a		Unknown	Not low income
R_2JcY0m2NFpJK0md	Won't be worth taking Bart if it gets more expensive. Especially daily parking. Unless you're paying for armed guards to clean protect my car, not worth paying more than 3 buck.	Unknown	Not low income
R_2axKjHA3pZYDX1a	You are atrocious for trying to get this passed. The Bart is not worth the extra fees and doing this price change given the current economy is disappointing.	Unknown	Not low income
R_d5VfAypsnvbCXt	Will train fare be refunded if there are significant delays?	Unknown	Not low income
R_2F51vZg4hw2Uems	You are a disgrace for even bothering to suggest this. I don't understand why you would even suggesting that this would be a good idea given the current state of the economy.	Unknown	Not low income
R_1CFEwACHBNrTjB	Would increase my transportation costs.	Unknown	Not low income
R_92RzZfDkq06UeFX	Will not use bart and would drive and park at my job; I use BART because it's cheaper	Unknown	Not low income
R_2bZS2iIX7zbDfXq	Would make it cheaper to drive! out a way to stop the gate jumpers so the rates for for the rest of us don't keep going up! Train station agents to actually do something and not just sit and watch.	Unknown	Not low income
R_oXm0U3xwKsDv45	The fare to ride is so expensive as it is. Adding a parking fee is an additional burden.	White, non-minority	Not low income
R_2foBROS3b7KSKSd	It's already so expensive to live in the Bay Area why make it harder on people???? I also pay DAILY to ride the Bart I feel that should be sufficient enough and cover the parking fee too. Stop robbing people	White, non-minority	Not low income

R_3rcPd9GhJueXHIC	Ridiculous. I already can't afford BART or parking at BART and now you want to jack the rates up even more? Why?	White, non-minority	Not low income
R_xtS9MAk60NkSFPJ	If I had to pay more then \$3 on weekdays I would not park at all in a BART lot and would park in surrounding neighborhoods.	White, non-minority	Not low income
R_3MYDEIABPuvx7NM	I commute into the city for work and an additional fee to park in a garage that is 90% empty when I park would add financial difficulty to me.	White, non-minority	Low income
R_2P88thPMq0AqdOH	The price increase would mean that I likely just wouldn't park at BART.	White, non-minority	Not low income
R_BOB8MFHUMU2g1J	This would make it even more cost and schedule prohibitive to park at Bart. Currently for lake Merritt station the reserved spots fill up days out, therefore if I have a last minute need to go to the city from Oakland I either need to time it after 10am which isn't always possible, or I have to Uber to the station which costs at least \$15. It is already \$8 to reserve a spot here, making it and the daily fee more expensive will just create more cost of living increases for this already strained community.	White, non-minority	Not low income
R_2D6nS8spQeZdQQ5	The fact that your monthly fee FAR EXCEEDS the current daily fee is pretty outrageous, BART already costs a lot and the fact that you want to increase parking on top of the BART fee is not keeping in mind your customers who were sold on BART as affordable. The proposed change would once again raise prices for those of us already trying to save money by needlessly paying an already extraordinary daily fee.	White, non-minority	Not low income
R_2qCPBPRhYIDmDIA	This would make me reevaluate taking Bart as often as I do. With this increase and fare increases it might be more costly than driving to work.	White, non-minority	Not low income
R_qWnolaxrcQ9jdyp	the financial impact of this change will be significant; the cost of BART rides to and from work and parking costs are already hard to manage.	White, non-minority	Not low income
R_3lVkeD8pWrKULs0	First and foremost, it would effect me financially. Secondly, where I park, the lot is not maintained/cleaned. There is broken glass in spaces where windows have been broken that has been there for months. There is a lot of tree debris, some garbage.	White, non-minority	Unknown
R_2cuA7VordFd8zZJ	I arrive at my BART station extra early so that I am able to park on the street. I used to park in the lot but it was becoming a significant financial issue, and with all of my other increased expenses, I had to find ways to cut back. I have no other option to get to BART as I live up in the hills and I have mobility issues. I expect to retire within the next year or two and would like to use BART more often during the day, but much will depend on the parking rates.	White, non-minority	Not low income
R_3sJkZbgFcBX6nuz	Hardly ever ride because of crime. This would ensure I would never ride again. Pay to park with no security is crazy. You are out of touch with reality.	White, non-minority	Low income

R_3p1YEUAfUdY5qZ	<p>Up to \$8 a day for daily parking is so much money when you start to add it up daily.</p> <p>I commute from north Concord to Powell and it is approx \$15 in commuting daily. Sometimes at work I make less than 200 in a day not factoring (including the two hours of bart commute. The service for BART this year has been very frustrating (tracks messed up in pleasanthill from heat, bart messed up from rain yet we are supposed to celebrate 50 years of this?)</p> <p>If parking lot prices continue to increase, I will simply have to cut this out of my budget. I try to save as much as possible and still struggle. I work night shifts and weekends to try to save money on bart.</p> <p>If these price increases happen, I will look for a new job closer to home so I will not have to use bart at all instead of going to SF.</p>	White, non-minority	Not low income
R_1Na11OhGCBdQ4oP	I could be paying double for parking. I use bart every weekday and sometimes on the weekends.	White, non-minority	Not low income
R_1eXH0KSRHfMabF	Every day I struggle to pay for my commute as it is. Increasing fees more it's almost cheaper to drive to work.	White, non-minority	Not low income
R_10UdaiCnWpki7Op	This change will only make parking inaccessible to the people who need bart the most - those of us who don't make the income to be able to afford the cost of the bridge toll, gasoline, and safe parking in San Francisco. Doubling the parking fees feels like a money grab, not something that's useful to the community.	White, non-minority	Not low income
R_14Gkdq8B5uk1trC	I can barely afford bart fare to SF and parking.	White, non-minority	Not low income
R_3QPF090DABSfcN	Raising parking cost will constitute a financial hardship.	White, non-minority	Not low income
R_3NRhipzLPEIK1YI	I take bart because it's cheaper than driving. Increasing parking to the max of \$8 plus the fair will cause me to reevaluate taking bart instead of driving.	White, non-minority	Not low income
R_3jW9GAqHR1Mp9a	Continued nickel and diming. I might as well ditch BART and drive to the office.	White, non-minority	Not low income
R_xAitrU4aEusVkr7	Will stop using Bart parking on weekends and will stop using Bart reserved parking when I go to the airport. Getting dropped off by Uber or taking the bus will be cheaper than parking.	White, non-minority	Not low income
R_2EuEbVVcqTj4cp	To go to work in SF it currently costs roundtrip from Antioch \$16.40 plus \$3 to \$6 for parking, that is \$19.40 - \$22.40 per day. I think it costs way too much as it is. Especially when the trains are not on time or we are left waiting at the transfer station or they cancel trains or they are now using 8 car trains. You just want to pack us in like sardines to make more money. Oh and there are always trouble with the tracks that can't seem to be fixed.	White, non-minority	Not low income
R_1Qm99ZIGXvZKccR	financial stress, please keep current rate	White, non-minority	Not low income
R_1P8cvQc3umDFXu	I would not pay more than \$3 for BART parking at Pleasant Hill. I would drive in SF instead which means you'll lose \$12 in revenue, plus you'll lose the parking fee. Maybe at other stations the situation is more dire, however when you say "Rates would only increase within this range if the lot fills, and only periodically," it's phrased in such a vague way that it undermines the quality of your survey. Does that mean if a station starts filling up you'll raise parking fees from \$3 to \$8 for a few months until you reassess? Does it mean you'll raise it from \$3 to \$5 and then reduce it on the same day as soon as it starts to empty out? You could have been more specific with what you're asking to get a more honest opinion. If the lot's full then charge more, if the lot is not full charge the minimum but don't raise prices during hours that it's not full.	White, non-minority	Not low income

R_1fui5C28YaA7y9N	I cannot afford the price increase and would find other ways of getting to the Bart station or look into other modes of commuting.	White, non-minority	Not low income
R_2xPgoalSP3dKKWCC	I already pay an incredible amount to BART each month both in fare and parking fees - let's address the extreme fare theft before raising parking costs	White, non-minority	Not low income
R_Ags8H6dsVpJKDv	Most of metrics are less than 2 hours and I often park on the street. Weekend charges will make me rethink using BART parking	White, non-minority	Not low income
R_26L1Vshv8brxTVf	These changes would impact me very much as I work in theater and am not always making very much money. And to be honest, your parking garages and trains are extremely dangerous at night. If you need to raise prices, I would only approve it if you place guards in every garage, lot, and train.	White, non-minority	Not low income
R_2yeCSWJhd6u5bfs	This would just cost me money for the same service. I don't have an option in taking public transit or walking to BART.	White, non-minority	Not low income
R_3nuVG0F3ww3XfO	I use bart parking when I fly from sfo, this increased charge would make me consider just parking at the airport instead.	White, non-minority	Not low income
R_3hkky8Qyb02suR6	Living in Martinez, it is not practical to take any other transportation to BART. With reduced trains on weekends, service is so infrequent there is really no other option to get to BART. Biking is possible but trains being so infrequent delays getting into Oakland, Berkeley, SF, or the airport incredibly hard and tedious. Free parking on weekends is important for people who live in less walkable and bikeable areas like Martinez and Pleasant Hill. Ridesharing to BART would cost more than the ticket to where I need to go and the gas being used.	White, non-minority	Not low income
R_3m1pr3HA0TsexSH	I would likely stop taking BART to/from work. It would be cheaper to drive all the way to my workplace.	White, non-minority	Not low income
R_2bh3pTo3W3hjyuu	It would increase costs to me and it would further discourage me from using BART and commuting into the office.	White, non-minority	Not low income
R_8jLoY2SbsWl4PSN	These costs are way too expensive!	White, non-minority	Not low income
R_2dBua64NajTmZ0	Raising the costs of parking is asinine considering the already high cost of BART. Doing this would leave me no choice but to use the ferry as it would be cost prohibitive to pay 8 dollars to park at Bart. 3 Dollars is already a high ask when you have CC Sheriff patrolling the lots giving out fix it tickets on parked cars.	White, non-minority	Not low income
R_3kDun8YxDQFMBI7	new charges would make it more expensive for me to go into the city on evenings and weekends to meet good friends that I've been seeing regularly for some time. having to worry about either having cash or reserved parking or just remembering to pay before I run to catch the train would also be an issue.	White, non-minority	Not low income
R_CjHci5V6BeXxe8N	I don't want to go from paying \$3.55 a day at fruitvale to paying \$8 a day. That's a huge increase and is a deterrent to using BART.	White, non-minority	Not low income
R_3gUy8zNB3EGW7m	If parking rates were to increase on top of the already increasing fares it begins to make BART uneconomical or at the very least, indifferent to driving to work.	White, non-minority	Not low income
R_20VhVhRDkwiyQX	too expensive. I would walk or park somewhere and walk. I would not use.	White, non-minority	Unknown
R_3n87GwxC4Cs8J8P	I was upset when the parking went up from \$1. Paying \$3 adds up over the course of a year. I know people are already cheating the system so I don't want to pay more when some people aren't even paying.	White, non-minority	Not low income
R_3hyfpYZQFaR2T4v	I don't live close enough to a bart station to take public transit or ride my bike instead of driving and parking. This increase would impact the cost of my commute in a material way, especially since my budget is spread thin as it is. What is the main reason you're planning to increase the parking fees other than just passing on inflationary costs to your customers?	White, non-minority	Not low income

R_1LMsVUCRFPbVQE8	Parking has tripled since I started riding BART for work in 2010. The whole BART experience is stressful and unpleasant and it's aggravating to be made to pay even more for it. It's already so expensive.	White, non-minority	Not low income
R_1ODKopZkRohq8li	Raising the parking fees would eliminate any financial benefit to not just driving all the way to my work. I would just stop taking bart all together.	White, non-minority	Not low income
R_2C0hi24EQIIVk6M	I would not drive to BART if the parking costs increase.	White, non-minority	Not low income
R_096gusCBTaTUG9	My assumption is that BART will immediately double the parking fee to \$6 and a year after that raise to \$8 with the intent to maximize revenue even if the parking structure isn't full. And that you won't increase the number of bicycle lockers or even bicycle racks. Buying an electric bicycle with removable batteries would be my response to a parking fee increase. Back when BART was applying for building permits they promised the parking would be free to ensure ridership.	White, non-minority	Not low income
R_1DBdI9Tx0Boy3LL	BART is filthy, unreliable and dangerous and you want to charge more for this imperable experience?! If I had any other option, I would avoid BART like the plague! Charging more to park is ridiculous, try lowering those insane executive salaries instead!	White, non-minority	Not low income
R_1if5QslufvXa1kQ	I would cancel my monthly permit and likely ride less.	White, non-minority	Not low income
R_1oj4AyfH8uul49	I supported BART when we voted it in. We were supposed to have FREE parking. I will not ride it if I must pay for parking.	White, non-minority	Unknown
R_DN2HDyH8gWugnfz	If parking rates increase from 105 to 220, I would no longer be able to afford parking in BART garages and will be forced to park on the street, which is very unsafe in the bay area (for both my car and myself as a young single woman who often commutes home late nights). Please keep the parking rates publicly affordable.	White, non-minority	Not low income
R_0x9WpMdv5FezCEh	Too expensive, there are so many reasons to not use Bart. This expense adds to it.	White, non-minority	Not low income
R_3dRDHUJXGNiYIOk	I generally take BART from Oakland to SF for work, and on weekends for entertainment. I have taken BART to SFO in the past but the train is loud in the stations near the airport and the ride takes a long time because of all the stops. I've ridden it to other places as well, but not as often. Though I mostly walk to MacArthur, if BART parking costs rise, I might reconsider other alternatives and their costs for my commute. As one alternative, for the work day, I can take AC Transit bus P to and from work. The walk to the P Bus is far shorter than MacArthur station, but the P Bus is currently more expensive than BART (\$6, \$5 each way for seniors). Of importance to me, the bus is safe, and clean, and comfortable. For safety and just having a pleasant life, driving to SF is currently my choice for night trips (eg, the opera) rather than taking BART. I formerly took BART to the opera but don't anymore. There are several reasons for this. BART already has a policy of allowing begging past the paywall, and some of the beggars on the trains are not easy on the riders, for example, giving me the finger and mean-mugging me if I don't give. I'm older, but still working, and like to think I am tough and fit, but I still feel physically vulnerable on BART at times. The BART ride is often unpleasant for other reasons, with mentally disturbed people on the train yelling loudly. Lots of people eat and sometimes spill on the train, so it can be dirty. As I said above, by contrast, the bus costs more, but it is comfortable, clean and safe. Bus service is not frequent though, I'd rather take BART than take the bus or drive. BART's cheaper and convenient, and I like the walk to the station. But all in all raising the parking price might be a tipping point for me, at least for some trips, and I might use the bus, drive, or work from home as an alternative.	White, non-minority	Not low income

R_2Qm06wNxG0pDkRw	I sure do. I pay monthly plus \$208 roundtrip from Millbrae to Montgomery to go to work in San Francisco and then \$60 for EZ Parking which means \$268 a month. That is a lot to pay for transportation and especially as BART has been having daily morning problems of train breakdowns due to electrical problems, rain or sunny weather, track problems whatever making me continually late to work. Furthermore the homeless are now shooting up, defecating (against parking walls), living at and sleeping in the BART Millbrae parking garage!	White, non-minority	Not low income
R_3CC4eA3eajUvnic	Bart is already not worth the price I pay for it. I live very far away from my station with no public transit options, so I have to drive and park. Price gouging my parking to the point that it is more cost effective for me to seek other options like the ferry or just driving in will make me not take Bart anymore.	White, non-minority	Not low income
R_3mztb5fmdH4fMTk	The parking at the San Leandro BART station has decreased over the years. There were apartments put up on what used to be parking lots and street parking was also removed in connection with the new Tech Campus. We were told that these parking spaces (or most of them) would be replaced with available parking associated with the new construction, but this fell like a bait and switch as the parking that was ultimately made available was significantly more expensive than the prior or current BART parking prices. BART ridership has not returned to pre-pandemic levels, but when it does, there will not be sufficient parking at San Leandro BART which will result in "surge pricing" quite often. If BART does this, I will simply return to riding my bike to BART as part of my commute and stop paying BART to park.	White, non-minority	Not low income
R_3LlSbdvIHZrCc	That is an exorbitant rate for me to leave my car out of doors and the parking lot is not even full most days because of the sf exodus	White, non-minority	Not low income
R_3wqXyFvkgQX6I7v	Bart is already expensive to park & ride. Bart is the reason why I absolutely hate working in the City. It's an awful experience, it's dirty, it's full of druggies, homeless people, and Bart police don't respond to calls. I see late evaders daily. Start fixing the crime and dirtiness and then people might be more open to paying more. We don't trust the system.	White, non-minority	Not low income
R_32gymxuRlPkOms	I work in theater and exclusively commute by BART. Rate and range changes severely impact me and theater patrons, and I feel it would discourage ridership, increasing traffic. Free parking in the afternoon and on weekends also supports local businesses, which are currently struggling.	White, non-minority	Not low income
R_XuDEg5XfhaZdEI	I would no longer be able to park at the station with increased parking charges. It is already a struggle to pay what I am. I have seen two rate increases this year alone. I am considering changing our policy at work and we have been looking into working from home due to the increases that public transportation has been implementing and the rising costs of real estate in San Francisco. If this continues no one will be coming to the city.	White, non-minority	Low income
R_5Ql80EaTgxJfNDz	Charging more to park without improving local transit connections and first mile last mile options would deter me from taking bart in the future. I might as well spend that money on gas and just drive everywhere.	White, non-minority	Not low income
R_vixUQQJ62TVrH	If parking price increases driving would be a cheaper option for me. Parking right now is expensive enough. You should decrease parking rates and provide more safety patrols to parking structures to encourage people to take Bart more often and increase ridership.	White, non-minority	Not low income
R_DpFuQamUZaKcIUl	Should parking be charged on weekends I would park on the street or find alternate ways to get to my destination other than using BAArat	White, non-minority	Not low income
R_TjAFhGA0MnWOU9	Might as well drive instead of take Bart.	White, non-minority	Not low income

R_27rjv2leudp1plx	I would stop riding Bart. At that point it's easier to drive.	White, non-minority	Not low income
R_11Rd003igbvMTRz	The rate change would increase the already high rate we pay to an amount that would be a potential financial burden. We have no other options for safe a secure parking where we live.	White, non-minority	Not low income
R_2rHGq2L1Yplok5S	One of the primary reasons I don't ride SFBARF is because of cost. Add schedule, reliability, I'm better off driving.	White, non-minority	Not low income
R_1GUPhEWQOzUzLTB	Please stop making it so expensive for me to go to work. I already have to leave my house hours before work just to ensure that I can find parking in the limited lot that Bart provides. If you continue to price gouge us, we will be forced to avoid Bart altogether soon.	White, non-minority	Not low income
R_YRhdqN17yQk7il	We seen the parking lots at Fremont lately and there's no way in hell raising the prices even makes sense, all bough Im guessing TOD housing will take up some of that space in the future and create a scarcity of spots. But if Im going round trip to the coliseum for my seasonal job and round trip is around \$8 and one day having to pay that same price for parking its not even worth it to go and park. Very little people park there already, if you raise the price too much, some will bite the bullet and drive to their destination instead.	White, non-minority	Unknown
R_24MÜVlH9aA1czfM	These changes would only make using BART more expensive for me and my family. We would see no real benefit to the increase in daily parking rates.	White, non-minority	Not low income
R_1DZuw7q6KwvUTrD	I would not take BART	White, non-minority	Not low income
R_3GktkTqPKiWU169	I would not be able to cover the cost of parking, and might have to find a job where I don't commute using BART.	White, non-minority	Not low income
R_26hTKDofCXUL8Hq	Already a rip off. COST too much. Just going to start driving any more cost increases. Windows get smashed. Cars dirty, crack smoking.	White, non-minority	Not low income
R_2wsh5NvazjJl	stop just stop! we want public transportation but when you continue to make it unaffordable then you are part of the problem. When you raise the rates on everything then cars are the better option. the reason I used Bart less is this very reason, it's cheaper to drive.	White, non-minority	Not low income
R_8ewjNSKU1cF9NvP	if parking was \$8, I would consider just driving to work instead of taking BART	White, non-minority	Unknown
R_1p1W4NH7TEjHLQ	This will make me not want to use Bart on the weekends and maybe not during the week. It won't be serving my interests.	White, non-minority	Not low income
R_10PkhaFEOLnp6L	I couldn't afford these fees, what happened to "public" transport?	White, non-minority	Low income
R_1OWSaWzWDBObp48	Planned elimination of parking when apartments are built on the lots, and the surrounding street parking by permit only means I will no longer be able to ride BART. I will be forced to drive to SF, park in the avenues near the beach, and take a streetcar to downtown. I am not the only one in this situation.	White, non-minority	Low income
R_3mUVVlll4Mr3woh	No choice but to drive (home not on a bus line). Higher parking means more of my paycheck goes to Bart/commuting costs	White, non-minority	Not low income
R_2OfyDprCzv03j5o	It's already expensive enough to ride Bart and now you want us to pay more for parking too. The other day there was a tree down on the track and everything between Daly City and 24th /Mission wasn't running. I had paid for parking and walked into the station before turning around and driving to get muni in west portal. Not only was I charged a full Bart fare for going in and out within 5 minutes but I paid for parking I didn't use that day.	White, non-minority	Not low income
R_2scg3g72r6KXtl9	Charging for parking reneges on the original BART election promise of free parking, and fee increases will only deter me from using BART.	White, non-minority	Not low income

R_3oAzNA4dW0CLtU	It would limit my adventures on Bart. My trips on Bart, start at my house, which is a block away from Richmond Bart, I'd not be able to pick up my family/grandchildren and drive to Bart, to go on different adventures in the Bay Area, because parking would be over my budget. So if the cost of parking goes up, I'll take AC transit, which will limit our adventures. But the important thing is being with family.	White, non-minority	Not low income
R_3ZP9VLACjsdVl9U	Bart parking is already unsafe and expensive as is. No matter how much the rates increase for fare or parking, the quality and the safety of riding has plummeted. Why charge more and expand paid hours when the parking lots are already pretty empty every day of the week? Price gouging paying customers is a bad way to make them choose alternate parking and transit options.	White, non-minority	Not low income
R_TvFwVM8InBBS5xL	I thought we are trying to get cars off of the road - this increase would deter using Bart.	White, non-minority	Not low income
R_2Wu60oSaLnFvM7	BART is already more expensive and less reliable than many other forms of public transportation. The fare alone to travel by BART is more expensive than it should be, and it's a cost barrier to many people which is why so many people hop the gates. You are proposing raising rates to make it more expensive to ride BART than it is to actually drive across the bay bridges to commute. This hurts people economically, and it's bad practice environmentally.	White, non-minority	Not low income
R_2pMhgXyJgW8GdIU	It's too much. Outrageous price hike.	White, non-minority	Low income
R_3lwBGIQc8tuD9e	BART never seems to have any improvement when rates are changed, whether it's parking or train service. BART ridership is already lower than before the pandemic and it feels like the wrong move to put more financial pressure on its remaining riders. With the already reduced service and trains that are cancelled or late it will drive more riders back to driving to San Francisco or their destination.	White, non-minority	Not low income
R_2P5XlZwRFv5lNN	Public transit needs to be user friendly. We need smart policies beyond the easy solution to raise commuter costs. Recognize that there's a cost vs. convenience calculation. If parking fees are raised it will discourage BART use and encourage use of cars for transportation purposes.	White, non-minority	Unknown
R_3m1wE3ADF5r56RW	These rate increases range from over 200% to over 300% in the most extreme cases. That's too much at once.	White, non-minority	Not low income
R_2agFSqslqmma7BV	This change would discourage folks from taking BART who need to drive to the station. In suburban areas, it is nearly impossible to get to stations from many homes without a car. It may increase the cost of taking transit to greater than that of the bridge toll, so when weighing pros and cons, people may just opt to drive all the way. This plan as it stands is not fair to low-income families. Regarding enforcing parking costs on weekends, I also oppose this because not needing to pay for parking on the weekends makes BART a hassle-free fun journey for teens and young adults. Please propose a more equitable strategy.	White, non-minority	Not low income
R_8D4w8piU97vSgzD	It's already too much, and you took away free motorcycle parking too.	White, non-minority	Unknown
R_3LhZMLTpiMFRbXiw	Financially	White, non-minority	Not low income
R_dJ1Aa8E3lUASQ1z	This will drive even more people away from taking BART! What are you thinking? I have seen NO improvements to your system! Why would I want to pay more money to park in disgusting parking conditions?	White, non-minority	Not low income

R_31Wd7rvkdeR3Rx4	Fees keep going up but it's frustrating bc we're not seeing improvements. Also, at a certain point it becomes less expensive/safe cost to drive in to SF vs taking BART	White, non-minority	Not low income
R_2uBD8yOp0vwJtkH	Parking is too expensive and making a Bart ride more expensive on top of an already expensive commute. Adding fees to Bart in parking or rides, makes driving across the bridge more appealing and taking Bart even less of an ease than before. To keep ridership up it has to be low cost and low barrier to make it more convenient than taking the bay bride or driving in traffic	White, non-minority	Not low income
R_25tP7bPj0ESXd8v	It's not me so much as the daily or multi times a week riders. How about making sure everyone pays their fares vs charging for parking?	White, non-minority	Not low income
R_3E7Dhdof1WR9E8	While they would impact me minimally, I know if others who would find it a burden to pay higher parking fees as they use BART more regularly than me.	White, non-minority	Not low income
R_3DhJDuyn2TtBpIn	Charging for parking is unreasonable. It is a deterrent to using mass transit as I the riders are trying to keep the cars off the road for commuting. Also security is non-existent, many times cars are vandalized and the area at night is not safe from being assaulted.	White, non-minority	Not low income
R_5mPIWn2rLkDjr3	Makes it too expensive to use BART	White, non-minority	Not low income
R_1jBwX5p5JleUxag	Ridership is down. These changes will prompt people to drive more and take Bart less.	White, non-minority	Not low income
R_wTbJlhmYLRKfPyh	\$3 (plus the BART fare) is already a high price for parking in El Cerrito. There is no detailed explanation of the fee structure. I believe the \$3 fee is enough when the parking structure was designed originally as free. It seems this is simply a way to jump the parking rates to a significantly higher rate than say a \$1 parking fee hike after 9 years. It would seem that this would deter people from driving to BART or taking BART all together.	White, non-minority	Not low income
R_3qjHBYSROZmHHL	Bart is already one of the most expensive public transit systems I have experienced.	White, non-minority	Not low income
R_2qEJCE00p4jIEzr	Many bay area residents are already being priced out, to propose potentially double the current costs is unacceptable given what we already know about the cost to ride Bart, let alone park at Bart. There needs to be improvements by Bart first to show you've earned the right to do that, which have fallen by means of Safety, cleanliness, prevention of crime. It should not become another elitist, costly form of travel for the everyday person who are already struggling financially.	White, non-minority	Not low income
R_3HRGbbHhgkaoNU	Way too expensive for someone who takes Bart 3 times a week, sometimes more.	White, non-minority	Not low income
R_3HLZ9JboFfozyFe	These changes increase the cost of ridership and make the riding BART much more expensive, both in time and money over driving. BART should be doing more to improve ridership and attract riders, not charge for everything which sends customers away.	White, non-minority	Not low income
R_3mKTuAGNEvdVjCC	Parking rates should go back to being FREE, not increased! If the price gets increased by that much it makes more financial sense to avoid using bart all together.	White, non-minority	Not low income
R_3prFAOICHQvMv5A	If prices go up, -Less people will park. Thus crowding freeways for travel, and neighborhoods for free parking.	White, non-minority	Not low income
R_1kLhS9q3Gvk2hk	BART is one of the most expensive public transportation options in the world. These parking price increases further marginalize low-income commuters.	White, non-minority	Not low income
R_2eZn7JFlq1ZpLjD	People can't afford to live these days why would you want to keep them from traveling too?	White, non-minority	Low income

R_3il5AS3QvFBirLg	While it doesn't seem like a lot of money it does add up and majority of the people who come to my station (Dublin/Pleasanton) are coming from the Tracy area are already struggling with the gas prices.	White, non-minority	Not low income
R_3QYRk44yAXPQOvZ	Stop raising rates and parking fees. Public transportation is supposed to be accessible to all, not just the elite.	White, non-minority	Low income
R_ylqpfyLgWd4zBRf	Make taking BART even more inaccessible because of lack of funds.	White, non-minority	Low income
R_3rYRmcs8hltcWR6	Maybe be more financially responsible rather than continuing to take money from riders.	White, non-minority	Not low income
R_3Fxo7bZCv0uuDWD	Financially, the money would be hell a too much in my opinion.	White, non-minority	Low income
R_5AOWtetLgSZGlox	Don't make things more expensive.	White, non-minority	Low income
R_2eW3p1luyxnEj0v	I'm retired. Before the pandemic when I tried to use BART for appointments in SF. Weekdays in the daytime there were no available spots at North Berkeley BART. Late afternoon and weekends there were plenty of spaces.	White, non-minority	Not low income
R_3elaNZGuz3ok7xU	I usually choose the single reserved parking because I don't have the time to search for the regular daily parking.	White, non-minority	Not low income
R_5pr4xon5EHkmkTL	from \$63-\$105 to \$63-\$220 -- Why the huge increase? here's my situation. At San Leandro, I paid for reserved because I felt safe and it was quick to get from the car to the entrance, then they change it and moved reserved to an unsafe area where there are a lot of homeless, I do not park there, and still pay for it. When I got off the train yesterday at 5pm cops were everywhere. The parking lot are never safe enough and there's always burglaries. I don't understand how you can justify the change to the fees.	White, non-minority	Not low income
R_3DrvK2sa3Hxru6	It's already too complicated to park at BART.	White, non-minority	Not low income
R_2qf6ozKMD4YMTxd	Adding to cost of commuting. Why should paying passengers have to pay for cheaters who hope the gates and ride free. Be more strict on cheaters then that would make up the difference in funds.	White, non-minority	Not low income
R_2Vda8qQrs4DuKs	Stop charging for parking. Lots aren't full, no reason to charge. It's an inconvenience for the rider since you cannot use the clipper card for it.	White, non-minority	Not low income
R_wZyghOIFwrtW4iR	If BART wants a true indication of how many people would utilize their parking lots, they should make them free for a period to assess that. Why? Because there are those like me who would walk to the station if there was a charge on weekends. (I get compensated on weekdays for work) - As inflation rises, this is a bad time to make lives worse for those struggling through it.	White, non-minority	Not low income
R_cYJkcsHBVcS4lp	Make parking all Daily, no monthly and reserved. Should be first come first served.	White, non-minority	Unknown
R_2EcPz0vESA0724y	More money out of pocket in addition to fare increases.	White, non-minority	Not low income

R_25KrDTKryCDpm6R	220 dollars for monthly parking when I regularly see human shit slimed on the walls and even in the elevator? Also my friend got her car broken into 3 times in three months. I saw a homeless person committing arson in the stairs. My overcharged apartment parking lot is 250 and it's totally private and locked. How is this sketchy Bart lot going to charge anywhere close to that? If they upped the monthly parking I would just find a way to do street parking. I've already looked into that option cause I found it expensive as it is and I just didn't do it cause I wasn't sure I could get a permit for residential parking. I've also been followed walking from the Bart station and from the Bart parking lot. It's not clean or safe. I also get sexually harassed on the Bart. Please try to make things safer for women using your services	White, non-minority	Not low income
R_2Bku76QR0j4u/fJW	I find parking at BART to be a crap shoot. One will I find a place. Two even if I do, will some shit head break into my car. Now you want me to pay more so that some piece of shit can use my car as his source of his next shot of meth. I have been using BART since 1975. The less I use the parking lot the less I subject myself to crime.	White, non-minority	Not low income
R_1QKkgGZb8mhjDhN	If you need to adjust rates then make it \$3 everywhere. I'm already paying enough and there are plenty of fare evaders so now I'm having to pay for them with my Bart fares	White, non-minority	Not low income
R_2wzSRwI9vNCarvX	over \$2000 a year for weekly parking is insane!	White, non-minority	Not low income
R_pFMpkw2MUZCEy1X	Unless the conditions of the parking lots are improved, it's ridiculous to charge more. In Daly City, there is trash everywhere. I see glass from broken windows frequently, so I don't think my car is safe there.	White, non-minority	Not low income
R_Od6QVF7OqC482jv	large increase proportionally	White, non-minority	Not low income
R_1N3RNh3WI7c3IKS	The Fremont station is nearly empty everytime I pass it. Free or reduced parking may actually *increase* ridership. I already spend more money commuting to work by BART, rather than driving. Driving up costs at a time of low ridership may create a death spiral of reduced revenue. This in turn would lead to me not being able to ride at all. *Lower* prices, get people hooked on the BART THEN increase rates. Come on...	White, non-minority	Not low income
R_1mUzXOY9IUd49KL	We should be making it cheaper and cheaper to use BART, to prevent commuting via car. Please don't increase prices.	White, non-minority	Not low income
R_3HMMNbedrJQCRAe	The parking rates are already too high at my BART station. The parking lot is never even close to full and the nearby free street parking is always full. This indicates to me that BART is already overcharging for parking at Rockridge station. I would prefer to park in the BART lot from an anti-theft perspective, but it is cheaper to get my catalytic converter stolen every 1.5 years than pay for BART parking.	White, non-minority	Not low income
R_3Ddwqg5NEHeBWOC	If you want to make more money and reduce crime, stop fare evaders. Don't make the people who currently help fund BART pay more.	White, non-minority	Not low income
R_3JzzgFTNXUDYhN3	We continue to pay more for a system that breaks down and has many delays. My car has been broken into while I have paid to park in your lot. Last time the damage totaled \$5,400.	White, non-minority	Not low income
R_3Gellw6VWMOv2FVx	I refuse to pay for parking at all. It was the start of why I quit using BART. You don't protect the cars from theft...AND you want paid for that? No.	White, non-minority	Not low income
R_78kKsv4yPLXY2Ah	Oppose unless additional and more frequent bus transit is provided	White, non-minority	Not low income

R_VV8KcwjhoJwBnr	Your prices are getting ridiculous during a severe downturn in the economy. I wouldn't approve a rate hike of ANY kind.	White, non-minority	Not low income
R_V2W3oRwASLs9zMZ	There is so much inflation already. This is just seems like a penalty for trying to utilize public transit.	White, non-minority	Not low income
R_2vDq3KkgB4LER6V	I think it's ridiculous to increase the prices without adding any additional value of any sort, especially when making the afternoon free time even later. Just seems like a greedy money grab.	White, non-minority	Not low income
R_2uTGSIIIVCcfEm	I would waive any parking fees to encourage ridership. This idea doesn't make sense until ridership shows much more growth.	White, non-minority	Not low income
R_XNVJYBSI32xALdL	Really, more money? Fees are overpriced for what they are, and you are gross for using the current economy as an excuse to increase fees.	White, non-minority	Not low income
R_2Ctdmd3ruXlxYF4D	Stop raising prices and fares and not provide a safe environment, make police visible at all station all day and ride trains more often	White, non-minority	Unknown
R_2iq9ePy2kfqqIn	Bart is the most unreliable, dirty and inflexible public transportation in any place I've ever lived in and all of that at a ridiculous high price. Even though I don't even park a car there, I think the entire idea is ridiculous. Learn how to work with a budget like the rest of the world does.	White, non-minority	Not low income
R_2Bz9KAUKg7Yjdt4	I don't think BART should charge for parking, especially handicap	White, non-minority	Low income
R_2MWDiyngXEGrJi6	Bart is already expensive enough. I pay \$3 a day and there is no security to look after the cars. They are frequently vandalized. I often don't feel safe walking to my car in the backlot. There is no security to be seen.	White, non-minority	Not low income
R_2dC2wHT4MnjpfMt	A \$100 increase is insane. As is a \$5 daily increase. This is ridiculous. Get your shit together.	White, non-minority	Not low income
R_21B8NbaszW4Lqjr	You keep complaining about no customers. It's super unsafe with homeless and buskers and you keep upping the prices. You're your own worst enemy. Why would anyone say "yes" to increased prices. Even this survey is ridiculous. Stop raising prices and raise cleanliness and safety. Build it and they will come.	White, non-minority	Not low income
R_UQvAk5wcnrFAVoZ	This is quite frankly an idiotic proposal on your part. A transbay bus lot with \$3 parking and \$5 fares has been scheduled to open next year by my home station. Why would anyone in their right mind pay increased fees for the same shoddy service and dangerous conditions (particularly for our vulnerable) after dark on your system. Get your act together and leave our wallets alone instead of continuing to line yours while singlehandedly grenading Bay Area public transit. A FEE INCREASE? You should be ashamed of yourselves.	White, non-minority	Not low income
R_3s4V0crite41C34F	Absolutely ridiculous. This is just a money grab to sway current riders from wanting to use Bart while ridership is already low. Find another way instead of penalizing the ones who are already funding daily operations. Here's a thought... get rid of or increase the rates of monthly reserved parking because no one uses them and they are wasted spaces.	White, non-minority	Not low income
R_2SIAMIIHJi7p80P	More return to the workplace will happen over time.	White, non-minority	Not low income
R_2Or7ITzn27x8hR4	Use parking on the weekends. The lot is very empty so you wouldn't get much revenue but may cause less Bart usage.	White, non-minority	Unknown

R_2SkkeHBdEIJZke	<p>(1) You have not explained the algorithm by which parking rates would "adjust" within the range of \$3 - \$8, so it is hard to evaluate the impact. Some explanation is necessary by you.</p> <p>(2) Predictability of rates is necessary for financial planning; this dynamic variability hinders financial planning.</p> <p>(3) I HAVE to drive. I cannot walk, it would take 3 hr 45 min each way. I cannot take public transportation, it would add 30-45 min each way to what is already a 2hr commute in each direction. Commuting 4 hr/day is already hard; making it 5 to 5 1/2 hr each day is unsustainable.</p> <p>(4) In Livermore we have been paying in to BART for 40 years; this was a "promise" to bring BART to Livermore. BART has reneged on this promise, while bringing new BART service to cities and counties which do NOT pay in to BART. This is unethical behavior on BART's part. Bring BART to Livermore.</p>	White, non-minority	Not low income
R_3LkeLbzzIC8Gs(R	Please consider a better way for employees to use the system while on district business. The sign in sheet is frequently missing or not checked. Use of employee parking pass should be sufficient, or some other way to park while using the system for work.	White, non-minority	Not low income
R_0fp3QChITQzwwPT	Bart has raised the fares this year. The trains are filthy. Trains are cancelled on a daily basis, the stations in SF are a disgrace. Body fluids, dope fiends, dope sellers are a norm everyday. Nothing is done and Bart wants to raise prices again? We think not!!! Clean the stations, clean the elevators, repair trains and provide the services that customers are paying for. Bart has nerves to even consider this. What happened to all of the money received during the height of Covid-19? It wasn't used to repair tracks, trains or to provide better service. No! Do not raise parking fees.	White, non-minority	Not low income
R_eIf3NA3BfWGjNI	We already pay too much to ride BART. The garage at Concord is always filled with garbage so doubt it would help change anything. Plus, I have to drive because the bus doesn't come often enough to take.	White, non-minority	Not low income
R_3o7r4ZSCoc5jZH	It's either pay for parking or get a ticket. Hop the fair gates and never get a ticket. I prefer not to pay for the criminals.	White, non-minority	Not low income
R_3M4ObNyxpx0IGj	Daily rate is going up the most which is what I use.	White, non-minority	Not low income
R_3oGFCKcVJA3unbM	Bart should not a for profit company, increasing parking is silly.	White, non-minority	Not low income
R_wM2jix86w6fEOJ	\$3 is already high at my station although I know finances are hard.	White, non-minority	Not low income
R_qR5DYNHcm0kk1f	We should be able to reserve a specific parking space online and pay a variable price up to \$5 for peak times, with a charge of \$1 for off peak times.	White, non-minority	Not low income
R_Oxopri0y47cSdRH6	If you increase compliance with the current parking rates I'm sure more people would start paying on a daily basis. Right now most people do not pay for their parking and just hope they get ticketed once a month or less. Then they "break even" between the ticket and the daily parking. Raising the rates is only going to impact those that are already paying daily.	White, non-minority	Unknown
R_3GdmAyIngrIzr9e	The mcArthur bart administration needs to clean up the damn place. Homeless criminals are defecating and urinating in the damn stairwells, it's a violation of public health codes, they are starting fires in the stairwells, that's a fire code violation. They are dragging mattresses (plural) in with all of their stolen items and trash and garbage. It is unsanitary and unsafe, the mcArthur administration and management is incompetent to allow this. No one is even attempting to clean up the damn place over the last 3 months! And NOW you're asking for more F'ING MONEY!!!! ARE YOU SERIOUS?! You've lost your damn minds! You've failed to properly manage what we've already given you. Do BETTER. JACKASSESS!	White, non-minority	Low income

R_29sHJmtbbmVi2XD	I would rather keep trying to focus on rider safety. We stopped riding it to the airport after too many incidents with passengers. Begging, trying to take items, drugs, smoking.	White, non-minority	Not low income
R_3nHnoceH0ivet2hX	Public transportation supposed to be less expensive than driving. Charging for parking makes public transportation more expensive. Remove parking fees and get back to where public transportation should be. CHARGING FOR BART PARKING IS, BY DEFINITION, STUPID!	White, non-minority	Low income
R_21jgzpy11C7UNS	Public transit should be cheaper than private driving to encourage ridership. We should not punish drivers for using this wonderful resource more often. Many of us drive to bart to avoid parking fees. If you want less drivers coming to stations, increase access to bart stations with other forms of transit.	White, non-minority	Low income
R_0MqEDSIQ59OUw1	BART's 3 jobs: (1) run cars timely, (2) provide reasonably clean areas of rider-system interface, (3) provide riders w/ a consistent sense of security. Riders don't feel secure. Parking theft seems to occur daily. Roofed areas and train cars are used as shelter. Work-at-home initiated a big ridership drop. BART's failure to provide security and cleanliness retards a return to prior use levels. Earmark raises of 266% [3-8], 366% [3-11] and 209% [105-220] for security/cleanliness and broadcast that intent would increase ridership.	White, non-minority	Not low income
R_3oHjFGCQobYy6vw	It is really short-sighted of BART to have parking fees in the first place, considering that parking was to be free originally. Have you really thought about what a disincentive such a marked increase will impact ridership? Don't be foolish and greedy with regard to revenues. Keep the parking free or very minimal cost.	White, non-minority	Not low income
R_2afUjKD21DN2now	Parking should be free. I am not commuting for work, and these fees are targeted at people working. Should also be allowed to park overnight for free.	White, non-minority	Not low income
R_3JFmyQ672j9Iagc	BART parking was supposed to be free.	White, non-minority	Not low income
R_1C7PikqmtD10b8	You should be promoting people taking public transit. In Orinda the only way to get to station is drive be dropped off or hike. There are no buses that go through neighborhoods. I feel if service was better stations clean and stations safe than maybe more apt to pay for parking. Your car gets broken into at bart. What are the higher fees for.	White, non-minority	Not low income
R_UgUj3qkxPLrH1v	Yes, this would very much make me reconsider taking Bart as a regular means of commuting. This turns an easy, affordable means of transit to one that is more cost prohibitive.	White, non-minority	Not low income
R_2YV4YEozyx5s5uf	Would not be affordable.	White, non-minority	Not low income
R_2c1wgUGSgjjGNTS	Would make my commute unaffordable	White, non-minority	Unknown
R_3MIBw2mf73HMMyk9	Yes, these prices would increase my travel expenses. Bart has already gone up on its travel prices and cut two cars from the Antioch - SF Airport stations. We need those two extra cars for these stations. Cut two cars from the Richmond - Berryessa stations.	White, non-minority	Unknown
R_2XoFrBxxb5dn1oG	Would probably consider driving instead of using Bart.	White, non-minority	Not low income
R_25NlIaCSGDJKSDe	would cut into my hourly earnings if the rates were increased	White, non-minority	Not low income
R_2YeKB7Ufd3jIG2H	The prices are too high I pay 8.60 a day for transportation if I pay 8 dollars more for parking it is a lot of money (translated)	Minority	Low income
R_2ALIUQL0L9BrGGM	There is STILL NO consideration for those of us who have valid disabled parking placard and park in a designated space. I think BART is the only agency that does NOT give a break to disabled parkers. Why?	Minority	Not low income

R_1mrZ1jaaWjFXIZ	I support paying slightly more to be able to have confidence that a spot will be available later in the morning and when I need it. But, this survey did not provide any information about how this would work: why, when, and how prices would be increased (and by what increment). It also did not explicitly highlight the benefit, which leads me to suspect that most people you ask aren't going to click the support button on this question because they will view it just as a money grab by BART. People still aren't riding BART if they have the option not to after Covid, and higher prices without explanation or benefit will just be another reason for them to drive. Please do much better with your messaging.	Minority	Not low income
R_WorpqivA3rdpVtL	Current policy is okay. I'm looking about , how to stop the homeless people to get into the train and sleeping in the parking lot.	Minority	Low income
R_1IGFI3ymIMknnrA	I don't use Bart to commute so unlikely	Unknown	Low income
R_29biEKBR6bC0kxe	Paying more while at the same time putting up with the homeless people in stations and on trains	Unknown	Uknown
R_2zQXCu2knfoyrQJ	I am retired and live on a somewhat fixed income. Paying for parking is just one more thing that affects our budget. I would ride the bus but it takes forever to get anywhere on Tri Delta	White, non-minority	Not low income
R_Avz1dbFjF4c6mCB	I would pay more. I don't like this survey question because I don't really understand what improvements this extra money would support.	White, non-minority	Not low income
R_bvH2uftjiaq9PO1	You have way bigger problems than parking. Get your trains running on time and get the criminals off the trains.	White, non-minority	Not low income
R_1gCjIRcatff8C8r	These instructions are unclear. Most of the time west Oakland is 12 or 16 bucks. The private lot is \$6. Obviously that's a better choice. The monthly packages are irrelevant because of Covid commutes are inconsistent so that's overpriced.	White, non-minority	Not low income
R_scGKCYkmeQssQQV	I'm barely making my bills. With the tax we pay for the train, federal and local funding that is available, it seems that the struggling worker bares the brunt of higher fees only to get our cars broken into, stolen, catalytic converters ripped off and dents to my car. Not a good time to raise rates.	Minority	Not low income
R_2xVNPmIO9zbWFuo	The additional parking costs would make me think twice about driving and parking at the station. I might pay more if allowed to park in the Priority Parking areas, since I note that many of them are open. If there is a charge for weekend parking, I might consider driving instead of taking BART. My car was also vandalized in the parking lot on December 6th, my driver side rear view mirror was stolen - not smashed, removed completely like someone needed a rear view mirror for their car. There was also a lot of litter and debris near the area I had parked (stall 307) as tho homeless people have been sleeping there. It's been like that for several weeks. No one seems to be maintaining or monitoring the lot. BART should install cameras in the parking areas that the attendants can watch, and call the police if needed.	Minority	Not low income
R_25KKVaNcl41wGYD	3x?! However as a once a year or less bart user i would not be impacted too much but it would make me reconsider.	Minority	Not low income
R_2E4NwnVlv3DOGK2	I understand the need for higher income, but it would occasionally dissuade me from riding BART as it might be cheaper to drive all the way to my destination instead.	Minority	Not low income
R_9KVomKAmr69kWYx	BART's fares are already pretty expensive for me. I spend about \$13 a day for transportation, including parking. Raising the parking fee would make it more difficult for me to afford commute. Unfortunately, the alternative ways to travel to the BART station are dangerous (by bike) or unreliable (by bus).	Minority	Not low income

R_22KAKfIH9bC6YTz	Might not want to park at a BART station, unless got no choice. Depending on what is my situation and why I need park at a BART station.	Minority	Unknown
R_3L0EHZ00h8wYGqx	It will impact costs and of course savings. This will somehow discourage us to park the usual. Please consider also daily spendings of average worker who uses Bart daily for work. Thanks.	Minority	Not low income
R_0PeYpmKZWmYwvkj	Yes, because wages remain the same and the price of parking is already increasing, it is complicated with the rise in all prices (translated)	Minority	Not low income
R_2QrFuskCwNnaM6w	I would prefer not to pay additional for parking at BART.	Minority	Not low income
R_3rP2gqiATVKwgc6	Increased parking fees may push me to use a bus to go into work. Bart fare and parking may cost me \$18/day.	Minority	Not low income
R_zegxPTDH14xSyT7	I may need to look for alternative parking near Millbrae station.	Minority	Not low income
R_3M3b9aJD43zXV54	While I understand the need for BART to have substantial cash reserves for proper planning and services, and support a strong and lasting BART system, if the parking fees went up dramatically it would no longer be competitive versus driving (for my commute and likely many others). At a certain point of increased costs I would return to driving in to work periodically, or frequently.	Minority	Not low income
R_uk0bCA2FPe2Ugnd	The fee at the San Leandro is currently \$3 which I believe to be reasonable. An increase would deter me from using the parking lot and incentivize me to park on the street / in the neighborhood.	Minority	Not low income
R_XHA2PzrFnHopQpb	It doesn't impact me that much, but I worry that as BART ridership goes up and that I take on a new job that requires me to take BART, \$8 is a lot.	Minority	Not low income
R_2bKkqc8oUrWWMzI	I currently pay \$3 a day, seeing the possible increase of \$5 for a total of \$8 worries me.	Minority	Not low income
R_1rexaFTRmIn7kf4	Rate increases and parking increases worth less service impacts my ability to consider Bart as a viable transportation method	Minority	Not low income
R_22FEiiQcBku6nDY	Higher fare means most likely I'll take the bus instead	Minority	Not low income
R_3dNaGCz1PhdZUoF	If there were reliable public transport options to get to the Bart station (shuttle, Caltrain) I would prefer to ride public transport all the way but right now don't really have a choice but to drive and park. At some point between the fares and the cost of parking specially when traveling as a family on weekends or for sports events, driving is just more convenient and just as affordable (specially since we have an electric car)	Minority	Not low income
R_T74EKtK2XzQI7qx	Don't want to pay more than \$3/day for parking	Minority	Not low income
R_3qydYSRzB7u5Ccb	I am able to pay the higher parking fee, but I would of course prefer not to - especially when there's no suitable bus route that will allow me to go from my house to the Bart station efficiently.	Minority	Not low income
R_BJqYRQHspJ6Yhpf	It will impact us financially	Minority	Not low income
R_3G37dPGWe5N3qiY	If the price increases, it would encourage me to take the bus or walk to the BART Station.	Minority	Not low income
R_2c0LC6f6ne2pPGS	It would increase my overall travel.	Minority	Not low income
R_1c2VTxKvnKcHMB9	BART is already kind of expensive for me, so it would add to that, and increase the likelihood that I would avoid the fee by parking on the street, not arriving during the charge hours, or biking.	Minority	Low income
R_DSEsjFzaHO8wqR	My daily commute would go from \$15/day to \$21/day. This is about one hour of pay, plus 45 minutes to commute each way. Getting a job closer might be better.	Minority	Low income
R_UX9kJdNmjV0iRP	I would park on the street nearby	Minority	Low income
R_2AFkKWAW4F0Cje	I am on limited income since the pandemic and riding Bart is my only means of transportation that I can afford. My company already cut salaries by 25% in order to keep your job and now it's three days a week. Increasing will for sure cause more of a hardship for me. The pricing for Bart is already expensive, so please do not increase the price. thank you!	Minority	Unknown
R_3NIDujxlb24oGvh	Higher parking rates would cause me to struggle financially	Minority	Not low income

R_3FUvYxRLUohtGsc	This will make it harder for me to travel using BART with friends or family who need cars to get to the station.	Minority	Not low income
R_1LShhc5kLOR2ft	Why not dial down the parking rates until things fill to capacity? \$3 isn't much in the grand scheme of things - but increasing parking rates will discourage some from taking BART - not all of us live within walking or bus distance from a BART station.	Minority	Not low income
R_1Fv9B6h2e7IVIYd	The parking lots at Bay Point/Pittsburg are never full. Why make it more difficult for people to use BART? If parking costs as much or more than a one-way fare, it feels like we are paying for parking rather than BART.	Minority	Not low income
R_PLeUTBmg1WBnDON	I think single use rates going up is ok since it's often special events but BART is already expensive and if parking goes up to \$8/day that becomes prohibitive for many and I think more will just choose to drive rather than take Bart. Fare evaders need to be dealt with. They do drugs, defecate on the train and around the station and create a hostile environment. If that's not address regular Bart ridership is in jeopardy.	Minority	Not low income
R_1CJuhIxV2VxkOAp	Going from \$105/mo to \$220/mo (even if it's phased in over time) is a big jump	Minority	Not low income
R_1pQle84oPwddqDg	Financial impact	Minority	Not low income
R_s2mjF8PTGxFbpkj	I don't personally drive, but I know people for whom BART parking is a major reason they are able to access BART. Raising the daily parking fee by so much would probably encourage them not to take BART at all.	Minority	Low income
R_3JmXnmkx73eCouA	From 3 to 8 dollars is to much I think raising 1 dollar per year is better or every two years . The economy is hard for everybody .	Minority	Not low income
R_1mCKRqFQJrjywH7	Cost will be similar to parking close to work.	Minority	Unknown
R_25GaCZV080bJDui	Parking and taking BART currently doesn't cost me that much more than just driving into San Francisco. Raising fees may disincentivize other people from opting to leave their cars at a BART station and instead pack themselves onto already packed highways.	Minority	Low income
R_2BtHbpyfTzydw9T	With the increased rates of inflation across our world, I feel that these increased rates would hurt the wallets of many. Especially those that need to commute everyday. There could be some days where the lot fills up and having to pay up to \$8-\$11 for parking could place financial hardship on many. Although this only implies if lots were filled up, there would be times where this could apply (ex: special day events in the city, mandatory work from the office protocols, etc). However I do understand that the world will never return back to how it was and everything is slowly increasing, but I would hope part of these increased fares would go towards increased security and cleanliness of Bart. I've taken Bart multiple times these past months to go down to South Bay, and older Bart cars are still worn down, people are still hopping the fare gates, there is still an abundance of homeless individuals on trains, and it's not clean at all.	Minority	Not low income

	While the proposed changes would be impact me minimally, I think the majority of riders would be impacted because most use daily parking fee and the proposed increase may be too much. Many rely on BART to make to their job and the increasing cost in daily expenses would be exacerbated with additional increase in parking cost. I understand that funds are needed to maintain the parking lots and the funds must come from the users of the parking lots. BART should think of keeping the increase manageable for the regular riders.		
R_3rV3pwX0itpPb4L		Minority	Not low income
R_1Dw1vfhfAlgR6UO	No one like price increases but it is what it is.	Minority	Not low income
R_2OUwwTNvjMpOVzK	These changes would not impact me much as I don't park often enough a month to make it hurt for I would imagine for other people who are more reliant on BART to head into SF this would be an expensive increase to their monthly commute	Minority	Not low income
R_3nCogBSLmkmDMX1	Los trabajadores no deberian temer que pagar mucho por usar BART y aumentar el precio del estacionamiento es mucho	Minority	Not low income
R_DofoxUkRDoTWexv	not really	Minority	Not low income
R_1M0tnLqYhaOETcb	A higher monthly parking fee would increase the usages of my commuter benefits card. I am in a position to afford these changes, others may not	Minority	Not low income
R_1Kg0gjbxb4Q8Hk	I already pay \$3.55 to use daily parking at Fruitvale. I hear that El Cerrito had free BART parking. Why is a poorer neighborhood paying when a richer neighborhood is not? Doesn't seem fair.	Minority	Unknown
R_3EExWEKKRjJAGn	I will soon be unable to walk very far and will have to have close parking. With limited access and a fixed income, I don't know how I can manage much increase. My lot fills quickly.	Minority	Not low income
R_3oyBEkfH9H5QZvg	Until your service improves and safety and cleanliness isn't an issue, little things like these tips the scale for those who have options.	Minority	Not low income
R_2cu9QOIgnDaDXPB	If BART wants to increase ridership, it should allow for free parking at its own lots.	Minority	Not low income
R_20T4Bv7gVUz092Q	Daily rate is already \$3 at Daly City, my home station. Reserved parking is RARELY used and wide open but daily spots fill up very quickly. Why not convert more reserved spots to daily... I am mainly opposed because assume this will further increase the Daly City daily parking which is already at the top of the range. This station is already filthy with frequent car break ins.	Minority	Not low income
R_2v6Nlmj2w5M1hoG	Expensive considering no one really parks there.	Minority	Not low income
R_3KAvmPzR2JbkZc	How would a sliding scale of pricing work? Does it apply to all stations equally? I do park at Bart when I need to and one of the conveniences is the cheap fare.	Minority	Not low income
R_2CskcMfzm32zOil	Parking at EC Plaza will be replaced by housing. The surrounding area is permitted parking for residents. Where are those of us who live further away supposed to park when using BART? At some point it becomes more efficient to drive weakening support for transit. \$3-\$8 to park plus \$10 round trip fare in unreliable dirty trains makes driving maybe worth it.	Minority	Not low income
R_1GPjVU97Xf052TB	unsure about how fill is "fills" and how long is the period and how to calculate the new price, worry about daily spend increase even with regular situation that normal like 70%-80% impose some kind of increase of price.	Minority	Not low income
R_31WafsbisiA1UsR	BART is already way too expensive, way to squeeze some more. Maybe BART should take a harder look at lower costs, especially labor first	Minority	Not low income

R_2wM0uvces8oPFE4	Parking availability encourages more BART use. BART made it in the past that they would support onsite parking at most all BART stations. This recent trend to lessen parking availability and instead build apartments on valuable BART property, which was originally funded by taxpayers....? Big mistake.	Minority	Not low income
R_1oBEdaeycH0a9XH	It's easy to understand surge pricing for daily or single/multi-day reserved parking, but how would this work for monthly? Additionally the cost per day for a monthly permit seems disproportionately high, especially when considering a typical five-day work week.	Minority	Not low income
R_2B9Gc7IGXkXpCD	these ranges are enormous, need additional details	Minority	Not low income
R_VKks3ggk50HR3Oh	I see the parking lots mostly empty at Berryessa/NSJ during weekdays (especially the big parking garage), and \$3 is a bit expensive when I am taking the bart. So if you could exclude stations with minimum parking occupancy, that would be great!	Minority	Unknown
R_50gWMAPTKKAIGAN	parking price should not increase. the fare is already a lot	Minority	Not low income
R_1FLihErP2vZaQDw	Parking is a critical element in keeping BART competitive (timewise) with driving. The convenience of 7 or 8 minute service between San Francisco and North Berkeley is destroyed if I have to wait 30 minutes to transfer to a bus to get to Kensington. Having a car parked at North Berkeley saves valuable time getting home. The idea of reducing parking spaces for housing MUST be accompanied by providing FREQUENT (10 or 15 Minute headway) replacement bus service.	Minority	Not low income
R_1DOICbOu4thBNS3	You're going to double or more parking rates when ridership is down and people are still dealing with Covid and currently high inflation.	Minority	Not low income
R_2uyLPfID5vjhBL	I am a monthly permit holder. Since I am going to the office 3 days per week now (as opposed to 5 days in the past), a higher monthly pass fee would make me rethink paying extra for monthly parking. Having said that, I recognize that costs are going up and others may be using the lots more regularly, so increases are to be expected to some extent.	Unknown	Unknown
R_2iwK3zzD7qUIAFH	fare + parking = high commute costs	Unknown	Not low income
R_3Jf4tw9K8eT2IBI	Why should we pay for parking when the system is dirty and unsafe? I would ride BART with the family but we do not feel safe and are afraid to sit in soiled seats. It is a waste if tax payer money and poorly run by money hungry executives	Unknown	Not low income
R_2BscPD9f9QM1lkW		Unknown	Unknown
R_abitdXfSxEmqkN	If this happens I might begin taking an express bus to SF from my neighborhood. Parking rates coupled with pervasive and consistently late trains, fewer trains, not to mention increased lawless behavior on trains. I feel like Bart has a lot of work to do.	White, non-minority	Not low income
R_AKG71ziOqkv1FCF	I do not want to pay more for BART parking, I want to pay less.	White, non-minority	Low income
R_3rV7DSTf3dKWqgX	It's already expensive to commute, and increasing parking charges when I'm also paying for Bart itself is kind of brutal.	White, non-minority	Not low income
R_1k1YTikXhBYxZNX	weekend lots are typically empty. Same for evenings. I routinely get on just before or after 6. So I could be charged for not being able to delay 15 minutes.	White, non-minority	Not low income
R_wTOLof7M8gae5tT	It already costs me more than \$12 a day to commute to work, with parking at \$3+ a day. If parking increased in price, it could make taking BART prohibitively expensive. In other cities, commuting by train could cost as little as \$6 a day!	White, non-minority	Not low income

R_1Eb2YggjOy8bR7	Increases in parking costs will require me to rethink my transportation methods. Utilizing BART currently is not too much better in time/cost effectiveness as compared to driving my vehicle and so any price hikes will require me to make adjustments in order to keep utilizing the system. I am a firm believer in utilizing public transportation in order to reduce greenhouse gas emissions, however, there comes a point when the cost will not make sense.	White, non-minority	Not low income
R_vizJ3A0Q49u0Rb	If parking becomes too expensive will seek alternatives to BART	White, non-minority	Not low income
R_1f9IUuIG1M1Q5i	It would cost me more to get to work- and possibly incentivize me to park on the street	White, non-minority	Not low income
R_1hf9q5XJF566Fa	It seems like a giant increase. And for those of us that have to park, and need to commute every day, that's an extra \$100 per month. And that's significant.	White, non-minority	Not low income
R_2rqLA9BypLSJnrq	I'd be less inclined to use Bart as parking should not be a noticeable expense, especially when there's no security on site.	White, non-minority	Not low income
R_1jQe1D005YjnQ2q	My bart station (fruitvale) already costs \$3.55 per day - more than the "daily" rate - so if you increase it would be \$8 per day??? That's madness. The point of the lots is to allow people to take public transit. If parking isn't affordable, we can't take transit.	White, non-minority	Not low income
R_1kULVWN1wmdEXGs	Paid parking on weekends would make me much less likely to take BART, since it would likely be cheaper to drive all the way to my destination.	White, non-minority	Not low income
R_2eRuHN13F17jk5N	It would discourage my use of Bart.	White, non-minority	Not low income
R_3h49YeF7egjYgox	I used to park at west Oakland before you started charging for parking again recently. I had to change to a much longer commute from Fruitvale to avoid the steep daily parking fee. Bart is expensive enough. It should be subsidized more heavily to encourage public transit and I don't feel safe biking as an alternative to parking a car.	White, non-minority	Not low income
R_2CeIC3KPVa59eZ8	I would find other options besides driving / parking at BART – likely by bicycle	White, non-minority	Not low income
R_17oKu0sURSI08x	When you factor in the cost of parking plus ride, it would no longer be advantageous for me to take Bart at these rates. I am already at the brink of switching to driving due to safety concerns on the trains. If parking rates go up, I will only ride Bart if it becomes safe, no drug users, or feces filled trains.	White, non-minority	Not low income
R_3MDzeVVbWEtdEJS	This would make it cheaper to park in the city (\$16 at garage) compared to parking and paying for BART ride. So I may use BART less often.	White, non-minority	Not low income
R_1gGs5Qb9DQrqWhG	I will consider alternative means of transportation	White, non-minority	Unknown
R_1Lj7k6AgsS2xHQr	I have the option of parking at work with the same amount of time. So the choice is whether to park at Bart or go into work by car.	White, non-minority	Not low income
R_2SjHwna5iK5e637	If this should happen, I may consider stop riding BART and start driving to work.	White, non-minority	Not low income
R_R9cT6dZNd6fOf3H	Price to ride it's already expensive; cheaper to drive and park at work	White, non-minority	Not low income
R_2s0jRMm5V7dHUFE	expensive, less likely to use	White, non-minority	Not low income

R_2qsVZfsMZyschJc	<p>They would not impact me as I do not own a car and live close to a station. I do fear that raising rates at the current time will impact ridership (especially weekend) negatively.</p> <p>I do agree that the parking rates are very cheap compared to other places, but should not be increased until ridership has significantly rebounded.</p> <p>Now would be the time to rather eliminate excess parking for TOD or other projects.</p>	White, non-minority	Not low income
R_1D1GewaVNHlHkc8	These fees would not impact me significantly but they would be difficult for people I know who already struggle to pay for long commutes	White, non-minority	Not low income
R_3qC0o9IXu8Hpfi	It seems odd to charge more when fewer people are using the service. Additionally, since most white collar workers can work from home, yet blue collar workers need to report in person, it seems unfair to charge more of those with the least means to pay for it.	White, non-minority	Not low income
R_78mnHUoOru3R1cd	BART is already overly expensive with it's pay-by-distance system. Other successful train systems in other states/cities use a standard rate. This would only make me and others pay more to see what potential benefits?	White, non-minority	Not low income
R_2cw73jb9K1T0RYR	Bart ridership is low and we should be encouraging more people to use it. Raising the total cost by increasing parking rates now is counter-productive.	White, non-minority	Not low income
R_r75VbTFewZbPkMp	Going as high as \$8-\$11 is too much. What would the extra cash go towards if the higher rates happen?	White, non-minority	Unknown
R_1gLRAYtSWHL0ctm	For people whose only option is to drive to BART and who need BART to travel a sizable distance for work, a \$5 increase per day over the course of a year is an additional \$600 per year. I would cap it at \$5 / day	White, non-minority	Not low income
R_YPLf0VeGu1EZpK1	While I believe that higher parking costs will encourage users to find alternatives for travel to the stations during peak commute hours, I believe weekend parking should remain free.	White, non-minority	Not low income
R_3Ljsv57LJME8he7	This is expensive	White, non-minority	Not low income
R_AbTtSGttt3rRGJb	The parking costs too much. The fares cost too much. They don't balance out. Lots of housing developments near BART stations build less parking than they should and people use the BART parking lots for residential parking, clogging the lots and generating false inflation of scarcity of parking spaces for transit riders.	White, non-minority	Not low income
R_1lgp6NxxEXCx4Dk	Parking rates need to stay low to encourage people to use public transportation rather than drive another few miles. Also, reserving parking might reduce available parking for those who would actually use it.	White, non-minority	Low income
R_beo2HUN5wVT99n	The range of the monthly parking proposed increase is too high.	White, non-minority	Not low income
R_33fnMOqL3gDYrG	Wow, the rates keep going up. Nobody I know is getting raises to compensate for inflation, including myself. This is driving up the cost for people who rely on BART more than the people who use BART socially or every once in a while. I feel bad for them.	White, non-minority	Not low income
R_22s6ZKmlAWIIHOC	My work pays for my BART parking so it doesn't affect me on weekdays.	White, non-minority	Not low income
R_eJlNRkveTybSWtj	These changes are not large enough to impact my behavior. But it would change my perception that BART parking is a "good deal" and feels a little unfair give that you are also paying for a BART ticket.	White, non-minority	Not low income

R_2RV5lwy8OSkaPdK	Public transit is COMPLETELY worthless for Berkeley - AC Transit coverage is infrequent and unusable. Street parking keeps getting restricted, for clearly NIMBY reasons. Until there is adequate public transit and/or street parking that allows short trips, parking rates (and parking capacity) needs to be managed better.	White, non-minority	Not low income
R_1OUUmXxrvjGGovc	What would be the effect on daily fee parking (not reserved ahead of time)? I have done this a couple times at MacArthur and it worked really well. The garage is half full. I think rather than seeking to increase costs for folks already using the system, find ways to get the word out to folks not using these options. I took a friend with me recently and she was also impressed with how easy and accessible it was to use to garage at MacArthur. I live in Peidmont and wonder if more folks would use BART if they knew how easy parking was. It's a 20 min+ walk to the station.	White, non-minority	Low income
R_1jJ8nqVymwywkm	Bart's quality of service has gone way down. When you park in a garage that has garbage all over it for weeks on end it makes you wonder where the money you pay is going towards. I'm a long time commuter and I'm having a hard time supporting a transit system that seems mismanaged. Hard to want to pay more for non services.	White, non-minority	Not low income
R_BAIDLm1Xf13oMHD	Do not see the point of changing to weekend fees. Or if levied, make them \$1. Multi-way passes: raise lower amounts to \$5. Where do people only \$1?	White, non-minority	Uknown
R_5zL6lLZQTDLpixP	Bart works if you are going to specific locations but often takes much longer for outlying locations. Bart is already somewhat expensive. Adding additional fees makes driving more appealing in more situations. Perhaps inflation adjusted rates just like fares would be okay but surge type pricing and schedules that are likely to end up at the higher end, say increasing to \$10 at the end of the decade is not good. There is almost no bus service in my neighborhood most of the time.	White, non-minority	Not low income
R_3f6d5ISBrTzLPi6	In a time of reduced ridership struggling to recover, raising parking fees seems like the wrong tack to take. Additionally, the "when parking is full" criterion for raising prices dynamically is not sketched out in any detail sufficient to approve.	White, non-minority	Not low income
R_qyZ6aKfUWh3Zyc1	Can we replace some of the parking spots with secure BikeLink bicycle parking?	White, non-minority	Not low income
R_1jMkwVH5IENUJxs	The reserved parking prices seem appropriate while the daily rates are too high. However, price is secondary to availability - too few spaces are planned for North Berkeley BART.	White, non-minority	Not low income
R_2agx4eDdwlefsgr	i dont feel like there should be a charge for daily parking on the weekends, as most lots have plenty of space.	White, non-minority	Not low income
R_3smmqbY6v4sguEE	Not sure I am clear on how the proposed rates are going to work, but on the surface, this appears to be a rate increase. Permit users like me should get the best rate. If the cost to part at BART goes up so much that it makes sense to drive to the office and pay for parking there, I will bypass BART.	White, non-minority	Not low income
R_1F9zlinSHATKJPU	There isn't the infrastructure to get people in the suburbs to BART. There is only one CCCTA bus an hour in most parts of Contra Costa County, that is too much risk when you need to commute to work or get home after work or have a positive weekend experience.	White, non-minority	Not low income
R_2cAxaNKlq9rT6Db	Prices are fine now. If it's revenue stream, perhaps greater controls on people crashing into the stations. Daily I see no less than a dozen people not pay to enter.	White, non-minority	Not low income
R_12rLwtPw6fVMHAD	Parking was bought and paid for decades ago. It is already a revenue producing area for BART. (Pre-pandemic) BART is a regional carrier - if you want to take cars off the roads, you need to give people a place to park. Making it more expensive to park and ride BART than just driving will not increase ridership.	White, non-minority	Not low income

	<p>One fee monthly parking permit but restricted to Contra Costa BART parking lots only. (Yellow placard)</p> <p>One fee monthly parking permit but restricted to Alameda County BART parking lots only. (Blue placard)</p> <p>One fee monthly parking permit but restricted to Santa Clara County BART parking lots only. (Green placard)</p> <p>One fee monthly parking permit but restricted to San Francisco County BART parking lots only. (Red placard)</p>		
R_2zSDsDis4sm9TgK	FROM BART EMPLOYEE 062781	White, non-minority	Not low income
R_xbldYjqcO7DdURz	I think the Daly parking fee should no more than \$5.	White, non-minority	Low income
R_2QFE6LM88D7BPaw	I wish we would allocate more money to Bart instead of raising fees. :(White, non-minority	Not low income
R_2BrGsO2egbP2Kdp	Given my overall impression of BART, I have a hard time supporting fare or rate increases. Rather, why not increase enforcement of existing policies? Fare evaders are rampant, and station agents do nothing to prevent them. Similarly, many riders do not pay the daily rate, which sometimes includes me. I often ask myself, why should I pay and not them? The risk of getting caught (fined) is well worth the risk.	White, non-minority	Not low income
R_2OON30Im40ImATN	The raise seems high and there is no justification presented for it; will the increased profit go toward improving parking spaces, public transit access from homes to BART, and smoother, more efficient train rides? If it were the case, I would be in support, but if not, the drastic raise from \$3 to \$8 seems unnecessary	White, non-minority	Low income
R_1FXs55zMrTNbIPX	Won't impact me much. I had monthly parking until I retired. When I started I think it was \$48 per month and crept up to I think \$130 per month. I still go into the city so I got the app where I just swipe my card at the kiosk without having to enter my space number. I don't go often enough that it would be a burden.	White, non-minority	Not low income
R_cw51SrxTAcEQWR	With the cost of a Bart ride being \$7+ from my "home" station, an increase in parking cost would make it so the only real benefit of riding Bart is avoiding some traffic.	White, non-minority	Not low income
R_VJDUajHy4FJ68g1	Would be fine with a daily parking increase of \$1-\$2. Any more than that and I'm taking the bus.	White, non-minority	Not low income
R_PTbhSlc3gOgXWF	Would make parking more expensive for me but only on weekends	White, non-minority	Not low income
R_2us4RidVLMoLNxD	Proposed parking increase would potentially be more than my round trip BART cost. There is no discount for senior or disabled parking. A few dollars more I could deal with but, more than double the cost is a significant jump.	Minority	Not low income
R_1o6D8cQveEJEBrq	<p>The cost of a BART ticket, especially if I am traveling with another person is an impediment, ie with 2 ppl or more, the cost of BART & bus often exceeds driving (& total trip usually takes longer.). I think charging for parking makes sense, but we need real leadership to propose alternate sources of revenue for transit in the Bay to make it more attractive and normal to use regularly for those that hdvr the option of driving.</p> <p>If an under utilized parking lot is near a commercial area with parking challenges, May be consider a short term rate to support local businesses, too.</p>	White, non-minority	Not low income
R_30cPHVOHOTP7Qhk	I've no clue which problem you're trying to solve with the new rates.	White, non-minority	Not low income

Respondent ID	Parking Policy Update Survey: Public Comment (Online Survey)	Minority/Non	Income/Status
R_xHhdjF59LZP1Xz	None	Minority	Not low income
R_DPeYpmKZWmYwvkJ	Yes, I support it as long as they don't increase the price now (translated)	Minority	Not low income
R_3M3b9aJD43zXV54	This increased in hours and times seems reasonable, it is strange to offer free parking after three or on the weekends. Seems like an obvious choice for increased income, particularly versus making large increases to dues in the existing hours paid structure.	Minority	Not low income
R_2bKkqc8oUrWMMWzl		Minority	Not low income
R_DSEsjFzaHOK8wqR	Drivers who park should pay for parking.	Minority	Low income
R_3JmXnmK73eCouA	No As long as the raise is small.	Minority	Not low income
R_3KctYYgQr6ICW	Yes, please! No more free parking.	Minority	Not low income
R_2Wx4SWkICzY28q1	conflicted - we should stop subsidizing for parking and driving, but there isn't enough (adequate) transit service on weekends (or infrastructure for better first-last mile journeys) to justify charging on weekends. At the same time, CTA doesn't have a problem with parking on weekends either. Could a study happen where the economics of parking utilization justify charging on weekends?	Minority	Not low income
R_3JyNMTQ8zDJhaWh	No impact personally, would prefer this change over the fee hike.	Minority	Not low income
R_1f5L05cF7eIsqa9	It doesn't have much impact for me.	Minority	Not low income
R_2uUoxkLyka6DVK	does not effect me so I do not mind	Minority	Not low income
R_2OZ2cQav3yEsXQE	Leave it like it is for another 2 years	Minority	Not low income
R_voazlyUEQuc5Pod	Reducing subsidies to driving would improve my world and my quality of life.	Minority	Low income
R_AbUgmMr2AgYiPiF	Again, parking lots are on valuable land thus parking should be charged accordingly. Parking prices should be increased for all hours.	Minority	Not low income
R_1pWfe3dLCeunWw	Again, I don't drive to BART so it would impact me very little. BUT if we're going to apply the stick of making parking more expensive (and I agree from a land use perspective it *should* be!), transit access needs to be stronger as well; more frequent buses to BART, please!	Minority	Not low income
R_1eDnwW7xBxOty6B	See previous answer about not subsidizing drivers.	Minority	Not low income
R_3exnQRIngdglauK	Would not impact me. Would bring in needed revenue to BART	Minority	Not low income
R_3DeB6zW9xFxLtcj	Same as last comment	Minority	Not low income
R_wU9TZju258xmQ3n	Again, no change personally, but I think the time change is appropriate for the parking charges.	Minority	Not low income
R_1mw44RnhD7bCKTC	No	Minority	Low income
R_2zoHJh8DHSug7g		Minority	Low income
R_1nPvWk3D7Vlg0fN	Parking lots feels unsafe and I know people get mugged there	Minority	Not low income
R_1hZiaLyikwsNIBV	BART should be pushing to build housing on top of BART stations and getting people to avoid using single-occupancy vehicles for first-and-last-mile connections. Others should be using connecting bus service, walking, and biking to access BART like I do, and parking should be priced at market rate to ensure that while BART is in the parking game, the usage of the spots is highly optimized. My BART fares and tax monies shouldn't be subsidizing people who use below-market-rate BART parking.	Minority	Not low income
R_3qUr9jGC4mp1Sk	I would happily pay to park at a BART station on evenings or weekends because it's going to be easier than trying to find parking at my destination and probably cost less too.	Minority	Not low income
R_2Sqxbl2FpOYNGXC	I would take transit the whole way. It should not matter how doing what is best for transit impacts motorists. We've had nearly a century of prioritizing the movement and storage of cars over just about everything else and it has destroyed our cities and made them sprawling, ugly and boring.	Minority	Not low income
R_2Sqxbl2FpOYNGXC	Do what's best for BART. Maximize the use of your valuable land.	Minority	Not low income

R_w64G3hFAcshJhp7	I would like to see this parking revenue be used to improve BART's service.	Minority	Not low income
R_sdOxmJunGikg13	making parking more expensive will incentivize people to walk or bike to the station leaving more room for parking reform and re-use	Minority	Not low income
R_2SdeM1HIKWpetcs	Like the free weekend parking at the BART stations	Minority	Not low income
R_4Hkk27uNpJCK3yF	yes	Minority	Low income
R_3p4OsayErsYC6Qm	I take advantage of free parking some weekends to take BART into the city. But I see no reason why you should continue to give away this valuable service for free.	Unknown	Not low income
R_30w06uv6Nhr0nsa	Not much since I pay a monthly fee, but it seems like a more logical place to start than jacking up parking fees by over 100%.	Unknown	Unknown
R_3lyurK24bSFzwit	Parking should be charged 24/7 - commuters are subsidizing recreational users. I don't mind paying to park, but the proposed rate is way too high. Tripling the rate ??	Unknown	Unknown
R_1DIH7VoxVh5zqeb	I support raising additional revenue from parking charges.	Unknown	Unknown
R_2v8IYOFndR0AHMW		Unknown	Not low income
R_3IGjji1zAQe7hQH	I don't own a car.	Unknown	Unknown
R_7VrhCMuTOml6QKJ	Expanded hours would be great perhaps for permit parking.	White, non-minority	Low income
R_3EmcrlGNpVrgZak	It would not directly impact me, as I never drive to BART, but, indirectly, I expect I might benefit by way of some increased demand for intermodal public transit, and some reduction of the congested conditions in which busses must operate.	White, non-minority	Not low income
R_T7oKuosURSI108x	I think you should charge 24-7. People taking BART to the games or concerts can also pay.	White, non-minority	Not low income
R_22s6ZKmLAWIHOc	This has no effect on me because I arrive at 8am and get back from work at 7pm or later.	White, non-minority	Not low income
R_xbldYjqcO7DdURz	I like this ideal	White, non-minority	Low income
R_3NLIWa0Dx8zdaES	See last answer, I'd probably drive to Bart much less since parking would no longer be free on weekends. However, I don't really have a problem with it since I believe walking/biking/public transit to Bart should be encouraged over driving.	White, non-minority	Low income
R_2I96evyQQnRThAd	I park at Berryessa, which charges for parking on weekends. That should be expanded. Parking and driving should be disincentivized, especially on the weekends.	White, non-minority	Not low income
R_2t5ppDkrUEIIBgE	This will increase incentive to use public and active transportation, which will increase my quality of life. Parking -- using public space with a polluting vehicle -- should not be free.	White, non-minority	Not low income
R_2VkvahPC1Pz2V6	Expanded hours is helpful especially during dark winter nights	White, non-minority	Not low income
R_10PkhaFEOLnp6t	Yes; would be less stress	White, non-minority	Low income
R_3iwBGIQcBtuid9e	For a family of 4 taking BART to SF on a weekend, the 3 dollars for parking is somewhat minimal compared to everything else. I feel like this is an easy change to make and doesn't put unnecessary financial pressure on those relying on BART for most commute times. Maybe there could be a discounted weekend parking pass for those that park at BART every weekend for work.	White, non-minority	Not low income
R_2YV4YEozyx5s5uf	n/a	White, non-minority	Not low income
R_1cTVtuhp2ChZNPx	I'd be more likely to ride the bus with an increased cost.	White, non-minority	Not low income
R_2EmYqTuQNoZYggU	They would provide funds BART to provide the service I need/use. And might increase people using more sustainable modes to get to BART.	White, non-minority	Not low income
R_31Hk3aaA3i85LLR	Same reasoning as my previous answer	White, non-minority	Not low income

R_18U5eg5TXUupmfd	See the book "The High Cost of Free Parking". There are countless benefits from reducing free parking. Could you charge 24 hours a day please?	White, non-minority	Not low income
R_3nu16BQUok4VxVa	Greenhouse Gases are not only emitted between 4am-3pm Monday thru Friday. The more people take modes other than individual car to BART at all times, the cleaner our air will be and we will be helping stem the tide is climate change. If the car parking rates are raised, more people will walk, bike or take transit to the station. That helps me and everyone on the planet.	White, non-minority	Not low income
R_2e4KdicMMtyphli	It wouldn't because I do not own a car.	White, non-minority	Not low income
R_1eF2NAM0rar2WJd	No impact	White, non-minority	Not low income
R_2uEXkWFBeGTHH4H	I do not own a car, so this charge would not harm me. Increasing BART's revenue and reducing the number of people attempting to park at BART would make it a better and safer experience for get to and use BART.	White, non-minority	Not low income
R_Zylz4D2W9IWQ1k5	If parking is filling, charge more, if not, charge less.	White, non-minority	Not low income
R_22IUaLPd0ZBQUuy	Selfishly as a Warriors fan I would love it if it only went until about 4 or 5pm so that if I wanted to park at the station to go to a Warriors game I could park for free... but most of the time I'm walking so no big deal.	White, non-minority	Not low income
R_3MPOCmeRU6wz43N		White, non-minority	Not low income
R_1GNzIkPckvcBroP	The parking lots still cost the same, so they should still be charged the same.	White, non-minority	Not low income
R_3O1S3c7h4SqjyoY	I would like BART to maximize revenue from its parking operations in order to fund the maximum amount of rail service.	White, non-minority	Not low income
R_2sT5TvPHZ094ENG	BART should charge for parking at all hours based on demand. There's no reason incredibly valuable land near transit shouldn't be generating revenue. If it doesn't generate enough, it should be converted into housing.	White, non-minority	Not low income
R_3KZr3ggSauYeP5B	Again, no impact for me, but I strongly support the move.	White, non-minority	Unknown
R_2wBudnys5Z3tgEW	It would mean paying for parking on weekends, but that seems fair.	White, non-minority	Not low income
R_1FL0b3ahE2uq6WD	No impact	White, non-minority	Not low income
R_3R7Qix4xhubkfdU	I would not need to pay personally	White, non-minority	Not low income
R_2AFKWL0KJvqvVEA	It would mean more revenue for service, which would be awesome!	White, non-minority	Not low income
R_8cAjB4Qv6tFnGj7	It would not impact me. I take the 17 express bus over to San Jose from Santa Cruz.	White, non-minority	Not low income
R_25f6gOQpURM65YN	It would cost me more than just the trip to SF. Not significantly because it is just a few times a year.	White, non-minority	Not low income
R_1f9lckidpkvuVtDn	No more free parking	White, non-minority	Not low income
R_1Egu5ZC1533nrHG	I've had trouble finding parking in the afternoon, so hopefully higher rates will result in a few more spaces in the evening.	White, non-minority	Not low income
R_3iWpXV5irAJU3NH	My only concern with this plan is if it means more enforcement is required. Does the cost increase more than cover the cost of additional enforcement?	White, non-minority	Not low income
R_125r1lllWH2Xp5B	No	White, non-minority	Not low income
R_2S9uvqHLwWyoPjC	I would feel safer walking and biking to BART stations with less traffic on the road. I would feel better appreciated for choosing not to drive.	White, non-minority	Not low income

R_1dhGLNVu1bgr7Hw	The few time I *need* to park at Bart, the cost would be worth it.	White, non-minority	Not low income
R_2U5CQBxXeKVb5uS	No.	White, non-minority	Not low income
R_1ez8ZrmemOnBUyY-	This would encourage me to bike or take the bus to BART instead of driving.	White, non-minority	Not low income
R_1lBqSM9evpKUwC	Probably not much. I rarely go into work on Saturdays. I usually prefer Sundays, when parking is free Downtown.	Minority	Not low income
R_1nUYqf2wzuSzw1R	At my lot, there are barely any spots used at 7am. Maybe adjust rates based on demand, i.e. 4-7am has a lesser hourly rate than 7-9am.		
R_1eQ6ou7vLkfjQYo	Let Glen Park use the lot for farmers' markets again.	Minority	Not low income
R_scKCYkmeQssQQV	It makes sense to charge on weekends since parking at the station is a service we are using.	Minority	Not low income
R_1rexafTRmln7kf4	Would hardly impact me.	Minority	Not low income
R_3dNaGCz1PhdZUoF	Aligning it with 6pm makes sense	Minority	Not low income
R_3rV3pwX0itpPb4L	I am ok with paying for parking until 6pm - I usually take the train in the morning anyway so it usually won't change anything for me unless the rates also change (which I do not support)	Minority	Not low income
R_2OUwwTNvJMpOVzK	I would support expanding the hours and weekend for charges instead of increasing the cost per rider.	Minority	Not low income
R_2OT4Bv7gVUz092Q	This would not affect me too much.	Minority	Not low income
R_1oBEaDecyH0a9XH	I don't travel much on BART on weekends so limited impact to me. If anything I think rates should be lower on weekends.	Minority	Not low income
R_26fmVps76B2pGBD	Some BART lots (like Rockridge) are used by adjacent retail during the current off hours. Can pay kiosks be located outside of fare gates so that BART can collect money from this type of non-rider user?	Minority	Not low income
R_1DOICbOu4thBNS3		Minority	Not low income
R_1cU3BQyOWID1QJs	Extending the parking period is a penalty. A minimal charge on weekends seems ok say \$2 or so. Using the lot still causes where and tear.	Minority	Not low income
R_1pQdTc3OTWrUCZQ	We need to discourage car usage and encourage public transportation.	Minority	Not low income
R_2SkQr9MNsvZd82b	Sometimes I will use BART to go into the East Bay or SF for evening events, which usually allowed me to not pay for parking due to arriving after 3pm. I think extending the hours to 6pm would allow BART to capture parking fees from these types of riders. This fee extension wouldn't deter me personally from parking/BARTing to evening events since parking near venues is definitely more expensive and annoying, but it may be a factor for other folks' decisions potentially.	Minority	Not low income
R_2VeycBuKzwrSHKK	I don't think extending the hours in the afternoon is going to make much of a difference. I don't know about charging for parking on the weekends. Maybe a flat, discounted rate would be okay.	Minority	Unknown
R_2VpzQS7PoDDJere		Minority	Low income
R_3Mm2Cqv8JOPN1CW	If I wanted to just attend an evening or weekend baseball or basketball game, that would add to my costs to attend. It would still be cheaper than driving and parking at the games.	Minority	Unknown
R_2V48QvwbJM1CjN	I support charging for parking, but on weekends it may change my habits in terms of bart	Minority	Unknown
R_1GBmJbJ2Q3F4bkn	BART charging for parking on weekends is a bit unfortunate in that it increases costs for me, but it lines BART up with other regional providers like Caltrain that also charge for parking on weekends. Hopefully it helps make the system more financially stable as well.	Minority	Not low income
R_2VO267gr93RG0ql	keep the certain popular parking areas paid and certain areas free.	Minority	Not low income
R_sqhECPVkabUPdy9	I like extending the weekday hours, but not having weekend hours.	Minority	Not low income
	The change would likely not impact me since I have a monthly permit, but I don't use it during those hours either. I think it would be fair to charge on the weekends if people are using it.	Minority	Not low income

R_25JMxc6WsteHXoQ		Minority	Not low income
R_2VPIhLdmpO6zgBw	Expanding hours for week days is reasonable. But keep weekends free or charge less on weekends	Minority	Unknown
R_2400TWYgWddWlOU	Keep the same rate and extend the hours and maybe charge parking on weekends.	Minority	Not low income
R_5B8YyXitNv2cT9T	None	Minority	Not low income
R_2U5u7zGrV3UBmRj	I support 4-6pm charge but not weekend charging.	Minority	Not low income
R_1Cq1xvAvFSp9VYA	This will not impact me very much because I use BART parking infrequently - however I am supportive of expanding the hours during the week, but on the fence about charging for parking on weekends.	Minority	Not low income
R_3LhB1Ql0f0FmwTPZ	Bart should only charge for parking on weekends if the lots fill (or nearly fill).	Minority	Not low income
R_XRcQ8GNn90jbKF	Everyone is hurting financially now! Reward people to pick up their trash, with a point system, to get a free Bart ticket of parking for one day!	Minority	Not low income
R_1prxX0Zw9D4r0oE	This would impact trips into the Bay Area on weekends for leisure, but it will be for the best.	Minority	Low income
R_AjMF1cgGRaQgySN	No comments. Would still consider my previous comments.	Minority	Not low income
R_b3DwSYdDGNWIFjz	See previous comment.	Unknown	Unknown
R_2DLwX9Ao2C1ZlIf	Charging on weekends should be based on scarcity.	Unknown	Not low income
R_338blm2ck8DtV3l	Minimum impact.	White, non-minority	Not low income
R_3CNQvUKwXZ3tdPM	I like the notion of "You're parking there, you're paying for it", but I want to remind you that for people who don't have last-mile connectivity to BART stations, this is a kick in the teeth. Raising these prices WITHOUT a corresponding second choice (an existing bus route, or shuttle bus), which is a lot of San Francisco and most of Oakland, is needlessly cruel.	White, non-minority	Unknown
R_w7qkIViRKzWhkMB	I think that There should be a charge for parking in the weekend. but eight dollars a day is pretty expensive.	White, non-minority	Not low income
R_abitdXfSxSEmqkN	I think Bart offering free parking in their lots after 3pm and on weekends is good PR for Bart, however, if this increase would assist in keeping the daily rate lower, I would support it.	White, non-minority	Not low income
R_wTOL0f7M8gae5IT	This would not affect me.	White, non-minority	Not low income
R_1JQe1D005YjnQ2q	right now bart is only charging commuters. I think it's okay to charge people using during other times.	White, non-minority	Not low income
R_2qsVZF3MZyschJc	I support extending hours during the weekday, to be on par with city parking. But again charging for weekend parking will result in decreased ridership, and also push people more towards driving which is not one of the core goals of BART.	White, non-minority	Not low income
R_12rLwtPw6fVMHAD	May as well charge all day - night shift workers should pay too.	White, non-minority	Not low income
R_2zSDsDis4sm9TgK	Employee parking pass? No garbage tickets and time wasted by BART meter maids!	White, non-minority	Not low income
R_VJDUajHy4Fj68g1	Maybe Sat only.	White, non-minority	Not low income
R_Utn1aPi5H6np0ch	The change in hours does not impact me now but could in the future. I think a \$1 parking fee on the weekends would be okay. Charging for parking 4am to 6pm bothers me. How about 4am to 4pm? It is easy to remember. 4 to 4.	White, non-minority	Not low income
R_Oa43iZpOJYGSQJr	I can understand the charging for the Monday-Friday time change. However, charging parking on weekends I do not know about; if charging does occur, would it be less than the weekday rates? I would hope so.	White, non-minority	Low income
R_POnyZGyD9hIqM4V	It would not impact me as I don't have a car.	White, non-minority	Low income

R_PYTqErv8Svw75kJ	Not charging for parking is subsidizing drivers, so I absolutely support expanding the hours that charge for parking. However, there should be a very easy, clear way for people to pay for the parking remotely, e.g. if someone misses the last BART home.	White, non-minority	Not low income
R_z26R3Pbjh56ByUlh	This change does not affect me.	White, non-minority	Not low income
R_qCph5VUveKYTVT3	I only drive to Bart rarely, and usually on weekends, so this change might cause me to drive less or pay sometimes. I think the lots are really underutilized at the stations I go to (Rockridge and Ashby), and would support dedicating less space to parking in addition to raising rates.	White, non-minority	Not low income
R_3FW3jR9Ygxus9Wrf	I believe that I, and many other riders, would park on the street in surrounding neighborhoods.	White, non-minority	Not low income
R_XMxIMsQUoR5E2NH	The Rockridge station parking lot is quite empty on weekends. I think it should be available for shoppers to the College Ave shopping district for free on weekends.	White, non-minority	Not low income
R_r9nDv4hUj4EsTtz	I would like for there to be no permit parking at Macarthur Station before 10AM. It doesn't make sense given that most people who drive to BART to park don't have a permit and so I have gotten a ticket several times.	White, non-minority	Not low income
R_2sreHZ5c2MXLMHw	why is the charge for parking not 24hours a day?	White, non-minority	Not low income
R_OvciEIsfids5Xrj	I think pricing should always be based occupancy. We should not discourage people from using BART if there is ample parking.	White, non-minority	Not low income
R_YQ5gEgNkKWuX7tn	I don't think paying \$3-\$8 for the day will hugely impact my plans, but it does seem weird to charge for parking if you enter at 4 pm	White, non-minority	Not low income
R_2YQHwUkfuhrOLDn	No major impact. I rarely park at BART and usually take transit there.	White, non-minority	Not low income
R_25Ntku8sFRN3dak	If it helps keep overall parking costs down, I'm for it	White, non-minority	Not low income
R_r8EsbD0wN7aUUV5D	I do occasionally use bart on weekends to visit family in SF. It's nice not to drive and deal with SF parking and traffic but it would depend on how much was being charged on weekends. If it was the same or more than bay Bridge toll I would likely just drive to SF.	White, non-minority	Not low income
R_278yoqOLhijxMEI	Many people ride BART on the weekends so I can see this as a benefit if this will help to keep trains running!!	White, non-minority	Not low income
R_3IVkeD8pWRKULs0	Why shouldn't patrons parking Monday-Friday from 3-6pm not pay for parking like the rest of us?	White, non-minority	Unknown
R_1fh5QslufvXa1kQ	I don't park often during the expanded hours, but it makes sense that parking charges would be the same regardless of the day or hour.	White, non-minority	Not low income
R_1LisbLdvHZirCc	I think the people who work / students who go to school full days pay no matter what the hours - I think it would be ok to charge a little on weekends because people are going to use the service to get to concerts games etc	White, non-minority	Not low income
R_3m1wE3ADf5r56RW	I would much rather see Bart increase the hours requiring payment for parking, rather than to see the actual daily rates increase. And charging the same fee on the weekends seems very reasonable, vs. making commuters who travel during core business hours take the brunt of this.	White, non-minority	Not low income
R_2qEJCE0Op4JIEzz	I feel that expanding hours is fine, along with charging on weekends. But raising prices by nearly double or more is unacceptable.	White, non-minority	Not low income
R_3il5AS3QvFBir1g	Should charge for parking on the weekends.	White, non-minority	Not low income
R_2sWSVb50wFj6TP9	I don't suggest charging if the lots don't fill up, and even before the pandemic the lots never filled up on weekends	White, non-minority	Not low income
R_25YqirDJ31aRNIF	I strong support pricing parking by demand but I don't think there is enough demand for parking in the evenings or on weekends to warrant charging for parking at those times.	White, non-minority	Not low income

R_1pWNMWTr3NZd9gn	I enjoy free parking when I head to the city in the evening, but free parking is an unjust subsidy for drivers so maybe it has to go. The North Berkeley parking lots rarely seem to fill up between 3-6p	White, non-minority	Not low income
R_3EYUSJx5RmjnrX	Won't use on weekend the one reason I do is the free parking.	Minority	Low income
R_2xP20wGAPnZJCjc	I wonder if charging for parking on weekends would deter people from riding BART on those days.	Minority	Not low income
R_2CpGrYg7t8pWIPD	Get rid of the mandatory online reservation. If someone purchased a parking pass at the Bart station they should be able to park and ride without having to pre register their car	Minority	Low income
R_0NhcZQ6ot9DQwtb	Ive always thought parking was charged until 6pm already now	Minority	Not low income
R_W6YUWOPInlemKNr		Minority	Not low income
R_3PuzMoW7ZLY5Hge	Would only support, if parking security is improved also.	Minority	Not low income
R_9KVVoMKAmr69kWYx	I have usually only taken BART after 3PM for afternoon and evening events. That being said, there have been quite a few times where I have timed myself to get to BART by 3PM to avoid paying for parking. This doesn't happen too often, as when I commute I usually get back to the station after 5 or 6 PM anyway.	Minority	Not low income
R_22FEiIQcBku6nDY		Minority	Not low income
R_3qydYSRzB7u5Ccb	It would just encourage more drivers to drive themselves rather than use Bart which is worse for the environment and would bring ridership numbers down. This change would also affect me in the same way.	Minority	Not low income
R_BJqYRQHspJ6Yhpf	None	Minority	Not low income
R_1CJuhIxV2VxkOAp	I suppose it's only fair if people are using the lots during those times	Minority	Not low income
R_VKks3ggk50HR3Oh	Berryessa always charges for parking.	Minority	Unknown
R_2ARzvRjXRaTAA4	The most important thing is clarity and ease of use, not cost. If I park starting at 4:00 pm for a period of 12 hours, do I have to pay for one day or two? If I wish to park on Friday at 7:00 pm and take BART back to get the car on Sunday, will it be possible to pay for Saturday and Sunday in advance? Or will users have to wake up at 4 am to pay through the app?	Minority	Not low income
R_1rdp3rQkkXyJqZ0	I appreciate the free weekend parking since that is mostly when I use BART. However, if BART chose to charge on weekends I would still continue to take BART since I primarily bike to BART unless I am carpooling with friends. I would want to make sure BikeLink lockers continue to be available if more people started biking to BART as a result of parking fee increases.	Minority	Not low income
R_129mEVJYhRGsoqv		Minority	Not low income
R_1gu8FgOSC7Bg0tw	Support the extension of weekday hours. Weekends are likely to attract travelers to Bart if it remains free	Minority	Not low income
R_Tf4CINLHPKW1X	Would not impact me	Minority	Not low income
R_3fVKdPIByFFqyGW	See previous comment.		
R_2bJGJI7W0zUp4zw	Stop with the parking lots and build either housing or businesses that will encourage people to use public transit.	Minority	Not low income
R_1K7uDucz9arVp7		Minority	Not low income
R_2aXMV4HZE3imnrw	Would prefer to not pay for parking on the weekends, but do have alternate ways to get to BART station without parking.	Minority	Not low income
R_33DYjFBgXQ5tFTD	I would be less likely to take BART on the weekends, and more likely to drive into the city.		
R_12y7zSswb5Boz0w	Right now, there is plenty of capacity at BART stations on the weekends. Free BART parking discourages driving into the city and so should remain available, though other uses of extraneous parking are also valid.	Minority	Not low income
R_3JsE2h1BmpQKZXM	I generally don't park during weekdays	Minority	Not low income
	Change would not impact me.	Minority	Not low income

R_2WBViR41YJ13XGy	I arrive at BART before 10am so expanding the hours for weekday use would not impact me. I do oppose charging for parking on the weekends as I think that will lower ridership. I know lots of people that like taking BART to events specifically because parking is free and generally very available on weekends. Once again raising rates will not increase BART's ridership, it just burdens those whose use BART.	Minority	Not low income
R_1ogVjdi1BberOAG	Doesn't affect me.	Minority	Not low income
R_2PoLI5aJW8p0c9s	I rarely use Bart on the weekends, but wouldn't mind paying the normal \$3 parking fee when I do.	Minority	Not low income
R_2bVsavT8Ao0WzDm	I prefer this option rather than raising rates M-F	Minority	Not low income
R_2CU5m6fzNtuHQ6m	No impact	Minority	Not low income
R_2f6U3qO6MZRkN54		Minority	Not low income
R_25RW1k5waZw8S1	This does not impact me since I park my car before 10:00 a.m. anyway.	Minority	Not low income
R_2OSYgo5DJYaeUZS	The new hours would only impact my weekend use	Minority	Not low income
R_RQWXjq6eyWiiWZ3	This does not impact me per say because of my arrival and departure time but it's good to know.	Minority	Low income
R_28S2L9NMiAuvIVp		Minority	Not low income
R_1Nz79EUkrLyCQ72	Stop penalizing low-income riders of color for driving just to appease upper-class white bicyclists	Minority	Low income
R_2Vfs0s4Kn2dncFe	Wouldn't impact me.	Minority	Not low income
R_1LFJWzUck2KMFRK	Hours and the weekend have no impact to me	Minority	Not low income
R_1FZ0kKSFCRgdZPX	The point is to encourage people to take Bart to minimize the number of cars on the road. This includes the weekends as most folks would take Bart for work but may not consider it for their weekend activities. Isn't that the point of the Bartable marketing campaign?	Unknown	Not low income
R_3JJl6AVmDKRj7vM	Expanding the daily fee during works days is understandable but I will not park at Bart of weekends if you plan to begin charging.	Unknown	Uknown
R_1KuhAxh1Vu1ewh	I think if you have to make changes, this might be the best place to do so.	Unknown	Uknown
R_2bOtVUFsc6D8JT	It's interesting that BART wants to charge more for parking that is unsafe. I had my vehicle stolen at San Leandro Bart station. So paying more and getting less seems ridiculous.	Unknown	Uknown
R_2zQXCu2knfoyrQJ	Not nearly as much.	White, non-minority	Not low income
R_Avz1dbFjF4c6mCB	It would not impact me	White, non-minority	Not low income
R_1gCjRcatff8C8r	Doesn't help me	White, non-minority	Not low income
R_26DH6l4JbJXicud	It doesn't affect me currently as I don't generally use BART on weekdays, but it does deter me from using it in the future. For instance, if I wanted to catch a happy hour, using BART, I'd be less motivated to do so knowing that parking would be charged within that timeframe now.	White, non-minority	Not low income
R_WwyWSiH2n4uN7jP	No impact, I don't think.	White, non-minority	Not low income
R_2q3oLKKxbkuhiW	No impact	White, non-minority	Not low income
R_1gdVVZSasujjasN	I'm not thrilled by the idea of having to pay on weekends, but I can understand why you want to start charging for that.	White, non-minority	Not low income
R_uwwCqLX8pk1gckF	I can't afford to park at Bart. How does this increase help you regain lost ridership	White, non-minority	Uknown
R_1dcREN7IW6TgGGP	No impact	White, non-minority	Uknown
R_339KdA0N9qIOGKP	Explain how your proposal affects handicapped parking.	White, non-minority	Low income
R_2SjHwna5iK5e637	No, I don't ride on the weekends.	White, non-minority	Not low income

R_r75VbTFewZbPKMp	I think going to 6 p.m. is fine. But why charge for weekends? And how much would you charge for weekends? It should be the lowest amount for weekend parking.	White, non-minority	Unknown
R_beo2HUNs5wVT9n	Would make me somewhat reconsider my choice to take BART	White, non-minority	Not low income
R_1OUnmXxrvGGovc	If the rates stay low, i think it's ok to charge more of the day/week. That seems reasonable. But don't both raise costs and hours at the same time.	White, non-minority	Low income
R_3smmqbY6v4sguEE	I am ok with the weekday hours being extended. Not sure it makes sense to charge on weekends if the ridership is not that high.	White, non-minority	Not low income
R_1F9zlnSHATKJPU	I would get more rides to BART instead of carpooling and leaving the car at the station. BART is expensive enough to go into SF and that just adds to it.	White, non-minority	Not low income
R_r7Tqwssay5IBIUB	I disagree with charging on the weekends because it's rarely full. If BART wants more riders on weekends, do not charge for parking	White, non-minority	Not low income
R_24MmNUky6OqJ511	I love that parking is free on the weekends- but understand that Bart incurs costs it needs to recoup. It's possible I would choose to drive into SF on the weekends instead of taking BART more often if parking wasn't free	White, non-minority	Not low income
R_3XlFBRQJpSMdp29	I normally take the bus to BART on Fridays because I have no immediate return trip. However, during the week when I want to make a fast trip to see friends or my partner or for other errands, I need to return the same night or next morning. The bus to Livermore ends service at 10pm which would require leaving Berkeley at 8, which is too early. I would be more likely to drive all the way to Oakland instead of taking BART if there was a parking charge at 5pm. Today I learned that motorcycle parking is always free but it is unclear if overnight motorcycle parking is allowed.	White, non-minority	Not low income
R_BLeZJrcm4Jdy8P7	Free parking on weekends makes BART the most convenient transit, and I tend to use it so I don't have to drive and find free parking elsewhere	White, non-minority	Not low income
R_1ODKopZkRohq8li	No impact.	White, non-minority	Not low income
R_DN2HDyH8gwugnfz	It wouldn't impact me if weekend price installments don't raise monthly parking	White, non-minority	Not low income
R_3CC4eA3eaJUVmc	This would not impact me or the vast majority of commuters because I get to the station between 5 and 6:30 every day, I pay either way.	White, non-minority	Not low income
R_25KrDTKryCDpm6R	This doesn't impact me. I'm a monthly Parker so I don't know. But already Bart is really expensive compared to other cities like nyc.	White, non-minority	Not low income
R_3qmv3Sdjntvv48E	This would not impact me.	White, non-minority	Not low income
R_1DNDJ3DnQCBE2CJ	I do park for free in the evenings sometime, but will just go somewhere else.	White, non-minority	Not low income
R_1GTyhN5bMEF7T8b	This would impact me the most as I usually take bart after 3pm and park at the station. It would be nice if there was a cheaper rate after 3pm than the whole day	White, non-minority	Not low income
R_1KeWFT5BY2ZQzdy	I don't like the idea of charging on weekends when lots are typically empty.	White, non-minority	Not low income
R_1o6D8cQveEJEBrq	I oppose weekends unless there is big demand (eg sporting event). BART needs to attract new riders not detract.	White, non-minority	Not low income
R_2YekB7Uld3jIGzH	I only park on weekends in the Bart parking lot since I can't pay and the Bart passes later on those days (translated)	Minority	Low income
R_3ZmJMF1M8qJNt8	Weekend parking should remain free, charging for parking on the weekends would push more people to drive their cars, which would congest the road system	Minority	Not low income
R_3jJP90UntoKpZj3	I have occasionally parked on weekends and was super grateful for it, as it made me want to take Bart into/out of the city. It was the convenience of the fee	Minority	Low income

R_12sWNBUdGrIQ7aK	This takes away the option to leave car parked during the weekend, unless the paying supports it.	Minority	Not low income
R_11OMJkEI9rc6kie	I usually park at BART at about 5:30pm and take BART to evening or weekend activities. The parking lot is nearly empty at that time. With the hassle of having to pay for parking I'd drive instead.	Minority	Unknown
R_3j9BVP9lsQcZiIf	I'll just park on side streets instead then	Minority	Not low income
R_25KKVaNcL4LwGYD	Weekends should remain free otherwise people would not be encouraged to ride BART in the first place.	Minority	Not low income
R_3rP2gqATVKwqf6	Use Bart less.	Minority	Not low income
R_2egxPTDH4sSyT7	I leave my car at Millbrae station over the weekend and drive it to work on Monday. This will increase the parking costs	Minority	Not low income
R_uk0bCA27Pe2Ujgnd	We should be encouraging ridership. Increases to parking fees and fares might have the opposite effect. Only raise fares if you absolutely have to to maintain operations / solvency.	Minority	Not low income
R_174EXTk2XzQI7qx	Would not ride Bart on weekends if I had to pay for parking.	Minority	Not low income
R_1r2VTxKvnKcHMB9	BART is already kind of expensive for me, so it would add to that, and increase the likelihood that I would avoid the fee by parking on the street, not arriving during the charge hours, or biking. If I drive, that would make it so that I have to walk farther to my car in the dark. As a woman, that makes me nervous.	Minority	Low income
R_1LSlhic5k0r2fI	Don't charge on weekends - how will it be enforced? BART parking lots on weekends serve as a "park and ride" for many things - like bike rides (the Grizzly Peak Cyclists uses Orinda and Pleasant Hill stations as a meeting point for their Second Saturday and Third Sunday rides), people who ski in Tahoe on the weekends to meet up with a bus or a Meetup group and people who take the casino buses.	Minority	Not low income
R_25GaCZV0R0bJDUi	Extending hours on weekdays wouldn't affect me, but I am strongly opposed to charging for parking on weekends.	Minority	Low income
R_2BtHbpyITzydw9T	I understand possibly wanting to change hours from 4am to 6pm for parking, but I strongly oppose charging for weekends. Some need to get to work or travel across the bay. I understand possibly wanting to charge for game days or special events, but having to pay for parking on weekends is a horrible idea.	Minority	Not low income
R_1Dw1vHhAIjR6UQ	No one likes price increases, but it is what it is I guess.	Minority	Not low income
R_DoiXdUkRDoTWEvXv	weekend should remain the same. weekday changes is ok	Minority	Not low income
R_1M0tInLqYbaOETcb	I am content with weekday expansion, but parking on weekend should be kept free	Minority	Not low income
R_3EExWEKKJRjAGn	This will be a hardship when I work late.	Minority	Not low income
R_3h4MnXs2Gj7rOEW	Weekends are never that busy there isn't much security	Minority	Not low income
R_2f3H5VAiH279RBY	Keep weekends free. Extending weekday hours is ok	Minority	Not low income
R_2R4JSPVxCPYBIs	I would probably not use BART on weekends	Minority	Not low income
R_4Qt5wUhhoeSVAQ1	Should not charge for parking on weekends	Minority	Not low income
R_3FPA3g3uxtdyJcP	I take BART on weekends more often than I do on weekdays. I would not have a problem with expanding the hours charged for parking on weekdays, but charging for parking on weekends would make BART a less desirable option.	Minority	Not low income
R_29oc6L1DWSEGMq6	Free parking attracts "choice riders" like myself, who would otherwise use alternative transit	Minority	Not low income
R_24zt6vsUFMBRkGt	Unless discounted programs apply to parking, we're already seeing increase in fare plus other costs and will only continue	Minority	Low income
R_1JUX0XUHQwu6ar7	Charging on weekends will not encourage me to take BART over driving. Traffic isn't as bad on weekends so cost for BART needs to be much less than driving for BART to be effective as a driving alternative	Minority	Not low income
R_1pMrQV1pQqhVx6P	I strongly oppose charging on the weekends. Parking free of charge on the weekends makes a trip to San Francisco or other area city on BART less appealing.	Minority	Not low income
R_11hZu1FQlosYQDy	Same comment as previous question	Minority	Not low income

R_V26iqBt5yEOLw09	I ride on the weekends in addition to during the weekdays. Charging on the weekends would make me want to drive to work rather than ride BART. This is not a great plan if increasing ridership is the goal. It would deter more people from riding BART.	Minority	Low income
R_qE0FMlrwJ2rP06d	I don't end work at 3pm like a school teacher, I end work at a working-class earner's time after 3pm, usually riding bart from 5-7pm.	Minority	Low income
R_2e2S5WAU5AeAF2Y	If these changes were made I would no longer ride BART at all.	Minority	Not low income
R_ZurrnNHbSuRAjgv	I would stop taking BART on weekends to visit family in the East Bay, I would drive instead.	Minority	Not low income
R_cx9HtUqOIUNiELIF	Please see previous response. People who take BART are worker types. My commute to my school already costs me 800 a month.	Minority	Not low income
R_3gRfWtJfTWA4sGJ	Would make using Bart more expensive	Minority	Not low income
R_x9PmD5dvFqkzmfv	I would tend to drive vs taking Bart if these costs are instituted.	Minority	Not low income
R_3mitaylalmDFk5J	Why is there a need to increase the price Monday through Friday and start charging for weekends? Where will the funds go?	Minority	Not low income
R_1kRe0TzaTOUvkpU	Poor people will be poorer	Minority	Not low income
R_1jD8yxemFLBYrj	I wouldn't go out as often if charging on the weekends	Minority	Not low income
R_1HMc131i0pwPAX9	I work weekends. It affects me 100%.	Minority	Low income
R_3fFQiaKXmk9snf	Again, this would push me to look for alternatives to bart. This change would contribute to our current problem of inflation due to rising prices strictly out of greed (profits).	Minority	Not low income
R_1jIE5rvjSaDr41K	My work is in the evenings, this will add to the cost I have to pay just to work in the evenings.	Minority	Not low income
R_3RvzHSMEBRKS1B7	It would affect a member in my household that also uses BART & parks after 3 PM. Again increasing monthly expenses on transit that we cannot continue to afford.	Minority	Not low income
R_1pgkEKqbawqAA5T	It would affect my budget. It would make me less likely to utilize Bart.	Minority	Not low income
R_BFgj5X8Josvvr6N	Don't understand motivation on how it helps, again goal should be increasing ridership not other way around	Minority	Not low income
R_7EM17bbWk8caBFL	I strongly oppose this. BART service is worse on the weekends and evenings, and this provides no incentive to take BART even when service is lower. This will likely reduce ridership.	Minority	Not low income
R_2SfeTU04mNatGb	There's less people that ride Bart on the weekends we shouldn't have to pay for parking	Minority	Low income
R_1DpMDIKKj0LMea	Too expensive! why would you do this? Where is this money going?	Minority	Not low income
R_2RU3h3Z7kKE9E0	What's the point of charging when there are lot of parking ? Remember that we are paying to use the BART train	Minority	Not low income
R_vpsHAajpJmhoR7v	With the prices of nearly everything increasing, it's just an added cost for public transportation at a time when persons with less money need to save.	Minority	Not low income
R_2QicEsMjDgqMk0	Bart ridership is already low on the weekends if parking is charged you can already eliminate my family from riding bart over the weekends	Minority	Not low income
R_3kFkVv2VvOpOT90	See my comments on previous question	Minority	Not low income
R_2zcEGqYMSHWvAdk	Too expensive, my work will not cover this, and I have pay for this personally. I think this an absolutely ridiculous. I've never seen any stations agent our guards monitoring during these hours. In addition, trains are always cancelled and never run on time.	Minority	Not low income
R_3G6BnTKz4QG9Fnj	Again we as riders dont feel more safe using BART and you want to charge us more during inflation. I dont understand it.	Minority	Not low income

	Similar to the last answer, this adds more complication and hassle to using BART and makes me much more likely to drive.		
R_2fesEwqaue2ROT	Public transit is a vital necessity in the Bay Area. Stop treating it like a back up plan we're prudently forced to accept.	Minority	Not low income
R_2EEwiZNVN1PO4B	Again- if you make it so that people can't afford to use BART, your ridership will do nothing but drop.	Minority	Not low income
R_7U15cc8XcpxUyid	Would ride BART less and drive instead.	Minority	Not low income
R_8mYdLALP(p2k5j)	If there were more trains that started earlier, I would be more in favor of the earlier start time, but I cannot get behind expanding the hours from 3pm to 6pm. I can support expanding the hours from 3pm to 4pm, but I would like to see a prorated price on parking. It makes no sense paying full price to park at BART when parking for the last couple of hours of the day. Charging for parking on the weekend would make me less inclined to take BART as well. I could get behind increasing the price to park at BART overnight during the week and weekends, but during the day? No thank you.	Minority	Low income
R_BE7UtvvMlw7fIMI	Charging parking at end of day is too much. Lots start to empty at 2:30pm.	Minority	Unknown
R_yxLoyqfbGLDgRrj	Stop capitalizing on the poor working class.	Minority	Low income
R_qKF1wRlpa7He81	I would probably no longer take Bart.	Minority	Low income
R_3my2Fj5FEoUfmDm	Please do not do this! Charging for parking on weekends will make me and others ride BART less on weekends. BART is already almost as expensive as driving. I often choose BART over car because it is cheaper and more convenient. Having to pay for weekend parking would eliminate ruin these benefits. Don't do it!	Minority	Not low income
R_2KvN810EIm2XnIP		Minority	Not low income
R_3k04srFfpNC3Zqj	Parking lot starts to get empty after 3pm. There is no reason to expand those hours.	Minority	Not low income
R_21u0XoWismphdN	Would not take BART if this happened. BART is already expensive as is.	Minority	Not low income
R_12yyFdDkJUvBF1R	Again, this would discourage occasional riders from using BART.	Minority	Not low income
R_2VOx0x0EXg8UAMY	Charging parking fee at weekends? Are you kidding me??!!	Minority	Low income
R_3iemxdNsvw0Evpy	It would make Bart too expensive to ride! I don't support the change.	Minority	Not low income
R_2aPO5saCuGUAWGjI		Minority	Not low income
R_2WVbx3vokD16jYq	I feel like we're being taking advantage of.	Minority	Not low income
R_D1Z3cUq1M4vkyV	Much less likely to take BART.	Minority	Not low income
R_3n3nh8PvjQ/DT5S	Charging on the weekends... that's just wrong.	Minority	Not low income
R_3PLb25W4pqYWjrP	Ride less.	Minority	Not low income
R_vwsPGL29j2aDEPv	Would take BART less on weekends or opt to drive instead.	Minority	Not low income
R_3KqLR9RGUmQP38C	The current timetables encourage using the service more on non peak times rather than driving.	Minority	Not low income
R_3In0epl1hzQ9pl	I don't agree on paying for parking on weekends.	Minority	Not low income
R_1G58Zvis7bmR5hT	If they start charging for parking on weekends then we will stop taking Bart and it will cause more traffic 🙄	Minority	Not low income
R_4Y8HrdQCUtOut	you are too much! Do not kill the riders.	Minority	Not low income
R_5nyf5gm2A75PCV	I understand this is another revenue stream that Bart has come up with, and at the same time it just starts to become greedy. Charge a fair price for the ride, and stop gouging your customers every way you can. This is a service to the community, act like it!	Minority	Not low income
R_3hL0Zb3QWfvcvG	I would use the Bart parking less often with the increase hours that parking needed to be paid. I prefer keeping the same 4am to 3pm since the lot is less full when people get off work after 3pm, so people can use the parking for free for other events in the later afternoon/evenings.	Minority	Not low income

R_WB5qk4bm8jwWqt	There aren't many people taking Bart on the weekends unless they're going to the city to shop. I feel like charging for parking on the weekends will push passengers away.	Minority	Not low income
R_3hakBvbp9qCpMUq	Seems like the focus is just a money grab. Bart is expensive enough as it is, what more do you want from us, your poor commuters! we taking all the brunt from all these propose increases.	Minority	Not low income
R_24oRR8NvVXTY8eG		Minority	Not low income
R_3EWn9jZ7krTMhw	I would find another way to get to the station. The parking lot is pretty empty on weekends. Again, commuting on bart has gotten way too expensive.	Minority	Not low income
R_3PAnWJ7V8diaPSJ	I use BART during the week to commute to work, if I then on the weekend voluntarily decide to get on BART to go somewhere the charges are an insult to living in the Bay Area, its like saying stay home because do not dare want to visit another area of the Bay Area using BART it will cost you more than just getting gas for the day.	Minority	Not low income
R_3jPldS14OkLDY9j	I will not use BART if you start charging for weekend parking. Furthermore, I will start advocating for new representation of my elected official at BART.	Minority	Not low income
R_72OkZVoAcpH4Ddz	It would affect me financy	Minority	Not low income
R_2s5BU7gkkywXr2p	No need to cause us Bart users more financial problems and stress	Minority	Low income
R_Wkx5d3oR9yleUo1	Please do this. Bart is already expensive.	Minority	Not low income
R_2SoCnLDeoIDAUXo	Same comment as above.	Minority	Not low income
R_2aitxib0jO5PU1z	What is the purpose of the change? Seems like you are trying to drive away riders.	Minority	Unknown
R_3lrZa4T3xMgQMpp	It would make BART less affordable and less attractive mode of transportation due to potentially higher cost for parking. It would make driving alone on weekends more attractive as compared to taking BART.	Minority	Not low income
R_Dem68NA776JlOkv	Please refer to first comment.	Minority	Not low income
R_3oHKcRWnZl4xohz	That surely hurt present financial situation.	Minority	Low income
R_11xbW8rM2fmBwmZ	Too expensive, I'll not ride BART anymore.	Minority	Not low income
R_3OGAU7waF2e5pA	Yes...	Minority	Low income
R_3PhPwJ2TckRUMKm	BART should be looking to make itself more attractive to ride. Make stations destinations first, then think about increasing parking rates.	Minority	Not low income
R_2B39QOnWWOukZNV	big impact, should be the same time 4am-3pm	Minority	Not low income
R_2c6P44yRtGyK4q	I already gave my opinion (translated)	Minority	Low income
R_2CIBvVIXC6p09	I mean read that statement above again and tell me does it sound right?	Minority	Not low income
R_1JEDVDF1MpYObG1	I personally don't understand the need to do this. Bart has notoriously had these hours of parking charges for years, why change it? As a retail worker, I look forward to taking bart every weekend due to the free parking. Please do not have us pay more than we already do.	Minority	Low income
R_2QnDlPoXNs1lPa	I think until 3:00 pm will be good enough	Minority	Not low income
R_1Cxcqbr90QALQy9W	I would not be able to utilize BART station because I cannot afford the parking fee. I'm already paying almost \$10 a trip, every day for work. This puts even more of a financial burden on me, trying to get to work.	Minority	Low income
R_3J4cYFBY1KqZGoD	It will be expensive and there is no security. I have seen a lot of vandalized cars.	Minority	Not low income
R_1LASuNXp8T4l9SI	It would affect how much food I can buy	Minority	Not low income
R_UVy3LSicB3P9P3	Its doesn't make sense	Minority	Not low income
R_3mU5xXyZEIAOIHy	Money money money bart already high	Minority	Unknown
R_yVbmeAWQeyeoec1	There are a lot of people that do not pay for daily parking permits and this would only hurt people who do. Instead just have more police handing out tickets	Minority	Low income
R_2EzC2HXl7divXbA	This is BS! Stop being selfish!	Minority	Low income
R_1DAmwz2PICqw6IA	Why	Minority	Low income
R_1i4puQ8JuekJC0p	Creo que seria demasiado.	Minority	Low income

R_33CqMvOpgfOPyq	The only ones who suffer are those who don't have the flexibility to change their schedule and make less wages. They are the ones riding Bart. Don't extort more out of the middle to lower class who are the ones still riding and still supporting Bart.	Minority	Not low income
R_31EwE325miH8DD7	The draw to taking Bart on weekend for drivers is because it's free parking. Let's keep it that way so we lessen the amount of cars on the road.	Minority	Not low income
R_x9236RGLNjY33f	IT'S ALREADY TOO EXPENSIVE.	Minority	Not low income
R_3J8kZCp5P_HDKiD	literally please, you need money find different ways, how about that reo paycheck? stop putting the costs on the working class who cannot afford the raise on already high prices, seattle has cheaper costs, cheaper alternatives, new york does too, this is embarrassing and disheartening	Minority	Low income
R_UoKa6985CEuxZQz	Unfair	Minority	Not low income
R_C4RG11dGsjbUxrx	stop being greedy, your garages are not even cared for; they're dirty, littered and the elevators are trashed. There is no maintenance for the garages.	Minority	Not low income
R_3k05r8HEjBRdR8b	This doesn't impact me at this time, but the parking lot is not full at San Leandro, and I could stop my monthly parking and just pay for daily parking. I would save money.	Minority	Not low income
R_3k05r8HEjBRdR8b	Do not discourage people from parking at BART.	Minority	Not low income
R_2PjR385WZ5nmf7	I dislike charging on weekends because the only reason I take bart on weekends is for the free parking.	Minority	Not low income
R_xf3j0Yjn4Un6OsN	I only take BART in the afternoons and evenings. This would directly increase my costs to park at BART stations and make me less likely to use BART as a transportation option during those times.	Minority	Not low income
R_2aG45qBAR1XPQqj	Impacts poor community	Minority	Not low income
R_3kvqIBrwBHjScJc	Weekends should be free giving commuters a break from paying for parking during the week.	Minority	Not low income
R_3kwrgf3EtzPfxso	No, we need to encourage more weekend and evening ridership. This off-peak ridership is just as important to encourage less car usage. These casual trips are more easily mode shifted to transit. A casual rider will put up with less friction to ride transit than a daily commuter.	Minority	Not low income
R_3F1wPQ63dJZQ0z	Free parking after 3pm and on weekends is an incentive for residents to get out of their cars during those off peak times. Not to mention the fact that you need more riders overall.	Minority	Not low income
R_3FLwPQ63dJZQ0z	I would probably not go into SF via BART.	Minority	Not low income
R_DnGuQUm53xExUj	It will deter people from using Bart.	Minority	Not low income
R_3N3gAnWPq7BOcE	Charging for expanded hours and weekends will further suppress demand and make it even less affordable for people to ride BART.	Minority	Not low income
R_3R30nrGNHIM7mr	It should be free to encourage and allow folks to access mass transit options.	Minority	Not low income
R_3FEQejhVhs5mDzR	We already pay enough.	Minority	Not low income
R_1QjN3yDn6z1p2p8	BART is already very expensive. The lenient parking policy helps to offset that. By increasing hours and fares, you are taking away a critical part of what makes BART special, welcoming, and at least somewhat affordable.	Minority	Not low income
R_3natmvkSIU7TP3	Economicamente me afectaria	Minority	Low income
R_3r8LDmWkz7I9t6Q	I would drive instead of take BART. Parking meters are free on Sundays anyway.	Minority	Not low income
R_3rJV1pKzqBgEGLu	You people are incompetent	Minority	Not low income
R_3i6lu7iGTONGykW	Again, makes it harder for poor and working class people to get around. And will scare people off from parking	Minority	Low income
R_RxHLQPzMRcbDFKN	I can't afford it.	Minority	Not low income
R_3l9sqXJL818cYoR	I would be less likely to take it if I had to pay to park.	Minority	Not low income
R_AGuLrnsLyBLDKm	If the lots are not full at this time, why are you charging? Greed!	Minority	Not low income

R_pN64N8ErikQc8289	Just another way for Bart to get more money from people, if these changes implement I see people parking and taking bart less as the trains aren't worth more money, they are dirty and attract unwanted visitors all the time.	Minority	Not low income
R_5tJ5F3WsEMPdOul	See previous comment	Minority	Not low income
R_3rqSeej5A1LHsMH	We already have to pay to park and ride bart which schedules is usually not on time fluctuates heavily. Having to pay for increased parking is outrageous.	Minority	Not low income
R_3opUTIEA05Z0cz	First and foremost, BART does not offer a premium service. Until BART can get the homeless problem solved, gate jumper solved, graffiti on the trains, broken air conditioners, doors that don't open on the trains, riders getting assaulted, and other issues .The general public would not want to ride BART but stay in their cars for the commute. People need to feel safe on BART. Right now, people don't feel safe. Bart needs to solve these issues.	Minority	Unknown
R_33eD0eiYS1Ztan0	On weekends, I'll drive to Stonestown and park for free there.	Minority	Not low income
R_0VQakihMjHQ9ETT	Parking should be free to those riding BART. BART should also allow for overnight for those taking BART to the airports for short-term business trips. IMPORTANT!!! need more police in the trains, on stations, and in parking lots. I most don't feel safe on BART, especially after dark.	Minority	Not low income
R_2rwCLsu5tjdgbv	This will hurt the Bay Area financially for the riders and will decline ridership overall.	Minority	Low Income
R_3noBPS1k2tyVb5	Charge folks who make the big bucks not everyone.	Minority	Not low income
R_3paJQ792DWkKHkz	Do not charge for parking after 3 pm.	Minority	Not low income
R_2XoYPJT4OrhZdc	Paying for weekend parking would encourage more folk into driving for sure.	Minority	Not low income
R_zYixLqutrdnZT	It's too expensive already and I park there praying that my car doesn't get broken into or stolen. why should I pay more when you already take money from my property taxes for poor expensive service	Minority	Not low income
R_3jd1QQD43jYq9x	It all just seems like a money grab on BART part. EVERY DAY there are delays and trains cancelled inexplicably. The service offered does not rise to the level of paying way more for parking. Instead of paying \$8 for parking, I can just add that \$8 to Uber and get a ride all the way to my job.	Minority	Not low income
R_3dM1A7doAjnpluh	Bart is a have to way of unsafe transportation to large city's	Minority	Not low income
R_1JFpBrOaQPYJZqA	I don't think I would think about riding bart on the weekends if parking wasn't free. Bart trains already run late and less often on weekends that paying parking on top of having to wait for trains would dissuade me from using bart on the weekends	Minority	Not low income
R_1QH1a30AIVxR1lu	People don't catch Bart on the weekends so why charge for parking?	Minority	Not low income
R_2sd8ROA1LnWQ7wt	Stop raising prices, the service is awful	Minority	Not low income
R_2TNWJU1WCbHjws6	Another stupid proposal. If increase all these things and you will see a decrease of people actually riding Bart. It will turn into a dead public transportation	Minority	Not low income
R_1fZC9yZiMoQEM0g	Parking should be free. Stopping to pay a \$3 charge can make people lose their train. Working people should not be charged to park their cars in order to access public transit.	Minority	Not low income
R_2EFhgUfNjnxstfX	Charging more wont increase your customers it's just going to depress it more. You need to increase your clientail again. Raising prices won't do that. BART is not in a leverage position anymore after the pandemic	Minority	Not low income
R_8GkwjU0MIYEh3VQd	yes I work paycheck to paycheck. I don't even like to park and use bart. I will not use bart if this change happen	Minority	Not low income
R_2dGs2BEmfysG9fX	I won't ride in the evenings or weekends	Minority	Not low income

R_3s9rabeH5Hx7jgp	Get your money from securing the toll gates! Stop trying to get it from people who pay to park! It's already a financial hardship for me. Get it together and stop taking the easy way to increase your funding.	Minority	Not low income
R_2elnHqtuPk95zu9	Stop the greed!!! The lots are empty on the weekends, let people park.	Minority	Not low income.
R_30eL6p2j8uPd9g5k	You would loose ridership on weekends def. Why still pay for parking at the new prices. Might as well take an Uber.	Minority	Not low income.
R_1ku0EYxpwm68Z2p	If my car was secure I might support this but, no one bart staff member gives a damn about our parking lots and ur security especially at Pittsburg center and Pittsburg Baypoint; we see no one in peak work hours when I'm coming home ever, just police cars with no police in them., 6-8pm, thanks.	Minority	Not low income
R_1ePrd9blcTPEW6u	Might as well just drive instead of using BART. Charging more is also a hit to the working class, who are already struggling as it is.	Minority	Not low income
R_9mJnpM2j4Iz5Be9	Not everyone has a set schedule. Focus on trains being on time and safety before you give riders more fees.	Minority	Not low income.
R_VkDuslyDDqoYVfF	See previous comments.	Minority	Not low income
R_12DawCnixnosy53a	the monthly salary has not increased and all services including the use of transportation have increased. the service is deficient, the trains are too insecure and dirty.	Minority	Low income
R_Qh5M6coVrsk2U9	You're kidding. How money grubbing do you have to be? if prices increase every Bart station better be as clean as Tokyo with every security guard and bart attendant cleaning and keeping homeless out.	Minority	Not low income
R_1JPjg0KoUZtouro	Many people like me who work evenings and weekends would be severely impacted by these changes. It would simply not be affordable.	Minority	Not low income
R_4oAz2weKV5tG9	Financially.	Minority	Not low income
R_3fEUet50sOC0c4c	This gets parking lots even less empty, cost more equals less ridership.	Minority	Low income
R_9LEBXT8hGy6meI	Free parking is the only reason using Bart on the weekend	Minority	Not low income
R_2a5d111KX0giznP	No, I don't agree with charging on the weekends at all. I think that once this change is implemented, there will be a larger decrease in the use of the parking structures and probably decrease in BART usage leading to higher increase in car usage. Public transit should be more accessible and not more expensive for residents in the Bay Area.	Minority	Not low income
R_3QF7mX1XCSb8R8u	You'd be forcing more people to drive because they don't want to pay more for a service that is already unreliable.	Minority	Unknown
R_1rOEibLKLGnnQvI	What working person can continue to sustain this? Clean that shit up & you'll get more riders!	Minority	Unknown
R_3MRkJDzd9gRaLkx	No more increases or charges. Parking should be free!!	Minority	Not low income
R_Di8kmDN3Hng3NTz	Parking should be free on weekends and after 3pm if you want people to endure the drug users, homeless people and criminals.	Minority	Not low income
R_5A1bgBn7aPNrsKl	Why do we have to pay to park anyway?	Minority	Not low income
R_6Mz1vkd34NwXlIP	The increase would be an unnecessary burden on ridership	Minority	Not low income
R_2xirSgd4b3tyGop	This would make me use Bart less. I am participating in this survey because this is clearly a method to try and squeeze folks into driving more (creating more traffic) or financially affect those who need affordable public transportation the most. This feels like an attempt by the Bart system to try and take advantage of the riders. I don't see any upside to riders and this makes me feel that Bart officials are trying to line their pockets than increase quality of service. The nature of the text in this survey especially makes me think that the limited wording on the upsides is a convenient way for those in charge to use the extra money for their own personal reasons rather than to service the community.	Minority	Not low income

R_2eY9cEIsyDSYfRT	I would probably not park or take bart anymore. I don't see improvements with safety or cleanliness and don't feel an increase is reasonable.	Minority	Low income
R_RRGrfRzshE2y7kZ	Severely impact those who rely on affordable public transportation.	Minority	Not low income
R_3iwLLM1iGw4MXHY	stop nickle and diming people. When you're running an on time, reliable, and frequent train service, then people will pay you more money.	Minority	Low income
R_300GBLP6PDInkV	no demand during those times. Need to let the casuals get to downtown easier.	Minority	Not low income
R_1OJ4P8kiosITJI	less people would ride bart during weekends if they had to pay for parking.	Minority	Not low income
R_3LDADA7F7yaHKbm	Then make more permit parking.	Unknown	Unknown
R_2tx9s8Fyc4xlpX0	I will not ride Bart on weekends if there is a parking fee.	Unknown	Unknown
R_3JfAtw9K8eTzIBi	Reinforce the reason to not ride BART	Unknown	Not low income
R_28scPD9i9QM1kVW	Extending the hours is fine but keep the weekends free.	Unknown	Unknown
R_YuuAD8pODf3AcuR	Rates for BART are going up. If charge for weekend parking that would be a disincentive for families. Might as well drive to SF and pay for parking there.	Unknown	Unknown
R_p4v53fMAsPueyEV	I don't use Bart that late because that would mean coming back from Bart later and Bart is not safe at night but I'm still opposed to price increases because that just drives away more people from using Bart.	Unknown	Unknown
R_2dSHR2fTllsXuFD	I strongly disagree. Again. This will be hard on people who are already living pay check to pay check. There has to be another way to increase BART revenue.	Unknown	Low income
R_UlReoNGTeZcWOTn	Why does Bart keep upping charges on everything when it is not even running on time, cancelling trains, etc.	Unknown	Not low income
R_eET7wbvvH7gRGkz	Why are you targeting and punishing people after 3PM? As you know, business hours are generally from 9AM-5PM —this is the time range you should use to make decisions! And, do NOT punish later riders!	Unknown	Unknown
R_3gqjg0SK5N0kzCP	This will make me drive into the city on weekends and evenings, which is the opposite of what everyone wants.	Unknown	Not low income
R_2CyfnLzawDmiZfjg	I don't think a change to the current parking is warranted.	Unknown	Unknown
R_2DUuLNMJN78aDVv	Keep it as is	Unknown	Unknown
R_2P4MjRCd75xOhUD	parking fee + round trip fare will be too expensive for fun outings and/or work functions.	Unknown	Not low income
R_1hrbDbFHC1CRa	weekday charge ok weekend should be free if you want to encourage people to ride BART!	Unknown	Not low income
R_bfPnoz5EvAZz0Dn	This will decrease ridership	Unknown	Unknown
R_12ZOHnJKQwCqg98	More costly- already on a limited budget.	Unknown	Unknown
R_3J8DaU8qJlPUEx	Who can afford the increase?	Unknown	Unknown
R_3DHoqNgjLU3wDsd	You are disgusting, prices are already too expensive, and to even try to capitalize on the current economy is disgraceful.	Unknown	Not low income
R_10YpDR0A6Eh7yIz	This will make me use my car more. If the cost of driving and taking the train is on par, a lot of people will rather drive.	Unknown	Low income
R_2zkg18bWhUDXEx7	Parking used to be free at BART lots and is now being converted to high end condos. I don't support raising parking fees at all. It's deterring suburban commuters from using BART instead of driving to work. BART is a commuter rail and should be focused on the needs to suburban commuters first and foremost.	Unknown	Not low income
R_3dzUs327WfHR6Mj	those that usually worked off hr are poor people that just make enough to take public transportation. Why dont you take a pay cut?	Unknown	Unknown
R_3h44yEHuXtjDqEH	why dont you charge people for walking in to your parking lot? that is about all you have left.	Unknown	Unknown
R_2rHy3EUW4c6H21H	Why? Why does BART gotta be breaking the riders wallet!!!?	Unknown	Unknown
R_RWFdFFQYefmbSF	you will lose ridership. things are already expensive, increasing fees will only create more financial stress for those who really rely on transportation.	Unknown	Unknown

R_2Ysoap435TrUW4	What you are doing with this is forcing rides to drive	Unknown	Unknown
R_3iYg8KuFDxPVA2	Keep your promises	Unknown	Low income
R_WYmWPyOtwGuWKhD	How about charging for pickup riders? that is about all you have left, you and I know that it is not about just parking but also ride far, for some of us it is not just 25 cents we are talking dollars up. Why dont you all useless and helpful workers take a pay cut?	Unknown	Unknown
R_3JDhbuaYuQIB4Q	I sometimes have to work weekends. If you charge the price of a gallon of gas to park I might as well drive in. Sorry I can't fund your nice pension and "work from home privilege"	Unknown	Low income
R_3eqvO3p9Gagryft	Too expensive, and shame on you for taking advantage of the current climate.	Unknown	Not low income
R_3q897Okb591WrLy	BART parking lots are usually less than half-full on weekends. Charging for parking on weekends would discourage people from using BART.	Unknown	Unknown
R_3x89jctkMuTufSe	Absurd, I haven't been on BART in MONTHS and I dissuade everyone I know from taking it	Unknown	Not low income
R_3HZhw8TMKxOGVQo	As previously mentioned, it would add unnecessary cost(s) if you actually monitored the pay gates, you would recoup hundreds of thousands of dollars thus negating the need to charge additional parking fees.	Unknown	Unknown
R_3nSKDlo5DD3cpLp	Very expensive to ride bart already	Unknown	Unknown
R_3MSS1jmdAshitNgs	Riding BART itself is already expensive. The service is not good, the cars are dirty, and BART is allowing many people go into the train without paying the fees. Lately, BART has been cancelling trains without any reasons; the cancellation happens every day. Increasing the parking rate especially during weekends will only encourage more people to drive. When more than one person are going to the destination, why choosing BART?	Unknown	Unknown
R_DisUvJSxndbuDv3		Unknown	Not low income
R_30w39EeyTGzj35a	This ridiculous and only going to put more cash in your CEO's pocket. Leave the parking alone and stop always looking for way to make money and look for ways to take care of what you already have going on. You are already rich, how much more money do you need? All of it?	Unknown	Not low income
R_2JgY0m2NfPJk0md	How about you get your company to pony up the money y'all are trying to bleed out of hard working people. Have some shame. Pay your people so we don't have to!	Unknown	Not low income
R_2axXjHA3pZYDX1a	You are vile. It's already too expensive and not everyone has money to continuously throw at you.	Unknown	Not low income
R_d5VIAypsnvbCkxT	This is discouraging people from using public transportation.	Unknown	Not low income
R_3F51vZg4hw2Uems	You are already overpriced, you are a disgrace for using the current economy as an excuse to raise prices.	Unknown	Not low income
R_92RzZfDkq06UeFX	I wouldn't use bart; it would be cheaper	Unknown	Not low income
R_2bZ5Zrx7zbDTxq	Would make it cheaper to drive! out a way to stop the gate jumpers so the rates for for the rest of us don't keep going up! Train station agents to actually do something and not just sit and watch	Unknown	Not low income
R_20x8pkuZGaHu6XY	As a theatre worker, this would easily double the cost of taking BART for me, even without a price hike.	White, non-minority	Not low income
R_22zAcxINWhExU9	Address safety issues at the stations and make the BART carts safer for the riders, and I would gladly pay for parking.	White, non-minority	Not low income
R_3KTSpelNvlfmoJL	It is expensive to ride BART. Bus service isn't convenient and I have to drive to go to SF in evening or weekend	White, non-minority	Not low income
R_20IH7L0LHYHBYX	Paid parking will mean it's significantly more expensive than taking the Bay Bridge and parking in the SF. It'll definitely change my approach!	White, non-minority	Not low income
R_2a8K9pDEDrH2sZT	Would be unfortunate to have to pay on weekends	White, non-minority	Not low income

R_10UCIde7TRQ5fpp	I oppose charging for parking on the weekends. The lots are not full. The freeways are already long on weekends and now a proposal to charge for parking, this would create another reason not to ride BART on a weekend.	White, non-minority	Not low income
R_AKG71ziOqkv1CF	I do not want to have to pay for parking later in the day and on weekends. It already feels silly and I do not want to have to do it.	White, non-minority	Low income
R_3rV7DST3dkWqgX	The weekends would impact me more than the time expansion: I work Tuesday through Saturday so the weekend is a workday for me. It's already annoying that Bart runs a different schedule on the weekends which makes planning for work more difficult.	White, non-minority	Not low income
R_1Eb2YggjOy8BR7	Additional costs on weekends and expanding hours will make me rethink utilizing BART for events on nights and weekends.	White, non-minority	Not low income
R_1lr19q5XJF5G6Fa	Currently we pay \$3 for the day and we pay that fee regardless of what time we return to our cars. If you're working a 9-5 job, the earliest you could return to your car would be 6pm. I doubt most people realize that and would be shocked if somehow the rate changed for needing to park for a full day.	White, non-minority	Not low income
R_2rqLA9ByplSJNrq	There's no reason to increase to 6pm other than a cash grab from those who work/commute to an evening shift - and there's plenty of parking at those times. Asinine move. Weekends? I'd be much less inclined to use Bart for fun (non-commute) if I had to pay on the weekends. And from what I've seen, the traffic is negligible anyway. So... How much would you benefit from alienating weekend excursion users?	White, non-minority	Not low income
R_1kULVWN1wmdexGs	It's nice to be able to park for free in the late afternoon/evening. I live in Livermore, so the only possible way I can take BART is to drive and park.	White, non-minority	Not low income
R_2eRuHN13F17k5N	Discourage my use of Bart.	White, non-minority	Not low income
R_10tGewwVNLhkc8	I currently really like being able to park for free in the evening and take Bart to my destination! It's a great, easy way to get to A's games! That plus the occasional trip into SF where we will park at bart and ride it in are the main uses I have for BART parking. I would be OK paying an increased daily rate if it meant I didn't have to drive into SF but going through the hassle of having to purchase a space on the app is the more annoying part.	White, non-minority	Not low income
R_3qCo9Xxu8Hplf	Same as previous answer — I don't mind if you're charging people who can afford it, but many riders currently cannot afford more price hikes.	White, non-minority	Not low income
R_2cw73ib9K1TDRYR	If bart charges for parking on weekends and evenings I would stop taking it during those times. Bart takes much longer at night and in weekends because of reduced frequency but the increased time is still worth it to me because parking is free. If I have to pay for parking then I might as well drive to my destination and pay for the bridge toll to the East Bay or parking in SF.	White, non-minority	Not low income
R_1gLRAYtSWHL0ctm	Most of the parking lot sits empty at those times, if the cost is to help pay for security of those lots, that's one thing, but hoping the goal of BART is mass transportation and positive impact on traffic / climate, increasing costs deters from that.	White, non-minority	Not low income
R_3Ljv57LIME8he7	I like it the way it is now.	White, non-minority	Not low income

R_AbT5G1tr3rRGJb	I would be more inclined to just drive. It has become a costly hassle to use BART unless I know there won't be parking at my destination. Also, there is little to no support ensuring health and safety in the cars during travel. I used to love riding BART and now I avoid it if possible. Raising prices and extending the times of costliness would not encourage me to use it more. I don't get dropped off when I have to take BART because I want to - I get dropped off so my car won't get broken into in the parking lots (which it has at Pleasant Hill).	White, non-minority	Not low income
R_eIjNRkveTybSWt	Charging for BART on the weekends when most last sit empty feels like a cash grab. Public transit is for the benefit of the public.	White, non-minority	Not low income
R_BAIDLm1Xf13aMHD	By 3 pm we know if a vacant reserved spot could be available. Make the weekend rate \$1.	White, non-minority	Unknown
R_qyZ6aKIUWh3ZYc1	This would discourage people from taking BART to San Francisco for evening events.	White, non-minority	Not low income
R_Zap9leDdwlefsjr	It is an added cost to what ever one is doing. Every thing is so expensive - we drive 1.5 hours just to get to BART and take it to save the expense of gas and parking in the city	White, non-minority	Not low income
R_2QF6Lm88D78Faw	I would choose to drive instead of Bart.	White, non-minority	Not low income
R_2BrGsO2egbP2Kdp	Unknown. Parking is not a problem at my home station, although I have experienced it at other stations	White, non-minority	Not low income
R_3G8I2Z1aotN1B5q	I would probably drive all the way to the city. It's already expensive but the extra hassle of paying would be the deciding factor. It's already less convenient.	White, non-minority	Not low income
R_2gIYbZFyPN5KnT	I feel like the free parking encourages BART use on the weekend and nights, charging for parking could deter people from using it. Riding BART is already expensive.	White, non-minority	Not low income
R_1eWwousQ2wNdu9	I think charging until 3pm is fair. Expanding the hours until 6pm and on the weekends will only encourage more people to drive instead of use BART.	White, non-minority	Not low income
R_1p5Frt8nQonqVd	Free weekend parking is one of the reasons I use BART on weekends. I may choose not to use BART if I have to pay for parking.	White, non-minority	Not low income
R_PTbHsIdC3gOgXWF	Greedy fix your bart train distribution first, more frequent east bay trains in the antiocch direction	White, non-minority	Not low income
R_3ndBWkkj0qAe1WQ	There is usually not a parking shortage after 3, so charging will just make people less likely to take BART for events in SF, and/or cause them to look for parking in the neighborhood. It is a promotion of BART to have "free" parking when going to night events, such as sporting and concerts.	White, non-minority	Not low income
R_CleA7CdThzLm1j	Many of my trips on BART take place after 3, and I anticipate a change like this could cost me something like \$40-60 over the course of a month.	White, non-minority	Not low income
R_0UDssG6u0MITFeh	No	White, non-minority	Not low income
R_3j0VnTaUPqjDLW	Free parking during these times (and weekends) are why I use BART and don't drive.	White, non-minority	Not low income
R_2QgslkscUJX7Hl	Most BART riders are commuters. BART needs to entice more non-commuters after hours and on weekends. If people are going to SF for the evening, they are likely to leave before 6. Better to keep the cost down for now to encourage riding.	White, non-minority	Not low income
R_2sAsS9RMnFn1tp	Probably would ride less	White, non-minority	Not low income
R_vwUueUGbzGVMelIV	I sometimes drive to West Oakland on weekends or evenings as there are more trains to San Francisco from there than from my home station. I would probably not do that if I had to pay parking and would probably go to SF less.	White, non-minority	Not low income

R_2e0lOnxRH9NG5s	If there was a safer bike and pedestrian access to my Bart station, I'd be happy to bike there, but there is not a safe, direct route from my neighborhood to the station. I live in Carriage square, northeast of treat and Bancroft intersection. I have to go north to Mayhew and then south again to get to the station that is as the crow flies less than a mile away.	White, non-minority	Not low income
R_3hAy8wzHPlTn6h	I'm against this due mainly to the fact that the Bart lots at Dublin/Pleasanton are mostly empty during the day even at noon, and it doesn't fill up much after that either	White, non-minority	Not low income
R_oXm0U3xixksDv45	Do you really want to discourage more people from riding? You've got the commuters in a bind and now you're going to stick it to the rest of the riders as well?	White, non-minority	Not low income
R_2FuBRQ53h7KSK5d	Again, STOP MAKING LIFE HARDER	White, non-minority	Not low income
R_3rcPd9GIJueXHIC	I wouldn't take BART if I was trying to go somewhere other than work. I'd drive.	White, non-minority	Not low income
R_xLS9MAk60NKSPFj	I simply would not pay to park on weekends. I would either park nearby or not travel by BART.	White, non-minority	Not low income
R_2P88thpMq0AgdDH	I'd probably just not take BART on the weekend. The free parking is one of the primary draws for when I do.	White, non-minority	Not low income
R_8QB5MFIHUMU2g1j	This makes it very challenging for those of us on a budget that need to use Bart to commute to work. We at least get a lower fee after certain hours or free after 4 and on weekends. Charging for parking two more days a week can increase the cost of commuting by almost 40% for those of us that work weekends and use Bart to commute	White, non-minority	Not low income
R_2D6nS8sp0ezdQQ5	Why are you charging people MORE for MORE HOURS???	White, non-minority	Not low income
R_2cuA7VordFd8zZj	Same as previous comments. I would definitely reconsider using BART as a transit alternative when I retire and am on a fixed income.	White, non-minority	Not low income
R_3sak2bgFcBX6nuz	You need to encourage ridership. This will keep people away. Can't keep raising prices and then expect more ridership.	White, non-minority	Low income
R_3pYEUAFuDYf5q2	Please see previous post	White, non-minority	Not low income
R_3Na1QhGCBdQ4oP	Why change the weekend free parking. It helps people that have paid parking for 5 days.	White, non-minority	Not low income
R_3eXNDICSritMobF	Just stop	White, non-minority	Not low income
R_3OUbaiCnWpk7Op	Bart parking lots start to empty around 3-4, what would the point of charging for 3-6 hrs, besides a money grab? There doesn't seem to be any benefit proposed for riders.	White, non-minority	Not low income
R_24Gkdq8B5uk1trC	Why charge for weekend if no one is there	White, non-minority	Not low income
R_xAitRU4aEusVKr7	Sometimes I take Bart in evening to go to Concord if I have to pay for parking I will just drive	White, non-minority	Not low income
R_3Qm99ZIGXvZKxR	keep current hours, financial stress if hours change	White, non-minority	Not low income
R_3P8cvQs3umjDFXu	It sound like you're treating parking as a profit center. Not everyone can walk to BART. It's \$12 round trip to go from Pleasant Hill to SF. You're trying to increase ridership and now proposing an idea that will decrease ridership just to profit on parking spaces in a relatively empty lot.	White, non-minority	Not low income
R_Ays8HGdsVVPKDV	extending hours on weekdays is fine but weekends I strongly oppose	White, non-minority	Not low income
R_26t1Vshv8brXTVI	I can only approve of these changes if you step up keeping your riders safe.	White, non-minority	Not low income
R_2vcCSWJhdhuSbIs	Same as before, costs more for the same service	White, non-minority	Not low income
R_3nu1VG0F3ww3XrO	the lots are empty on the weekend. Why charge?? There's no demand and a ton of supply.	White, non-minority	Not low income

R_3m1pr3HA0TsexSH	I would stop taking BART for weekend trips into downtown SF.	White, non-minority	Not low income
R_8jLoY2SbsWI4PSN	Too expensive!	White, non-minority	Not low income
R_2dBua64Naj7mZ0	A lot of people use BART to go into the city to have a drink etc. Changing the hours would make people more likely to drive which in turn could increase risks.	White, non-minority	Not low income
R_CjHci5V6BeXxe8N	Do you want people to take BART or not? Parking is never filled at Fruitvale on the weekend and I've even found spots at West Oakland on a busy Saturday. Maybe this is more relevant for the burbs.	White, non-minority	Not low income
R_3gUy8JzNB3EGW7m	The increase hours during the week would not impact but charging on weekends would be a disincentive to choosing Bart.	White, non-minority	Not low income
R_2n87Gwx4C58j8P	I like that parking is free part of the day and on weekends. If I had to pay in the weekends I would reconsider if I want to use BART.	White, non-minority	Not low income
R_096jusCBtaTLIG9	Very few will pay for BART parking in addition to BART fares on the weekends. BART weekend ridership will plummet.	White, non-minority	Not low income
R_3DBdBtX0Boy3LL	I would no longer ride BART.	White, non-minority	Not low income
R_1oj4YfHBuJL49	BART promised us FREE PARKING to get us to use it. I rarely ride BART cuz they charge for parking.	White, non-minority	Unknown
R_0x9WpMdvFezCEh	I won't pay to park at Bart, I'll just drive if I have to add \$7-8 to my trip.	White, non-minority	Not low income
R_2Qm0GwxxG0pDkRw	Yes it would drive up my transportation costs and would not be justified as the BART Millbrae and Daly City (I drive to Daly City if I have a work day evening event due to the unreliability of BART waiting +30 - +45 minutes for train from SF to Millbrae in the evening) parking lot/garages are completely filthy with trash/litter, used needles, stench of urine, human waste against walls and/or corners. Homeless shooting up or sleeping in stairways forcing me to walk to another stairwell.	White, non-minority	Not low income
R_2mztbERm0H4fMTk	During baseball season, my wife and I use BART to get to over 40 games a year. Adding parking fees to these expanded hours will result in us having to pay for parking for every game we attend. If this is required, we will likely simply but discounted parking passes at the ballpark (which are offered to us as season ticket holders) and stop using BART to attend these games, especially if parking prices increase in addition to the hours, it will certainly be less expensive and take less time to drive to the games. Public transportation is our preferred method as it is greener, but public transportation is also supposed to be affordable and these proposed price increases make it much less so.	White, non-minority	Not low income
R_3wgXyFvkgQXG1zV	We are in a recession, I think it's pretty clear how it would impact me and everyone else.	White, non-minority	Not low income
R_3ZgyroxuRLPKOhns	I commute evenings and weekends for work, so it would severely impact me, as well as the local businesses by my station. Frankly, considering there is NO security for people or vehicles in the parking lot, I strongly believe rate increases are unmerited. My car has been broken into, and had its catalytic converter stolen FROM the BART PARKING LOT. As a female walking to my car late at night, I commute from Rockridge because MacArthur and West Oakland don't feel safe to me. If you increase rates, you better provide adequate security with all that money.	White, non-minority	Not low income

R_XuDEg5XfhAzZdEl	There are times when I am going to work and I am able to save money and park at Bart, and take the train to work if I am working a live entertainment job in the city. Now our members would have to pay even more out of their paychecks if you implement a 6:00 pm time change because our trains are usually earlier than 6 pm. This will be taking dollars out of the pockets of hard-working class individuals who are already paying increased fees just to ride when every time I take a train to the Office at the Orpheum Theatre Building at Civic Center I see fare evaders. In the city and in Fremont getting off the trains. I think you need to focus on fare evading more than charging those who are doing what they are supposed to be doing. Quit gouging the pockets of those who are supporting you and go after those who are stealing from all of us.	White, non-minority	Low income
R_50I80EaFgx1FNDz	Parking should be free at every station 24/7. This would bring back ridership.	White, non-minority	Not low income
R_vfXtIQGJ62TVrH	If you start charging parking on the weekends I will probably choose driving more often. On the weekends when I do ride Bart I ride with the whole family, so it just would not calculate.	White, non-minority	Not low income
R_DpFuDanUZakclUl	Weekday changes are fine but charging on weekends would result in my finding alternate ways to get to my destination other than taking BART.	White, non-minority	Not low income
R_3GUPHEWQOzZuLT8	if this goes into effect, it will soon reach a point where it will be cheaper for me to drive into the city rather than utilize Bart. Public transportation is meant to cut down on congestion and pollution, but these measures are forcing many of us to forgo Bart as a feasible and economical option, which is incredibly upsetting.	White, non-minority	Not low income
R_YRhnogN17yQk7II	With my seasonal job with the A's I'm luckily avoiding having to pay any parking at 3pm right now, and I really calculate how much I spend when it comes to parking and round trip for bart fare. Fares themselves are gonna go up every year including the parking fees and if the math doesn't add up compared to how much I get paid for a 4-5 hour shift, there's a possibility I quit the job or just drive to the coliseum.	White, non-minority	Unknown
R_26hTKDoICXULBhg	Already a rip off. COST too much. Just going to start driving any more cost increases. Windows get smashed. Cars dirty, crack smoking.	White, non-minority	Not low income
R_2wvH5NNvaszJII	COME ON!!!! Seriously why not just close up shop ? a public transportation people cant afford. genius! just shut bart down.	White, non-minority	Not low income
R_3pIW4NH7TEjHLQ	It would make it much tougher for me to use Bart on the weekends. I don't think you ought to charge for parking on the weekends.	White, non-minority	Not low income
R_3ZP9VLAgjsdV19U	As someone who works evenings and weekends, I see this as a blatant way to price gouge community members who already put up with increasingly dangerous, dirty conditions in unsafe parking lots. It's a risk enough leaving our cars late at night in those parking lots when multiple folks I know get broken into/catalytic converters stolen every day. What are we paying for if the parking rates are increased? They should provide security in the lots, if so.	White, non-minority	Not low income
R_TvfWVM8InBBS5xL	Again, I thought we were trying to reduce car use - this would make people just drive.	White, non-minority	Not low income
R_2pMhgXyJgW8CdtU	Disappointing!	White, non-minority	Low income
R_2P5XfzWRFv5INN	I'm less inclined to use BART on weekends if a parking fee is imposed	White, non-minority	Unknown
R_ZagFSdsIqmnA7BV	Increase the cost of riding BART, causing minimal inconvenience for me. Also makes driving more convenient if tolls/parking at my destination is cheaper.	White, non-minority	Not low income
R_d1JAo8E3IUA5Q1z	See my last comment.	White, non-minority	Not low income

R_3DhJDuyn2TiBpIn	This is absurd. It is getting more difficult to afford to live in the Bay Area and increasing fees is messed up.	White, non-minority	Not low income
R_5mPiWnZrLkDjr3	Makes it difficult to use for folks not familiar with paying a parking fee.	White, non-minority	Not low income
R_1jBwXSpSjleUxag	This would cause me to drive more and take Bart less.	White, non-minority	Not low income
R_3HRGbuHhgkkaonNU	Outrageous!	White, non-minority	Not low income
R_3HLZ9JboFfozyFe	These changes increase the cost of ridership and make the riding BART much more expensive, both in time and money over driving. BART should be doing more to improve ridership and attract riders, not charge for everything which sends customers away. Parking rates should go back to being FREE, not increased especially on the weekend!	White, non-minority	Not low income
R_1kUijS9q3Gvk2hk	Charging for parking contributes to DUI's and makes it difficult for low-income workers to access public transportation.	White, non-minority	Not low income
R_2eZnYJFlg1ZpLjD	People on weekends are traveling for leisure and fun. Dont run it by charging for parking too!	White, non-minority	Low income
R_3QYRK44yAXPGQovZ	Stop All these rate hikes are counter productive	White, non-minority	Low income
R_1FxO7bZCv0auDWd	Too much money	White, non-minority	Low income
R_5AOW1eLgS2ZGlox	I don't want to pay more.	White, non-minority	Low income
R_3elaNZGuz3ok7xU	If on the weekend I would potentially drive to my destination instead of Bart if it costs to park and it's also raised.	White, non-minority	Not low income
R_1Orvk1sa3lHxru6	You're trying to make things more difficult for your most disadvantaged riders. Your hearts are in the wrong place.	White, non-minority	Not low income
R_2qf6ozKMD4YMTXd	Cheaper to drive And safer.	White, non-minority	Not low income
R_2Vdq8qQns4DuKs	Stop charging for parking. Lots aren't full, no reason to charge. It's an inconvenience for the rider since you cannot use the clipper card for it.	White, non-minority	Not low income
R_2EcPvIvESAO724y	I usually get on bart after work 4-5 and park close to station so when I return I'm not out the boonies	White, non-minority	Not low income
R_2Bku76QR0j4bFJW	Looking at your charges, it appears that you are going after a small segment of riders that use the system during the late afternoon and evening. This rider class enhances your service profile. Improves your over all system efficiency and reduces congestion. why not stick it to them. Let's face it. No good deed should go unpunished.	White, non-minority	Not low income
R_2wzSRwJ9vNCasnX	I would avoid parking at Bart.	White, non-minority	Not low income
R_1N3RNr3Wt7c3IKS	Same comments as before.	White, non-minority	Not low income
R_3HMINbedrJQCRAe	The parking rates are already too high at my BART station. The parking lot is never even close to full and the nearby free street parking is always full. This indicates to me that BART is already overcharging for parking at Rockridge station. I would prefer to park in the BART lot from an anti-theft perspective, but it is cheaper to get my catalytic converter stolen every 1.5 years than pay for BART parking.	White, non-minority	Not low income
R_3Gellw6WMOv2FVx	How hard can you make it for people just trying to get buy?	White, non-minority	Not low income
R_VV8KcwjNoJJeBnr	see my previous comment.	White, non-minority	Not low income
R_2v0q3kkjB4LER6V	The lots are never full at that time so it just seems like a money grab to do this.	White, non-minority	Not low income
R_2uTGSIIIVCEFErs	Same.	White, non-minority	Not low income

R_XNVjYbSf32x4LdL	Too expensive and shame on you for taking advantage of people in this current climate.	White, non-minority	Not low income
R_3lqa9ePy2kFqqfn	I rarely park at Bart and would now never park there.	White, non-minority	Not low income
R_3MWDIyhqXEGzJi6	I believe you will lose more riders if you increase the fees. You already lost lots because of covid. People don't feel safe riding the transit, its still dirty and isn't reliable. Serious improvements need to be made. I think new management would be a step in the right direction.	White, non-minority	Not low income
R_bdC2wHT4MnjplMh	Who would support this? Also who works until only 3pm? Charge for weekend parking, you should have been the whole time.	White, non-minority	Not low income
R_21B8NbaszW4Lqjr	I don't have any more money to spend on Bart. it's getting cheaper and safer to drive my car.	White, non-minority	Not low income
R_UGvAkSwewrFAVoZ	See previous comments. You should be ashamed.	White, non-minority	Not low income
R_3s4V0cite41G34F	No	White, non-minority	Not low income
R_2SIAMiHUI7p80P	To encourage transit use outside of commute hours (evenings and weekends) adding more parking fees goes against that goal.	White, non-minority	Not low income
R_1Or7i7m27x8hr4	See other comment about weekends. Also, charging after 3 had impact on weekday evening activities.	White, non-minority	Unknown
R_3LkeLbzzIC8G5fR	I would likely stop using BART after hours / weekends, when I mostly use the system currently.	White, non-minority	Not low income
R_0fp3QCCHtQzwwPT	Why doesn't Bart use the recent increase to fares to pay for whatever it is that has Bart wanting to increase parking? Bart is a joke. Currently waiting for an Antioch train to go home from SF and trains have been cancelled. Stop the greed. NO! DO NOT RAISE PARKING FEES!	White, non-minority	Not low income
R_3nHnoceHbvet2NX	Charging for parking is stupid.	White, non-minority	Low income
R_21jgzpw11IC7UNS	I wouldn't be able to afford it.	White, non-minority	Low income
R_UMqEDSJQ59OUw1	Security at BART parking on weekends appears non-existent. Thieves know this. Charge for weekend parking and I will drive, paying gas, tolls & parking rather than risk the greater loss arising from theft or vandalism at BART property. Not charging for parking after 3:00 p.m. and on weekends encourages increased ridership to events, etc. Are you aware that most riders find BART to be a distasteful experience, which is endured out of necessity? And are you planning on pushing out for years or indefinitely a return to break-even capacity through rate increases without decreasing the typical negative rider and parking experience?	White, non-minority	Not low income
R_3oHjFGCQobYybvw	See my previous comments, but, I will add the net result of such a change in costs to park at BART Stations, will mean more cars, more traffic, and more emissions. Were not each of those factors considered when it comes to available parking and ridership?!	White, non-minority	Not low income
R_3JsfjvX47Mprid	This looks like a money grab.	White, non-minority	Not low income
R_35vX3Mjk8WVAIf	I wouldn't ride Bart on weekends if I had to pay for parking / worry about moving my car by a given time.	White, non-minority	Not low income
R_xua45v2PbUytcdz	I would be less likely to take BART and instead just drive to my destination after factoring the cost for parking at the station. Part of the reason I take BART on the weekends is to avoid paying for expensive parking garage fees in SF or elsewhere.	White, non-minority	Not low income
R_3C7P1xqmtD10b8	The lot does not fill up on weekend. If anything charge a reduced price. There should be promotion of taking public transit. Instead of making it not affordable.	White, non-minority	Not low income

R_UqUj3qkkPzH1v	I think changing on the weekends is a bad idea. Most of the time I take Bart on the weekends because it's the most affordable option. Implementing this change would make me reconsider.	White, non-minority	Not low income
R_2XqF7Bxb55dnJqG	Not having to pay for Bart after 3 makes it attractive to just head down, park and Bart to the city for dinner. Having to hassle with a parking payment does not appeal to me. The parking lots are a ghost town and it's already pretty expensive to ride Bart. For a family of 3 it's starting to be more attractive to drive.	White, non-minority	Not low income
R_238llaCsGDjkSDe	this would really discourage me from using BART instead of driving.	White, non-minority	Not low income
R_3HLJLJxeEwAmsYe	My local BART station has no bus service at the weekend.	White, non-minority	Not low income
R_1mrZ1jjaWjFXIZ	Same comments as before. What would the benefits of this be? Why would I ever select support for this without knowing? I hope you're not planning on making or justifying decisions based on this feedback.	Minority	Not low income
R_WorpgivA3rdpVTL		Minority	Low income
R_2wM0uvces8oPFE4	See prior comment.	Minority	Not low income
R_0JoNiZJiy5y9yhz		Minority	Not low income
R_3rOYopb4B6mIhEd	Rockridge station parking lot is a popular place to skate, part of it should be kept open as a skatepark on afternoons and weekends	Minority	Not low income
R_bvH2uftjlaq9PO1	Make your trains safe and reliable before you start thinking about parking	White, non-minority	Not low income
R_qWndlaxrcQ9jdyp	I am not sure how the extension of hours will impact me as I use Bart parking at very specific times only. I assume that 3 extra hours on weekdays will add to the financial impact.	White, non-minority	Not low income
R_1mUzXOY9IUd49KL	I think parking should always be free. If the parking lot fills up, then we should build larger parking lots.	White, non-minority	Not low income
R_31cukDVjhajqB5	Free parking on weekends is nice.	Minority	Low income
R_2pWw5UY2baSEOvM	Parking free on weekend encourages people to take BART. Garages are underutilized as it is on the weekends.	Minority	Not low income
R_1Kfp3Xz5iSaDFSy	When I did park at BART it was in the weekend and it being free was a factor in that decision. Currently I live within walking distance of the VTA and I take the VTA to Berryessa BART station.	Minority	Not low income
R_3EL9CbPjQbin9Lt	Doesn't impact me but I feel like 4am - 5pm is more reasonable	Minority	Not low income
R_29mie7VuCEno9rl	I often park at Rockridge as overflow for Trader Joe's in evenings or weekend.	Minority	Not low income
R_1mWrrvuMikSwod	The weekends being free would invite more people to ride BART on the weekends	Minority	Not low income
R_2xVNPmIO9zbWFuo	I don't like the idea of weekend fees. I might drive instead of taking BART.	Minority	Not low income
R_2E4NwnVLv3DOGK2	I understand the need, but it might dissuade me from taking BART sometimes, as driving all the way to my destination could be a lot cheaper.	Minority	Not low income
R_3LDEHz00h8wYGqx	More cost or increase, not helpful to average earner who is a daily BART rider.	Minority	Not low income
R_3G37dPGWe5N3qiY	I like that I currently don't need to pay for parking at BART stations on the weekends and it encourages me to take BART.	Minority	Not low income
R_2cOLC6f6ne2pPGS	It would increase my overall travel expense.	Minority	Not low income
R_UX9kJdNmjV0iRP	None	Minority	Low income
R_1Fv9B6h2e7IViyd	This feels like BART is trying to increase revenue from parking - rather than its core service. I oppose because parking at BART should be done in a way that encourages use of BART, not restricts it. At 3 PM to 6 PM the initial commuter rush is over, and the parking fee serves no longer serves the purpose of reducing demand for parking so that there are spaces available.	Minority	Not low income
R_3oyBEkfH9H5QZvg	Again, improve safety, security and reliability and you look at these charges for those who drive. Watching countless folks hop the gates every day makes it feel like your only going after those who actually pay for the service.	Minority	Not low income

R_2cu9QOIgnDaDXPB	The parking lots are practically empty on weekends. Why charge the few riders who want or need to use BART on weekends?	Minority	Not low income
R_2CskcMfzm32zOil	Charge or don't.	Minority	Not low income
R_31WafsbisihA1UsR	already few people take bart in evening and weekends, you want less riders?	Minority	Not low income
R_3s4gr7VXEOLh2H	The expanded hours would cause me to pay for parking. I generally park after 3:00pm on weekdays, and I park on the weekends.	Minority	Not low income
R_10qo1Nb8f6tID2v	Most people wouldn't ride bart on weekends and it's usually random people going to SF city for leisure on weekends. Charging fee on weekends just encourages them to drive as city street parking is free on weekends.	Minority	Not low income
R_3envt1V9fllM32pX	I wouldn't mind the weekday parking time window expansion, but weekends should still remain free. Or at least discount fee for weekends.	Minority	Not low income
R_2Vv8dRzbJEQeXeh	Charging for parking on weekday evenings and weekends would make it less likely for me to take public transit.	Minority	Not low income
R_a4vcWuKCLr3uld	Public transit to my suburban area BART station is not frequent, reliable, or inexpensive enough to incentivize me not to drive. Free parking is an incentive for me on evenings and weekends to actually opt for BART over driving to my final destination. An extension to 4pm or 5pm weekdays may be acceptable, but 6pm feels too late, especially when many meters end enforcement at 6pm.	Minority	Not low income
R_2U9pbxd54mwKcg5	no	Minority	Not low income
R_248mY8SPx3pVF6R	I fear that this will reduce weekend ridership even further making the trains feel even more unsafe than they do now.	Minority	Not low income
R_wN4GVvssrRvPA5	I'm not totally opposed with the idea. I would prefer extending the hours for paid parking than increasing the fee. I think there shouldn't be a parking fee on Sundays at least. I think this will just deter people on using public transportation given the costs.	Minority	Low income
R_2Y3sXe8fsxur9my	I wouldn't be within budget	Minority	Not low income
R_2xDaR80gFLJrnsM	Maybe to like 4 or 5pm. People using Bart in the evenings to go to an event or something are so close to just getting free parking that it would kind of suck to technically just pay for an hour because of what time they have to leave. Parking should stay free on the weekends.	Minority	Not low income
R_3Ep8dDYLTF3v8	These costs are prohibitive. It makes BART less practical. I'd support lobbying govt & taxpayers for more SUBSIDIES. Transportation should be very low cost or free, like in many places in Europe. Honestly I'd rather walk 2 miles than take BART for this cost - & I'd get there faster walking.	Minority	Low income
R_sRL56Hl9gWysIHj		Minority	Not low income
R_33CpBMkllZWuDPr	You should not charge on weekends.	Minority	Not low income
R_1JRZ8T8YpNN8NuH	Charging on the weekdays is a terrible idea but I'm not necessarily opposed to weekend riders having to pay for parking as long as it's not prohibitively expensive.	Minority	Not low income
R_26I5xIS0XF3moyR	I would expand the hours from 4-6 for weekdays. I would not charge for weekends because it's family outing and family should not be incurred an extra expense especially the kids will be future riders one day.	Minority	Not low income
R_10SD9QTQovardDF	Okay with charging the current \$1-3 rate at the expanded weekday hours but against weekend parking charges. To help incentivize people to try out their local train line.	Minority	Not low income

R_2TUmZgizfh6vZAo	The 3 pm cutoff on weekdays has been really helpful for saving a bit of money while still needing to take BART during business hours. For example, as a Daly City high schooler participating in a career program downtown after school, I could park at BART and ride with my paper ticket, never having to figure out how to pay for parking or use my mom's account, etc. These days, I barely ever see any children riding BART, whether elementary, middle school, or high school aged, which seems odd to me for such a large regional transit network. I can see charging nominal amounts for parking on the weekend (\$3) just to capture some revenue, but I think anything higher will continue to drive people away from using the system (especially families and groups of friends) when they have other options, which is unfortunate when it's going the direction they were going anyway. Many parts of the suburbs are unreachable from BART so letting people save money to use for the last leg may be an incentive to ride it even if they have to Uber/Lyft the last few miles to visit friends living up in the hills.	Minority	Not low income
R_cFQp7u3Kv6iSrHX	Charge less to encourage people to use Bart and stay off the roads	Minority	Not low income
R_24vKgH0VxZ4n3XB	am worried expanded parking fee hours will disincentive riding entirely during off-peak hours	Minority	Not low income
R_237gNAebsOnnnDY	Who parks after 3 pm? Weekends are empty anyways. Honestly just build more housing near Bart so I can live near and take it whenever I want.	Minority	Not low income
R_2us4RidVLMoLNXD	Weekend parking would discourage me from riding BART if driving to the event and parking there is a comparable cost. Trying to do my part for the planet taking public transportation, but need to balance that with the cost. The expanded hours would not impact me during work hours.	Minority	Not low income
R_1GfI3ymIMknnrA	Would make it difficult if I go to San Francisco for a whole weekend. It's currently not limited to 24h on weekends since it's free.	Unknown	Low income
R_22KfFNPrQ9vSBf2	Many flights leave SFO and OAK around 6-7AM, requiring parking at or slightly after 4AM. I have never been supportive of charging for parking before 5AM. I think it's more fair to charge to park from 5AM to 9PM.	White, non-minority	Not low income
R_1Oow0jI4fIzTOiS	Charging for weekends could potentially turn away potential users in my opinion	White, non-minority	Not low income
R_3qZfjzHENf5DjX6	Free weekends and holidays mean it makes sense to pay for the bart ticket instead of long term parking at the airport	White, non-minority	Not low income
R_10vFyBx5nTQvF20	I do often take BART after 3 pm.	White, non-minority	Not low income
R_1IYkQPhSjtmJmVT	This would make the multi-day reserve parking, previously airport parking, less competitive (i.e., not worth it), as free weekends is what makes parking at a BART station competitive versus other parking options. Also, BART's ridership levels are higher on Saturdays than many weekdays; this could decrease weekend ridership.	White, non-minority	Not low income
R_vizJ3A0049u0Rb	I often try to travel later in the day to avoid paying for parking	White, non-minority	Not low income
R_1f9IUuIG1M1Qj5i	I would consider parking on the street - or driving especially on weekends were some destinations I may have free parking.	White, non-minority	Not low income
R_2CeIC3KPVa59eZ8	Charging for parking on evenings and weekends would discourage me from using BART at all on these occasions.	White, non-minority	Not low income
R_1jgp6NxxEXC4Dk	It would not impact me directly, but fewer people using parking (and thus public transportation) means BART might have fewer riders that will instead drive to save a few bucks.	White, non-minority	Low income
R_5zL6ILZQTDLpixP	Same comment as before.	White, non-minority	Not low income

R_3j6d5ISBrTzLPi6	Again, unless there is tremendous demand on weekends (which I have almost never seen), it doesn't seem like BART should be trying to make more money here.	White, non-minority	Not low income
R_2Vm9KzNFCN96hDg	I'm favor of expanding hours during the week, but not on weekends.	White, non-minority	Not low income
R_1FXs55zMrTNbIPX	Not much.	White, non-minority	Not low income
R_BrhLIGGFUyA9fW1	Charging on the weekends seems greedy and unnecessary. I would only support this if stations STARTED as free on weekends for each station, then started costing money only if the station filled ON THE WEEKEND.	White, non-minority	Not low income
R_3EbASBcnvg8i6wN	I don't care as much about the extended weekday hours, but I'm worried the weekend parking fee might deter new/occasional weekend riders. Perhaps the weekend fee could be lower, and/or depend on weekend parking demand?	White, non-minority	Not low income
R_XwbW0jnL5KhDJ7	it is nice to have free parking after 3 pm if needed	White, non-minority	Not low income
R_3qjEX351uAApxd	I typically use the parking in the off hours when it is free. I suppose I would be less likely to use the parking because I don't want the hassle of having to pay.	White, non-minority	Not low income
R_2qCPBPRHyIDmDIA	I oppose charging on weekends.	White, non-minority	Not low income
R_2EuEbVVcqgTp4cp	No comment.	White, non-minority	Not low income
R_3hyfpYZQFaR2T4v	The weekday time expansion wouldn't impact me. But the weekend change would probably cause me to not ride bart at all. I'd probably drive on weekends to my destination instead of ride bart.	White, non-minority	Not low income
R_3dRDHUjXGNyIOk	See my comments above.	White, non-minority	Not low income
R_8ewqNSKU1cF9NvP	I typically use BART for my daily commute, so this wouldn't impact me much.	White, non-minority	Unknown
R_3EFdHdf06JR9E8	I would go from paying nothing to something to park and use BART, it would make me reconsider some trips I make to Oakland and San Francisco on BART from the East Bay.	White, non-minority	Not low income
R_wZzghOIPFwIW4iR	Like my previous answer, weekend charges should not be more than bus fare for transit leading to the station - As people would get to pay less that way to get to the station - That said, charging extra hours would not matter unless the charge rises for each stay or per hour. Weekend charges would likely mean less ridership and be unduly burdensome IMHO	White, non-minority	Not low income
R_cYJdksHBVcS4lp	Leave old policy in place	White, non-minority	Unknown
R_1QKKqGZb8mhjDhN	Keep parking free on weekends. I always have to pay because I work during day.	White, non-minority	Not low income
R_78kKsv4yPLXY2Ah	Concerned that it will be a disincentive, reducing ridership and negatively impact lower income riders	White, non-minority	Not low income
R_264NFgrOrcRWGYy	Free parking on weekends encourages me to take Bart instead of driving	White, non-minority	Not low income
R_2ALIUQL0L9BrRGM	See previous comment regarding BARTS discriminatory policy toward disabled parkers!	Minority	Not low income

R_rdWFG0WQnAbqZCV	<p>Uulitin koh: Masyado nang mahal tumira sa buong San Francisco Bay Area, tapos tataasan niyo pa ang halaga ng parking? Madalas rin ang nakawan ng mga kagamitan at basagan ng mga sasakyan sa mga Bart Stations. Hindi na nga kami ligtas sa pagparada sa bart station, tapos may gana pa kayong mag taas ng singil? Hiyang-hiya naman ako sa inyo noh! Mas mabuti pang kumuha o humingi pa kayo ng karagdagang pondo mula sa U.S. Department of Transportation (mula kay Secretary Pete Buttigieg) kesa sa isingil niyo pa sa mga nagigipit na naninirahan sa San Francisco Bay Area. Sa madaling salita, lubos kong tinututulan ang pagtaas ng presyo ng parking sa bart. Huwag kami at huwag akoh!</p>	Minority	Not low income
R_3exljoDdoqY57NU	<p>Slight impact. Support for BART system is critical</p>	White, non-minority	Not low income

Respondent ID	Parking Policy Update Survey: Public Comment (Online Survey)	Minority/Non	Income/Status
R_3EYUSJk5RmjnrX	Car is sometimes different.	Minority	Low income
R_1ILBq\$M9evpKUwC	Would low-income riders currently walk, take the bus, or be dropped off at the BART stations?? If so, I am not sure a discount parking program would matter.	Minority	Not low income
R_2pWw5UY2baSEOvM	Another cause for income questions?	Minority	Not low income
R_1jP00UInfoKpzJ3	It may not apply to me	Minority	Low income
R_1nUYqf2wzuSzw1R	I don't qualify for these discounts.		
R_0NhczQ6ot9DQwtb	Let Glen Park use the lot for farmers' markets again.	Minority	Not low income
R_22WuHu7trcGNnUk	I don't know the threshold for low-income	Minority	Not low income
R_1mWrrvuUmlkSwod	Not sure it would benefit me	Minority	Not low income
R_2wKAKtD1cMZi0pa	Not sure what would qualify for low income	Minority	Not low income
R_scGKCYkmeQssQQV	Depending on how you define low income. I struggle and make \$70k a year but I feel this approach would not benefit me.	Minority	Low income
R_2xVNPmIO9zbWFuo	Depends on the income level. I'm planning on retiring next year, so my income will be reduced making paying higher prices for ANYTHING more difficult.	Minority	Not low income
R_25KKVaNcL4lwGYD	I don't qualify for low income programs.	Minority	Not low income
R_2E4NwnVLv3DOGK2	I don't know what qualifies as low income.	Minority	Not low income
R_9KVomKAmr69kWYx	I've recently changed jobs (and also entered the job market), so I'm unaware of the "low-income" qualifications.	Minority	Not low income
R_2ZKAKFIH9bcGYTz	Just not sure yet. Unless I have to, then see is it good or still a bad thing that it not good enough for low-income at all.	Minority	Unknown
R_3L0EHZ00h8wYGqx	Middle class or average median workers also wants to save a buck or two. A dollar or two counts.	Minority	Not low income
R_1LShhc5kLORzfl	Doesn't affect me that much.	Minority	Not low income
R_1Kg0gpbxb4Q8Hk	Depends on how you define "Low income"	Minority	Unknown
R_3EExWEKjRJAGn	What are your low income thresholds. It is likely to help me but I don't have enough information and how will it be enforced.	Minority	Not low income
R_2U7vNd8kjllCGk	It may affect me depending on the threshold for low-income, and the proof required.	Minority	Not low income
R_3h4MnXe26j7rOEw	Just not sure yet	Minority	Not low income
R_1D0lCbOu4thBNS3	I'm not considered low income.	Minority	Not low income
R_1rdp3rQkkXyjzQ0	I don't think I would currently qualify as low-income.	Minority	Not low income
R_1cU3BQyOWLD1QJs	I'm not sure if I count as "low-income."	Minority	Not low income
R_3IKctYrgQr6ICW	As a student, I may qualify.	Minority	Not low income
R_3fVkdPIByFFqyGW	So long as it is equitable for all and every person pays a fee that is reasonable to their income.	Minority	Not low income
R_3JYyEKVkiNHQpb3	Will this be based on individual income or household income...	Minority	Not low income
R_1pMrQVtpQqhVx6P	By some metrics, I am considered low-income, and not by others. So I'm curious to know exactly what Bart thinks a low-income rider is.	Minority	Not low income
R_31hZu1FQlosYQ0y	Define what is low income.	Minority	Not low income
R_V26lqBt5gEOLwo9	Even though I may be "low-income," I may not even qualify. It's really dependent on the requirements, and a long stringent list of requirements would deter and potentially, disqualify many people.	Minority	Low income
R_qEOFMirwj2rPq6d	I am barely between low-income and low-average income, thus would sometimes and sometimes not qualify intermittent. This proposed change would be a colossal hassle to my family overall.	Minority	Low income
R_2BxrlmInQwgAcEK	I do not know if I would qualify	Minority	Not low income

R_2e2S5WAU5AeAF2Y	I don't know what "low income" would be defined as.	Minority	Not low income
R_2urrNhbSuRAgmv	I don't know what defines low-income but I probably would not qualify	Minority	Not low income
R_cx9hUqOIUNIElIF	I doubt it.	Minority	Not low income
R_3gRfwTJTWA4sGJ	I likely wouldn't qualify for a low-income discount	Minority	Not low income
R_x9PmD5dvEqzmfv	I probably wouldn't qualify for it, but it should be there for low income people.	Minority	Not low income
R_b3YgUAuEXwfyqcN	I would have to know what is being proposed. I would greatly consider any programs that are considering the financial well being of its customers.	Minority	Low income
R_3mltaylorlOFK5J	I'm not sure if I qualify for this program	Minority	Not low income
R_1kRe0TzaTOUvkpU	If it applicable on all bart stations	Minority	Not low income
R_sqhECPVkabUPdy9	I'm not sure how this would impact me. By offering low income programs, does that mean the increase would be reallocated to those not part of the low income program? I think this statement needs clarification.	Minority	Not low income
R_1ilD8yXemFLbYnJ	It Would be unfair to folks	Minority	Not low income
R_1hMc131I0pwPAX9	Just leave it as it is.	Minority	Low income
R_33DyJfBgXQ5tFd	Not sure if I'd be eligible for that program	Minority	Not low income
R_12y7sZSwb5Boz0w	That's irrelevant to my decision making	Minority	Not low income
R_3lFFOlakXmk9snF	Unsure what income limits the program covers	Minority	Not low income
R_RF9k3LzfFQNoIHP	Well I don't know what you consider low income or how much you would have to make to qualify for that.	Minority	Not low income
R_3JsE2h1BmpQKZXM	What are the details or income thresholds?	Minority	Not low income
R_1lIE5rvj5aDr4TK	What is considered low income? Because I work in a project by project basis. I may be getting paid well for a month but those are funds I need to stretch for a long period of time.	Minority	Not low income
R_3RrxHSMEbRNStB7	Won't know if we would be considered low income on your scale.	Minority	Not low income
R_1gqkEKqbqwqAA5T	You cannot know how a program will work until it's in motion so I cannot say if this would help offset new prices for parking. It would create an unnecessary step when it comes to riding Bart.	Minority	Not low income
R_114puQBjuekJC0g	cuál seria el descuento? Cual seria el bajo ingreso Seguiria siendo lo mismo pues si aumentan los dias de cobro y fines de semana	Minority	Low income
R_33CqMvOpgIOPyq	Depends on what is considered "affordable". 6% discount is not affordable. Make it income based for those who make less than \$60K which is hardly a livable wage in the bay area.	Minority	Not low income
R_0uYRMK5gcxeKVu9	Everyone's situation si different. for me, if parking were to be increased i would avoid parking and leaving the car at the bart parking station and would ask to be dropped off.	Minority	Not low income
R_1hEwE37SmiH8OD7	I'm not sure I would qualify as "low income enough" for this program even though Bart is expensive.	Minority	Not low income
R_x9236RGLNJY39f	It depends on what the criteria is.	Minority	Not low income
R_3lW4y0rF0ZOpssC	low income in the bay area is defined as what? After I pay rent I should qualify for low income as it's close to half of what I make every month.	Minority	Not low income
R_pnKyuN1IEzZSp9L	Parking should remain affordable for everyone to maintain the level of bart ridership. For those who can afford increases, if Parking at bart becomes just as expensive of other alternatives ridership will decrease. Many choose bart because it's a low cost alternative and increase in fees will change that.	Minority	Not low income
R_309arGcH70cbay6	Well, since you don't provide the criteria, I don't know. Durr.	Minority	Not low income

R_1j8kZCp5PrDKIO	who gets to decide who's eligible? how much of a discount is it really? if someone is right above the threshold but dips below often, how do you adjust for that? why do you guys get to decide who makes enough money to pay more and not? we're ALL PUBLIC transport riders. if we had money to afford higher prices, we'd get a car.	Minority	Low income
R_UoKa6985CEuxZQt		Minority	Not low income
R_3RekjZJINPg5KGQ	Because i make money im going to Pay for someone else not fair at all already doing that	Minority	Not low income
R_1opUTIEAo5ZOcz	I don't have any evidence on this. I feel Most low income riders are gate jumpers. no matter how much discount is given, there is still an amount of money to be paid. Why would low income people pay for something when they can just jump the gate .they ride for free. People like me who pay, subsidize gate jumpers .. as an example. If you can buy a pass for Bart for one month for \$50 discounted while the normal pass is \$150 and that means, that low income people still have to dish out \$50 a month. But they can ride for free if they jump the gate. so what do you think they'll do?	Minority	Unknown
R_33eD0ehYS1Ztan0	If they're low income they shouldn't be driving	Minority	Not low income
R_0VQakihMJHQ9ETT	Im am for low to free parking for low income and those without easy access to transportation.	Minority	Not low income
R_2rwrCLsu5tjdgbv	It depends but low income are the not only people who needs it, it's the middle income people who needs it the most.	Minority	Low income
R_3noBPS1k2tlyVb5	It depends on what constitutes low income. In the Bay Area that could vary a lot.	Minority	Not low income
R_3paJQ792DWkhKHz	Just keep the current parking policy the way it is.	Minority	Not low income
R_337O6V9aHm0r7tr	No i make to much money to get a discount.	Minority	Not low income
R_2rUSRs5JlGkzXrz	what's the threshold?	Minority	Unknown
R_1OUZ0vGiHaeoHsv		Minority	Low income
R_doOHNNWjDkXdXHz	Don't fix what is not broken	Minority	Low income
R_2m1gmh21xQRGBvH	I don't think I would be eligible	Minority	Low income
R_1JPJg0KoUztouro	I fall into that nebulous category of the middle class where I wouldn't be eligible for low income discounts, yet don't earn enough to not need BART.	Minority	Not low income
R_XoAzZweIKVI5tG9	It depends on how low the income must be. Usually, discount programs require a very low income.	Minority	Not low income
R_3iWobjtWVHJnlOF	it would depend on what the income qualifiers are.	Minority	Not low income
R_2xQtJlJM1JWewU	Not sure who's considered low income	Minority	Not low income
R_Di8kmDN3Hng3NTz	Depends on how you define poor. This seems like just another ridiculous way for BART to create more bureaucratic programs that cost more to run than if you just kept parking rates the same. My guess is you will define poor at a level that wont make a difference since poor people are being priced out of car ownership anyway.	Minority	Not low income
R_2Vfs0s4KnZdncFe	I'm not low income. I would support this for others.	Minority	Not low income
R_3nqIHJcbevgx5e		Minority	Not low income
R_voaziyUEQuc5Pod	Slightly worse because it's still subsidizing driving, but maybe beneficial as an interim measure while better public transit is being developed.	Minority	Low income
R_1pWfe3dLCJeunWw	I want to encourage whatever helps address equity imbalances while also improving BART access by transit and other non-private-car means, and these don't always have to be in conflict.	Minority	Not low income
R_XRrCg8GNn9objKF	I know this ,there is not enough parking for paying riders! In Bay Point, why don't purchase the property directly across from Safeway! It been sitting there for years! Put, the low income parking there!	Minority	Not low income

R_237gNAebsOnnnDY	What levels are considered low income? How accessible is the program?	Minority	Not low income
R_1nPvWk3D7Vig0fN		Minority	Not low income
R_0PPq66SyOukNnrz	Unsure what exactly is meant by reduced impact.	Minority	Not low income
R_1lGfI3ymIMknrrA	Depends what counts as low income	Unknown	Low income
R_2tx9s8Fyc4xlox0		Unknown	Unknown
R_YbuADBpODF3AcaR	How is low income defined? Unclear how much additional work this will cause if there is required documentation. Also, I would be concerned about BART data storage of personal information- cyber security is very important.	Unknown	Unknown
R_2ZlB4DDFHpfgr	Are you charging higher parking fares in order to compensate for low-income passengers?	Unknown	Unknown
R_p4v53fMAsPueyEV	I do not know because you need to define "low-income". A lot of people in the bay area make what the federal gov thinks is good pay but we are still struggling day to day and for all purposes we're "low-income" by bay area standards.	Unknown	Unknown
R_2dSHr2rTlksXuf0	I don't know if a discount program is feasible. Parking discount program for low-income riders is a temporary fix. If you can request another Bond measure.. BUT you already having homeowners throughout the BART line to pay fees on their taxes now this. This is not a good look for BART. The trains are filter dirty, homeless smoking cigarettes and marijuana and drinking alcohol, plus playing loud music. The trains are packed with working class people who tolerate these inconvenience and uncomfortable situations. I believe its unfair to increase parking fees.	Unknown	Low income
R_1FZ0kKSFcrGdZPX	I would need to see the details, etc. before making an informed response.	Unknown	Not low income
R_2w5BjeE4gPFPjGe	There is no information to determine if I qualify	Unknown	Unknown
R_UlreoNGTeZcWOTn	What is "low income" to Bart?	Unknown	Not low income
R_eET7wbvvH7gRGxz	Without seeing details, no one can honestly answer this question.	Unknown	Unknown
R_2dYHp5ZAwsFwuyz		Unknown	Not low income
R_3lyurK24bSFzwt	I honestly don't know. If I have to pay triple to park, I may walk or look for parking somewhere else. How about "senior rate" like the fare ? Will employees have to pay to park while they are using BART ?	Unknown	Unknown
R_1hRpbdBfHIC1CRa		Unknown	Not low income
R_3p5d8WYQWkjJza		Unknown	Unknown
R_tKuhAxXh1Vu1ewh	Not sure, but I know that a lot of people should be considered low-income riders considering how much the cost of living in the Bay Area is, and especially with inflation being what it is currently.	Unknown	Unknown
R_3KJdnOg3NJzuck	The question isn't clear.	Unknown	Unknown
R_3MDTYE9kUy1qzQM		Unknown	Not low income
R_ZJgY0m2NFpJK0md	Could help if it's accessible enough. But I still don't see why the bart patrons need to pony up the cash. Your Board of Directors should be fronting the cash if they really want to improve the quality of bart, and not their wallets	Unknown	Not low income
R_z2QXCu2knfoyrQJ	Depends on if I can qualify.	White, non-minority	Not low income
R_10x8pkuz2GaHu6XY	Define "low income". I know that I make significantly less than tech workers riding in on BART, but I also make too much for things like SNAP. Rent in Oakland-ish is already eating up th majority of my budget, and there's not much left over for transportation costs. If I don't qualify, I'll likely sell my car and not pay *any* parking fees because I won't be able to afford parking at BART when needed *and* maintaining a vehicle.	White, non-minority	Not low income

R_22KfFNPrQ9vSBf2	I would probably not qualify, but depends on how BART defines low-income. Probably will not impact me.	White, non-minority	Not low income
R_338blm2ck8DTV3l	Suspect I would be just over the low income limit, making the impact worse for me.	White, non-minority	Not low income
R_uwwCqLX8pk1gckF	You make everything such a high hurdle to get iver	White, non-minority	Unknown
R_Oa1GIK5kVI9yeWt	What is the definition of "low income"?	White, non-minority	Not low income
R_abitdXISXsEmqkN	I don't know what the threshold for "low income" would be. Will that threshold be based on Bay Area standards or national standards? I think Bart should also extend this to educators who rely on Bart to get to work daily to support our youths.	White, non-minority	Not low income
R_AKG71zI0qkv1FCF	I'm not sure what the thresh hold amount is to be considered low-income and if so I don't know how to access those benefits. I would like more information about it please.	White, non-minority	Low income
R_3rV7DSTf3dKWqgX	It depends on how "low income" is described. There's a horrible middle ground where someone allegedly "makes too much money" to qualify for low income benefits and yet is still living paycheck to paycheck.	White, non-minority	Not low income
R_22s6ZKmLAWIHOc	I don't know if I would qualify	White, non-minority	Not low income
R_2RV5lwy8OSkaPdK	depends. now fixed income.	White, non-minority	Not low income
R_10UNmXrjvGGovc	It could just make the whole thing more complicated.	White, non-minority	Low income
R_1jJ8nqVymwywkm	It depends on the income cut off	White, non-minority	Not low income
R_3e1PKeahRg9gTDl	I am not sure I would fit in the low income category	White, non-minority	Not low income
R_3G8lZ2taotN1B5q	I definitely worry about cost for low income riders, especially to work. We should be encouraging everyone to use BART more by providing more parking options at the stations and making access as convenient as possible not adding more challenges for anybody.	White, non-minority	Not low income
R_2v6OH0RTxSNrsG4	I don't know what is considered "low income". What is the threshold?	White, non-minority	Not low income
R_0xMJAmuTSHNgmVH	I live with my family. I myself would probably be considered low-income, but my family is not.	White, non-minority	Not low income
R_3J9rQOKZlDmXLCB	Not enough info to understand the risk and how it would impact me	White, non-minority	Not low income
R_2gjtYbZFyPNSKnT	Not sure what the threshold is for low income	White, non-minority	Not low income
R_Utn1aPi5Hbnp0ch	You don't say how much income is low income. I am considered low income by some standards but not by others.	White, non-minority	Not low income
R_3p2SFumJ6WK2v4T	I probably wouldn't qualify, but it would help people I know	White, non-minority	Unknown
R_oXm0U3xixKsDv45	Depends on who qualifies as "low income". In the Bay Area that can be a sliding scale.	White, non-minority	Not low income
R_2foBRQS3h7KSKsd	Don't know what the parameters are	White, non-minority	Not low income
R_1rcPd9GhJuexHfC	Don't know who qualifies.	White, non-minority	Not low income
R_xtS9MAk60nkSFPj	How is "low-income" defined and what documentation would be needed/shared with BART?	White, non-minority	Not low income
R_1MYDEIABPuvx7NM	I would have to see the guidelines for what is low income.	White, non-minority	Low income

R_2P88thPMq0AgdOH	I can't confidently say it would change my answer because I don't know realistically how many low income folks would have the ability to participate in the program, or what hurdles they might have to jump through to get approved. The most equitable way to make sure low income folks are not affected is to not raise costs. BART is already significantly expensive as compared to other major municipal transportation it's unlikely I'd be interested in any cost burdens that get passed onto riders.	White, non-minority	Not low income
R_BQBSMfU2g1j	I don't know what the parameters are to qualify	White, non-minority	Not low income
R_2D6nS8spOezdQQ5	I don't know what you consider "low-income" I would consider myself "middle-income" and already feel burdened by the cost of BART parking.	White, non-minority	Not low income
R_2qCPBPRhyIDmDIA	I most likely would not qualify even though I do not make that much.	White, non-minority	Not low income
R_qWnDlaxrcQ9jdy	I need to know who is considered low-income to answer this question.	White, non-minority	Not low income
R_3iVkeD8pWrKULs0	If low-income riders considers seniors, then yes.	White, non-minority	Unknown
R_2cuA7VordFd8zZJ	It would depend on whether it applies to seniors.	White, non-minority	Not low income
R_3sakzbgFcBX6nuz	Need to see the details of the program before you can answer yes or no.	White, non-minority	Low income
R_1pIYEUAfuDYfsq2	Was what is considered low income? Why not be supportive to your loyal riders?	White, non-minority	Not low income
R_1Nal1OhGCBdQ4oP	What is low income to bart?	White, non-minority	Not low income
R_1eXh0iCSRIrMobF	Who knows. Nothings free and nothings easy.	White, non-minority	Not low income
R_32P9VLAgjsdVI9U	Bart makes it difficult for us to qualify for such programs.	White, non-minority	Not low income
R_TvFwVM8InBBS5xL	I like the thought, but these discount programs are ineffective. I usually just make just a little over any discount program to make any affordable program for low-income riders not feasible for me. These programs usually use some government chart for 80% of some income but in reality, the people that could take advantage of it don't. The people that could really benefit from a discount program make a little too much money to help qualify.	White, non-minority	Not low income
R_2Wu60oSaJLnFvM7	I'm very suspicious of how you will define low-income. Bay Area salaries are very disproportionate.	White, non-minority	Not low income
R_2pMhgXyJgW8CdtU	If it helps why not.	White, non-minority	Low income
R_3iwBGiQcBtuiD9e	It might help but until we know what the dollar threshold and what the discount is, it's hard to say.	White, non-minority	Not low income
R_2P5XfzfwRFv5INN	Need more details	White, non-minority	Unknown
R_3m1wE3ADf5r56RW	No income ranges or thresholds are listed, so I cannot make an informed opinion.	White, non-minority	Not low income
R_2agFSqslqma7BV	would need to know the definition of low-income	White, non-minority	Not low income
R_1Fx07bZCv0uuDWd	I am not sure if be able to make everything work out	White, non-minority	Low income
R_5AOWtelgsZZGlox	I don't know	White, non-minority	Low income
R_2eW3p1luvxnEj0v	I would benefit from a senior discount	White, non-minority	Not low income

R_3elaNZGuz3ok7xU	I'm in grad school and am not currently working so am not making money. My husband supports the household and he probably won't qualify for low-income riders. He also works from home	White, non-minority	Not low income
R_5pr4xom5EHkmkTL	it just doesn't make sense. Every morning there are homeless sleeping in the trains. I fare violaters everyday. noone does anything about it. Thats what you should be working on. If you changes them so they scouldnt be hopped over you'd make up the difference in what youre trying to guage the faithful daily and yearly riders for.	White, non-minority	Not low income
R_1OrvK1sa3IHxru6	It's hard for poor people to actually apply for and use these programs. They have huge access barriers.	White, non-minority	Not low income
R_2qf6ozKMD4YMTXd	Money's tight. I always make just a little too much for government assistance. It's difficult to say. Too many take advantage of help.	White, non-minority	Not low income
R_2Vdq8qQrxS4DuKs	Stop charging for parking. Lots aren't full, no reason to charge. It's an inconvenience for the rider since you cannot use the clipper card for it.	White, non-minority	Not low income
R_wZzghOiPfwfW4iR	You need to define the "fullness" of a station (For previous responses) - and for this one, you need to define "Low-Income" - Many low income people already jump the fare gates with no word of enforcement from the agents - I can't imagine why you would reward them with lower parking costs. Low Income in SF is far different than in Pittsburg.	White, non-minority	Not low income
R_pnlIFwQnb5gYj61	I don't know if I would qualify for "low income discounts "	White, non-minority	Not low income
R_UgUj3qkkPLrH1v	What is definition low income	White, non-minority	Not low income
R_2EmYqTuQNoZYyGU	It wouldn't impact me as I don't have a car. But I think it makes sense since there are low-income people who need cars (especially in the outer BART areas).	White, non-minority	Not low income
R_2EGdZBYIOkk2ep3	I'm not low income so the impact on me would be raising the price for me by causing the parking lot to fill sooner and triggering the increased prices.	White, non-minority	Not low income
R_3nuf6BQUok4VxVa	If people absolutely need to drive they should be able to afford to park. However, it would be better to offer free bus service or a free BikeLink card so more people could take other modes to the BART station.	White, non-minority	Not low income
R_1ozEdjF4I52mScf	I'm not low income.	White, non-minority	Not low income
R_8cAjB4Qv6tFnGj7	It literally doesn't affect me because I ride the bus.	White, non-minority	Not low income
R_2S9uvqHLwWyoPjc	For low-income people such as myself, cars are a huge financial drain no matter what parking policy. If this increased revenue goes to improving BART, local transit, bike infrastructure, and walkability and to building affordable transit oriented development at stations like North Berkeley, then I think it would be valid to expect everyone to pay equally since lower-income people will also see the most benefit.	White, non-minority	Not low income
R_1GTYhN5bMEF7T8b	I don't know if I would qualify for this, and I'm not sure I need to	White, non-minority	Not low income
R_3qsSbrFX9y9MDPN	I think BART needs go be concerned whether a hike in fees puts a damper on both bart parking and bart usage--in general.	White, non-minority	Not low income
R_30cPHVOHOTP7Qhk	This sounds like a overly bureaucratic "solution". It will only increase overhead accounting and management expenses.	White, non-minority	Not low income
R_2ALIUQL0L9BrRGM	It would be a no if BART continues iis discriminatory policies toward disabled parkers.	Minority	Not low income

R_1mrZ1j1jaaWjFXIZ	You have provided literally no information about what qualifies as low income for me to determine if I qualify, and if I don't, you have provided no information about whether it will cause the lot to fill up with people that don't pay for parking and crowding out anyone else.	Minority	Not low income
R_3jZmjMfTm8qJNIB	Although it doesn't help me, I think this is a good thing to study and implement if feasible.	Minority	Not low income
R_1QuMEbEhL4Gaa1	I'm not low income.	Minority	Not low income
R_2WGdfANHxJ1e9Y	I would not qualify for the program and it would not have impact on me.	Minority	Not low income
R_1Kfp3Xz5iSaDFSy	I don't think I qualify.	Minority	Not low income
R_2xP20wGAPnZJCjc	I don't typically get to BART by someone parking.	Minority	Not low income
R_3EL9CbPjQbin9Lt	If the discount program means that the parking increase for non-low income will be on the high end then I would not like it but still remain neutral	Minority	Not low income
R_29miE7VuCEno9rl	I am not low income	Minority	Not low income
R_1eQ6ou7vLKfjQYo	I don't think I'd qualify to receive the parking discount, so I think I'd still be impacted by the proposed parking changes.	Minority	Not low income
R_1Oy7yhXbTjwK8iV	Do not qualify as low-income	Minority	Not low income
R_2PmOSZLk9WPDUC2	Do not qualify for low-income	Minority	Not low income
R_2ON0qZOPhYra2Zf	Doesnt change the fact that I will now have to pay for parking	Minority	Not low income
R_12sWNBUDGrtQ7aK	I am not considered low-income.	Minority	Not low income
R_W6YUWOPInlemKNr	I believe I would not qualify as a low-income rider	Minority	Not low income
R_bvL4K3ryfytr1x7	I doubt I would qualify which means I'll have to subsidize those who use the programs	Minority	Not low income
R_11OMJkEi9cc6kie	I doubt I'd qualify.	Minority	Unknown
R_3njYffGNJhCNIRS	I wouldn't qualify for the program.	Minority	Not low income
R_1mW2bfRtr9JKzDs	I'm not low-income. I am disabled. BART should consider a discount parking program for the disabled. I'd also like BART to consider increasing the number of handicap parking spaces in Bay Point - Pittsburg, Station by relocating some or all of the employee parking located closest to the platform.	Minority	Not low income
R_3j9BVP9isOczif	I'd gladly pay more to support the above recommendations	Minority	Not low income
R_3j9BVP9isOczif	Likely won't qualify	Minority	Not low income
R_21tWkBCSpS1F320	still hard for those right above them	Minority	Not low income
R_3PuzMoW7ZLY5Hge		Minority	Not low income
R_2QrFuskCwNnaM6w	I am not low income	Minority	Not low income
R_3rP2gqiATVkwcg6	I am not low income.	Minority	Not low income
R_2egxPTDht4xSyT7	I do not qualify for low income. I am just past the low income limit.	Minority	Not low income
R_3M3b9ajD43zXV54	I do not qualify for this program and the knowledge of personally subsidizing parking fees for others would not make me more agreeable to increased parking costs.	Minority	Not low income
R_uk0bCA2fPe2Ugmd	I don't qualify as low income so this wouldn't impact me. I support this approach to increase accessibility for economically challenged riders.	Minority	Not low income
R_XHA2PzrfnHopQpb	I likely don't qualify for this program	Minority	Not low income
R_2bKkqc8oUrWMWzl	I would not qualify as a low-income rider.	Minority	Not low income
R_1rexaFTRmln7kf4	I would not qualify as low income	Minority	Not low income
R_22FEiiQcBkU6nDY	I wouldn't be considered low income	Minority	Not low income
R_3dNaGCz1PhdZUoF	I wouldn't qualify as a low income rider. I ride the Bart because I always prefer public transport for environmental reasons and because I can actually use the time to do some reading or work	Minority	Not low income
R_T74EKTk2XzQl7qx	I'm not low income	Minority	Not low income
R_3qydYSRzB7u5Ccb	Not applicable for me	Minority	Not low income

R_BJqYRQHspJ6Yhpf	Not in low income	Minority	Not low income
R_3G37dPGWe5N3qIY	The low-income discount doesn't apply to me.	Minority	Not low income
R_2c0LC6f6ne2pPGS	What would classify someone as low income? What is the threshold?	Minority	Not low income
R_1Fv9B6h2e7lVIYd	I don't qualify	Minority	Not low income
R_PLeUTBmg1WBnDON	I think this is a great idea. Even though I'm not low-income I support this because it's very important to not add further financial burden to low income individuals.	Minority	Not low income
R_1CJuh1xV2VxkOAp	I'm not a low-income rider	Minority	Not low income
R_1pQIe84oPwddqDg	Not qualify for low income benefit	Minority	Not low income
R_sZmjf8PTGxFbpkJ	The changes do not personally impact me.	Minority	Low income
R_3JmXnmXK73eCouA	This will help people to pay for parking and no more evading or parking free .	Minority	Not low income
R_1Dw1vfhfAlGR6UO	I probably wouldn't qualify.	Minority	Not low income
R_3oyBEkfH9H5QZvg	Another layer of bureaucracy. Keep it affordable to all or everyone who can, will look at the alternatives.	Minority	Not low income
R_2cu9QOIgnDaDXPB	I don't qualify for a low income discount.	Minority	Not low income
R_2OT4Bv7gVUz092Q	I likely don't qualify for low income. What's more frustrating is all the people NOT paying for Bart or parking resulting in proposals to increase prices and put more pressure on those following the rules and paying the appropriate fees instead of better enforcing current fees	Minority	Not low income
R_2v6Nmj2w5M1hoG	I wouldn't qualify	Minority	Not low income
R_3KAv6mPzR2JbkZc	I'm glad opportunities are being thought of for low income communities and individuals.	Minority	Not low income
R_2CskMfzm3ZzOil	My income isn't low enough to be eligible for such a program but isn't high enough to not notice increased parking fees.	Minority	Not low income
R_1GPjVU97Xf052TB	probably not fit in low income	Minority	Not low income
R_31WAFsbsihA1UsR	these programs are usually abused	Minority	Not low income
R_2cqOIZYf5SmPf7y	I don't think I qualify for the low-income rider program.	Minority	Not low income
R_3s4gr7VXEOLh2H	I probably would not qualify as a low-income rider.	Minority	Not low income
R_1PRCkqPrD0sxJEp	I wouldnt qualify	Minority	Not low income
R_1f3H6VArHz79RBY	I'm not a low income rider	Minority	Not low income
R_2R4JSPVxCPYBlS	I'm not low income.	Minority	Not low income
R_zbrlp3wDNzKceml	Income not considered low income	Minority	Not low income
R_26fmVps7GB2pGBD	Low-income riders won't park.	Minority	Not low income
R_26nghJWWjoqlhUQ	not classified as low income	Minority	Not low income
R_bBeEibUPaUA2Pap	not low income	Minority	Not low income
R_shznLaEnpCuexeF	Not low-income	Minority	Not low income
R_ZrdhGAVNsx3FNeh	I don't qualify as low income	Minority	Not low income
R_2ARzrJxJRaTAA4	Too complicated and costly to administrate means-tested programs. Universal programs are better. California already has the most progressive taxation system in the country with low income tax credits (see ITEP "Who Pays" study).	Minority	Not low income
R_1DYHKSdzWklqYQs	I don't park	Minority	Not low income
R_1pQdTc3OTWrUCZQ	I would likely not qualify for discount parking (unless it is similar to the High-value fare discount). However, I highly support a discount program for low-income riders.	Minority	Not low income
R_2VvBdRzbJEqeXeh	I would most likely not qualify for low income discounts, so no.	Minority	Not low income
R_129mEVYhRGsoqv	I would not be affected by the change in the first place	Minority	Not low income
R_1gu8FgOSC7Bg0tw	Not applicable	Minority	Not low income
R_tF4CINLHPKW1X	Not low income	Minority	Not low income
R_2OYCsM1QuAbRQ0x	Not low income	Minority	Not low income
R_1f51VVIbAgWQVjV	I am not low income. Thus no personal effect	Minority	Not low income
R_2Wx4SWkiCzYz8q1	I don't qualify, but I almost want to support a program on discounted fares, but not parking.	Minority	Not low income
R_2SkQr9MNsVzd82b	I don't think I would qualify for such a program.	Minority	Unknown

R_a4vcWuKCLr3uld	I would likely not meet income requirements for any low-income assistance program (though I would support it's implementation).	Minority	Not low income
R_3QVrAbNoAB1Gyl6	I am not a low-income rider.	Minority	Not low income
R_2bJGJ7W0zUp4zw	I am not within the low income bracket	Minority	Not low income
R_2VpzQS7Po0DJere	I don't believe I am low income.	Minority	Unknown
R_3JyNMTQ8zDjhaWh	I won't qualify for low-income assistance, so this offering won't help me.	Minority	Not low income
R_3Mm2Cqv8JOPN1CW	I'm not considered "low income"	Minority	Unknown
R_2tr56WtC5kBKMTe	Long term (daily or longer) parking in the Bay Area is a luxury. I'd rather you discount BART fares some more rather than give parking discounts.	Minority	Not low income
R_31hY5U22deoJIA	Not low income	Minority	Not low income
R_1ewRC06vdEdG01b	Not low income.	Minority	Not low income
R_xhoczWDqjUzYOyR	Should not give discount	Minority	Not low income
R_2V48OvwbJM1CjJN	Would probably not be eligible for low-income discount	Minority	Not low income
R_1JUXDXUhQwu6ar7		Minority	Not low income
R_1K7uDuczn9arVp7	Don't know much about this program	Minority	Not low income
R_2aXMV4HZE3imnrw	Not low income	Minority	Not low income
R_2QicEsMJOgxkMk0	A lot of middle income people struggle here in this area to survive. Usually this programs are target to benefit very little people. Right now the middle class really can't afford another increase	Minority	Not low income
R_3kFkVv2VvOpOT90	Again despite the fact I can't really afford to live in the Bay Area I wouldn't qualify for any so-called "low-income" program.	Minority	Not low income
R_2zcECgYMShWvAdk	Because the current low income threshold in SF does not match the current reality of the current economy.	Minority	Not low income
R_3G68nTXz4QG9FnJ	Because the majority of people using BART drive to BART, why would they need a discount program they wouldn't qualify for?	Minority	Not low income
R_1I5L05cF7eIsGa9	Both adults in my household are currently working. We would not be eligible for any low income programs.	Minority	Not low income
R_2fesrEwqaue2ROT	Cost is already not a meaningful barrier to using BART thanks to zero fare enforcement outside of morning commute hours at Embarcadero. All this program does is add more chaos to trying to park and require a complex income verification. It adds significant red tape with no upside.	Minority	Not low income
R_2EEwiZntvN1PO4B	I am not low income	Minority	Not low income
R_1mn0bbqdkk8FAvr	I am unlikely to qualify for such a program. Also, I predict that the enrollment rate for income qualified folks would be quite low, given that it would be yet another program to sign-up for, provide proof of income for, etc etc. Also, "low-income" in the Bay Area is a very subjective term – even those with incomes of 80-100% of AMI struggle to afford to live in the Bay Area.	Minority	Not low income
R_7U15cc8XcyxUyid	I do not fall within the low income riders group. I am in the middle income group.	Minority	Not low income
R_RmYdLAYLPfp2k5r	I do not qualify as a low-income rider	Minority	Low income
R_BE7UTvvMbW7fIMI	I don't make enough but probably won't qualify for low income. My company does not provide commuter benefits as many Bay Area companies do	Minority	Unknown
R_3NFp8gvqipw4Sk9	I don't qualify as low income	Minority	Not low income
R_2XIJZAYC3pFmxCA	I don't qualify for the program.	Minority	Not low income
R_2WJ76eR8W5qL1ce	I don't think I would qualify	Minority	Not low income
R_2YGrtmV8YU8lzmK	I fall under some whose income is in the border of the income ranges.	Minority	Not low income
R_yxLoyqFbGLDgRrj	I never qualify for low-income.	Minority	Low income
R_qKftwRlpla7He81	I never qualify so it would not benefit me	Minority	Low income

R_3PWSTHIEOgIks6P	I see quite a bit of potential low income riders evading fares. If Bart is looking to increase revenue, hire part-time fare inspectors during peak hours to stand at gates.	Minority	Not low income
R_wLJeYQLAHPEbCh	I still think it would negatively affect the business. Public transportation should be accessible for the public period.	Minority	Not low income
R_2U9pbxds4mwKcg5	I would not be considered for low-income.	Minority	Not low income
R_1myZfJ5FEoLfmDm	I would not be eligible for a low income benefit, and don't want it! Make it FAIR! Make it the same price for everyone. This kind of program will only make BART more expensive for everyone in the long run. The money BART loses by subsidizing low income riders' tickets will have to be made up for somehow. Then they will want to raise prices for parking and other fees again.	Minority	Not low income
R_2SJMxc6WsteHXoQ	I would not be qualified as low-income rider	Minority	Not low income
R_248mY8SPx3pVF6R	I would not classify as a low income rider.	Minority	Not low income
R_sh8JGuHlgpHRbVv	I would not qualify as low-income to receive any discount programs but any increase will impact me financially.	Minority	Not low income
R_1KrN8I0ElmZXnIP	I would not qualify for low income. It is unfair to think just because someone makes good income they can afford to pay more. That is truly not the case.	Minority	Not low income
R_3k04srFfpNC3Zqj	I would not qualify under this program.	Minority	Not low income
R_1gG9I1Ms4JdQbC9	I would not qualify.	Minority	Not low income
R_21u0IXoWismphdN	I wouldn't be eligible for low-income discounts so I would rather find alternative means for transportation since BART would cost significantly more than other options	Minority	Not low income
R_12yyFdDkJUvBf1R	I wouldn't qualify. And, it would be a hassle to administer, it would be easily gamed. Too much hassle for the benefit	Minority	Not low income
R_2VOx0x0EXxg8UMy	I'm not a low income family but not rich either	Minority	Low income
R_1IL3WBTLe0ITfAW	I'm not low income so it would not apply to me	Minority	Not low income
R_79ALbLO6GKw2xKF	I'm not low income. Living in the Bay Area would impact everyone. Already paying high fares	Minority	Not low income
R_1remxdNsvw0Lvpv	I'm not low-income so wouldn't be able to get the discount.	Minority	Not low income
R_2aPO5snCu6UAWGg	I'm not qualified as low income	Minority	Not low income
R_2WVbx1vokDI6jYq	I'm not sure if I would fall into that category. But just because my income might be higher doesn't mean I want to give all of my money to BART	Minority	Not low income
R_DiZ3cUq1M4vJxyV	I'm not low-income	Minority	Not low income
R_2WBVIR41YJ13XGy	I'm sure I wouldn't qualify to the discount but more than that I don't think low income riders generally park they probably take public transit to the station. And if they do park that's placing an unfair burden on lower income riders.	Minority	Not low income
R_1n3nh8PvjQfDT5S	Im sure your idea of low income is under the 30% poverty level, when you know ppl who ride the bart are well over that. This would not benefit your bulk of ppl who do ride bart	Minority	Not low income
R_3PLb25W4pqYWjrP	In Middle income group as middle income is needed to barely survive in the high costs of Bay Area.	Minority	Not low income
R_ywsPGL29j2aDEPv	Just because someone isn't "low income" doesn't mean the increase wouldn't be a burden on them. I think many people may decide just to drive	Minority	Not low income
R_3KqLR9RGUmQP38C	Low income commuters are so low, the effects will be minimal.	Minority	Not low income
R_1de7XysXnbzT4VC	Low income in the bay area is really low. I am middle class and these increases will impact me negatively.	Minority	Not low income
R_1IhOeptInzQ9pl	Most of the times I don't qualify for these programs, but at the same time I don't make a lot or enough money to cover all the bills	Minority	Not low income
R_tG682vis7bmR5hT	Most riders wouldn't even qualify for low income since they set the bar to qualify too low.	Minority	Not low income
R_2VPihLdmpO6zgBw	My income is just above low income standard bracket	Minority	Unknown
R_2CNetvfB5uRrHka	My income is usually too high to benefit from these programs	Minority	Not low income

R_2YY3BBSEgzn6CwV	N/A	Minority	Not low income
R_1ogVjdi1BberOAG	Need more information on this, but I don't think I would qualify for Low-income riders program.	Minority	Not low income
R_sY8trqQCuOut	NOT FAIR.	Minority	Not low income
R_5nyf5gni2A75PCV	Not low income. Honestly, doubt you have many low income riders. Make it reasonable for everyone. Make your trains safe and clean, and affordable, then your ridership will increase, and raising fees won't have to happen. No one wants to ride a train that is full of criminals, urine and feces. Fix the problem!	Minority	Not low income
R_1hL0Zb3CIWgfcvG	Not sure if I am affected by this	Minority	Not low income
R_2PoLI5aJW8p0c9s	Not sure what the low-income threshold is, but I likely don't meet it and therefore would have to pay any parking increases.	Minority	Not low income
R_WB5qkK4bm8jwWqt	Parking discount is still going to be expensive.	Minority	Not low income
R_3haKBybp9gCgMUq	This is an excellent idea	Minority	Not low income
R_24oRR8NvVXY8eG	those of us who BART rider's are low income! was it hard to understand!!!	Minority	Not low income
R_1EWn9jZ7kfrTMhw	Usually "low income" means making minimum wage, so I would not qualify.	Minority	Not low income
R_wN4GVvwssrRvPA5	What is considered low-income? I know there is another Clipper/BART program for low-income folks but it's only for those of great need. Most of the people that are being impacted by these rising costs aren't eligible to enroll in the program.	Minority	Low income
R_3PAnWJ7VBdisPSJ	What is low income? Anyone commuting is not considered low income in the area in which they live. So, what is low income. I would be considered low income in the county I work in but still would not qualify for any program offered to low income residents because I do not live there, nor could I afford to. So what is low income. My same position in my county of residence earns two-thirds of what I earn in San Francisco. But is it low income and would I qualify. I spend at least \$500 a month on riding and parking at BART.	Minority	Not low income
R_2uUoxNlyka6Dvk	what would classify as a "low income rider"? making less than 100k in california is basically low income	Minority	Not low income
R_1rPI4S14OKLDY9j	Why not make BART equitable and lower rates for everyone? Let's get cars off the roads and not just focus on low income cars. BART should welcome middle income riders to the system.	Minority	Not low income
R_Zw7G9KzcS9t4Jz	Will not qualify for low income	Minority	Not low income
R_XFC8cwDgTiSwtNp	All public transport should be with least cost as in New York. California and bay area is always to make all things expensive.	Minority	Not low income
R_C48G11dGsJbUxz	BART should focus on changing their fare gates to avoid fare evaders!!! Stop spending time trying to high-jack parking prices	Minority	Not low income
R_1dMhBcmPIZ7S79u	Because technically based off my salary, I wouldn't be considered low income although I wouldn't be able to pay that addition.	Minority	Not low income
R_1k05r8HEI8RdR8b	I am working full time at this time. I would not be considered for a low-income discount.	Minority	Not low income
R_2PjKa385WZ5nmf7	I earn too much for that probably	Minority	Not low income
R_1jfrCqAaRdlk15	I wouldn't qualify. But if I did, why should I have to prove to a transit agency my income to park my car? How humiliating.	Minority	Not low income
R_sRL56Hi9gWysIHj	If you are lowering prices for some class of riders then you will be raising it for others. Why not charge everyone a fair price?	Minority	Not low income
R_eXK5eIIORbhVQPL	I'm not a low-income rider. However, I support the program.	Minority	Not low income
R_xf1i0YIn4Un6OsN	I'm not a student and my income is most likely to high to qualify.	Minority	Not low income
R_2aG45gBA81XPQoj	Impacts poor community	Minority	Not low income
R_3lyvAhLD9A2KWfJ	middle classes are also struggling	Minority	Not low income
R_3kvqlBrwBHjScJc	Not low income.	Minority	Not low income

R_3r1f9T37d8j10dw	Regardless, what would BART consider low-income? If they are barely above that demographic, they will still struggle.	Minority	Not low income
R_3kwcgF3EfzPRxso	Stop using 100-400% FPL as a threshold. Many middle-income Bay Area residents cannot afford transportation. These are folks in the \$75k-\$125k range, which to many outside the Bay Area is a laughably high income. But in the bay area, that's "uncomfortably" scraping by.	Minority	Not low income
R_1FlwPlQ63di2Q0z	Subsidies are not fair - and even though the riders are low-income, why doesn't BART pay for the subsidy instead of passing it on the their core passengers?	Minority	Not low income
R_33CpBMklIZWuDPr	The program does not affect me.	Minority	Not low income
R_DnGuQUM53xSExUJ	This system don't work	Minority	Not low income
R_3NI3gAnWPqFBOcE	Unless "low-income" is defined as up to \$150,000 in the Bay Area, this will not ease the burden to most riders.	Minority	Not low income
R_1R30ncGNHIM7rnr	Would not qualify for low income pricing.	Minority	Not low income
R_10SD9QTQovardDF	I don't have a low income currently so this program doesn't impact me. I think it's just as important to keep those with higher incomes on public transportation to keep America moving away from it's car centric attitude. Like in NYC even rich public figures ride the subway	Minority	Not low income
R_2XoYPjTD4OrhZdc	Doesn't apply to me	Minority	Not low income
R_285zL9NMIaUvIVp	Don't see this option helping. More cars will be discarded in parking lots.	Minority	Not low income
R_zYlxfLjutzdZT	Everyone should be charged the same	Minority	Not low income
R_2U5u7zGrV3UBmRj	I am paying full rate currently.	Minority	Not low income
R_2aP0e1PFpFWN4HA	I don't know enough about the threshold for "low income" qualifications	Minority	Not low income
R_1jd1OQD43ljYq9x	I have never qualified for any of the low-income stuff in CA. My income is always too high even though I'm struggling to make ends meet. The only thing that offering low-income will do is convince people to lie and create more administrative work and costs for BART if you try to verify income.	Minority	Not low income
R_3dM1A7doAjnpluh	I make to much money and I still barley make it living in the local bay area.	Minority	Not low income
R_1JfpBrOaQPYZqA	I would not qualify for low income under Barts low income standards	Minority	Not low income
R_1l0l1bjWTdBdggj	I would not qualify for this so it wouldn't impact me	Minority	Not low income
R_1QH1a30AIVxR1lu	I wouldn't qualify	Minority	Not low income
R_2X4jZKIMQLbCbUh	I'm sure I wouldn't qualify for this program.	Minority	Not low income

R_2TUmZgizfh6wZAo	<p>Income-based policies are complex, restrictive, hard to understand for the groups intended to benefit unless automatically tied to some other standard, often generate resentment among those not benefiting from them, and can come across as patronizing. Creating this more complex system that some people could possibly qualify for and others not - TBD based on your socioeconomic status - makes the system even harder to explain to friends of varying income levels, and could further discourage 'allies' of BART from being able to encourage ridership.</p> <p>What could be better would be having an ad campaign about "Buying a transit gift card for your nieces and nephews" or "Gift your teenagers a 10-day xx pass to explore SF, the East Bay, BART-ables, etc." And encouraging those with more means to get Clipper card and passes for people on their lives who could benefit from getting gift cards for transit, including those of lower incomes, those without a car, those without a credit card and without access to Walgreens, and those who are not yet of age to drive.</p>	Minority	Not low income
R_2sd8ROA1lnW07wt	Low income is considered 80k in the Bay Area. Are you going to follow that model? Probably not. You will roast fees for most people and still get people to where they are going late, and we still worry if the car will be threes upon return	Minority	Not low income
R_cFQp7u3Kv6iSrHX	Low income, I don't think I fall under those terms.	Minority	Not low income
R_2TNWJU1WCbHjws6	Low income???! you know the medium income people are the most impacted of the population. Low income is very low as income threshold but in the Bay Area 100k is still consider low income.	Minority	Not low income
R_1gTkExJwKW74hX0	Not low income	Minority	Not low income
R_2rubiRM3iq6qim	Not low income but I'm not rich either	Minority	Not low income
R_1fZC9yZiMoQEM0g	So many of us don't make enough to pay Bay Area rents, yet make too much for assistance of any kind.	Minority	Not low income
R_2EFhgUFNjnXtsfX	What would make one low income? If you are legit low income you are not parking at Bart. Sounds to me like a just a cover for price increases that very little to no one will qualify for discounted parking fares	Minority	Not low income
R_8GKwU0MYEH3VQd	Why should it be base on income? it should be base on use	Minority	Not low income
R_2dGs2BEmfysG9fX	Wow so more making the people that work pay more. How about the "affordable" program be they take the bus!! This is like making caviar affordable.	Minority	Not low income
R_rdWFG0WQnAbqZCV	Huwag na kayong sumingil ng sobra kung tataasan niyo ang mga mamamayan na may mababa ang kita.	Minority	Not low income
R_3PIBH1C9rPGJ8iD	I am not low income	Minority	Not low income
R_9Hvy9QVZu3Gqtr	I do not qualify for low-income riders.	Minority	Not low income
R_3rZXSmVcfw6X9J2	I won't qualify	Minority	Not low income
R_3P7QpR17b2c39mQ	I'm not considered low income but I am a senior	Minority	Unknown
R_zeQNO318zyVgUW5	It wouldn't as I don't drive to the station	Minority	Not low income
R_2qKIEKLNhd00g0O	Most people don't take at advantage of these programs even if they qualify. So more people end up paying more anyway. They might not know these programs exist or have access to the resources that would help them navigate a discount program.	Minority	Low income
R_ebQnGljciABmbxT	Not considered low income	Minority	Not low income
R_9LEBX78hGyi6mel	Not eligible	Minority	Not low income
R_25YMxYH9kjQIQpG	Parking the way it is, is perfectly fine. Focus on other areas where Bart needs improvement, such as safety. Also the suburban working class majority will be predominantly effected.	Minority	Low income

R_1Fm1DkjZKEAUoJz	What if I don't qualify for the discount program? How easy to register for a discount program?	Minority	Low income
R_1ON4En7d2EjMBj	Won't fall into low income teir	Minority	Not low income
R_1rOEibLKLgNnQvt	Working people that need help never qualify	Minority	Unknown
R_5A1bgBn7aPNrsKI	I doubt I would be considered low income.	Minority	Not low income
R_6Mz1vkd34NwKilP	I probably make an income on the higher range of the designated BART low-income discount proposed program, but even so, the increase would still be impactful.	Minority	Not low income
R_1LFJWzUck2KMFRK	I won't fit into the low income bracket	Minority	Not low income
R_xoxfMq2X0teFxp	I'm not low-income, but in the Bay Area, that doesn't mean a price hike won't hurt significantly.	Minority	Not low income
R_ZxicSgd4b3qyGop	Sounds like another way to skew the data to justify the increase in parking. Given how long it takes to even apply for any parking program related to Bart, I have no confidence that those who need this help will get it in a timely manner. Again, no official upside or increase in quality of service has been mentioned.	Minority	Not low income
R_Xkd3liipyUy7FTb		Minority	Not low income
R_ABbGmMr2AgYIPiF	Fremont offers many bus routes, has been increasing bike routes and has been implementing methods to reduce dependencies on cars. There is no reason to be driving or demand discounts for parking.	Minority	Not low income
R_1eDnwW7xBxOty6B	I am not a low income rider nor do I park a vehicle at BART	Minority	Not low income
R_233oqDhOnHseBcl	I believe my income would be too high to qualify for a low-income discount.	Minority	Not low income
R_3exnQRIngdglauK	I do not consider myself to be low income and therefore would not expect to be eligible. Besides I already get free BART through my partner who is a BART employee.	Minority	Not low income
R_1Cq1xvAvFSp9VYA	I do not use BART parking often enough for this to likely have an impact.	Minority	Not low income
R_3DeB6zW9xFxLtcj	I don't currently use BART parking. I think offering discount to low income riders is important to ensuring economic equity.	Minority	Not low income
R_24vKqH0VxZ4n3XB	i don't drive to bart	Minority	Not low income
R_3DvFE20alhhWwge	I don't park at BART	Minority	Not low income
R_3Lh81Qif0FmwTPZ	I likely wouldn't qualify. But I would gladly pay more for parking if it meant lower-income folks could pay less AND there were a fair way of making sure people don't cheat that system.	Minority	Not low income
R_2THtThpyG0sLYc3	If someone can afford a car, they can afford to park it. Three new proposed rates are what should be the low-income amounts. The high-income rates should be easily triple the listed amounts for day rates.	Minority	Not low income
R_3rOYopb4B6mIhEd	Not low income	Minority	Not low income
R_118GDhCOx3BzMr		Minority	Not low income
R_3nkrLFvUHSuA0x6		Minority	Low income
R_1hZiaLylKwsNIBV	I almost certainly wouldn't qualify for this program.	Minority	Not low income
R_3qUr9jGC4Inp1Sk	I don't know what your cut off for low income riders would be but I am likely above it.	Minority	Not low income
R_2SqXbi2FpOYNGXC	Lower income people are less likely to own cars. Why is a TRANSIT agency offering an even bigger subsidy to motorists? If you really want to help low income people; advance frequent, high quality transit and housing near it. If you really want to help low income riders, tear down the parking garage and replace it with affordable housing for regular BART riders. Grocery store and cafes on the bottom floor. This would 1) net a lot more money 2) provide desperately needed housing and 3) negate the need to provide a parking subsidy.	Minority	Not low income
R_3QFSUhX1wU8rvu1		Minority	Not low income
R_p5kp9GuD0nvPibL		Minority	Not low income

	BART should charge market prices for parking the way private businesses charge for gasoline for cars. Station benefit districts should be created to ensure that the parking revenue is spent on the station where it's collected. Finally, all surface parking should be eliminated and replaced with multi-story garages with some retail element.		
R_3m44ohqYi4qpmAh		Minority	Not low income
R_bQmTCFzXR21J2p	Don't drive	Minority	Not low income
R_8vT7fo69hxODNhn	I do not park.	Minority	Not low income
R_3Ljo0R4VhDhkIS8	I do not park.	Minority	Not low income
R_RWFA0ovYRMQGEff	I take public transit	Minority	Not low income
R_w64G3hFACshJhp7	I wouldn't be eligible but I strongly support this type of program.	Minority	Not low income
R_sdOxMJunGikg13	not a low income rider	Minority	Not low income
R_300GBLP6PDINekV		Minority	Not low income
R_2us4RidVLMoLNxD	Not low income, just a senior.	Minority	Not low income
R_29biEK8R6bC0kxe	I am not classed as low income	Unknown	Unknown
R_00Ep6h9sMhpBccx	Not low-income	Unknown	Not low income
R_3p4OsayErsYC6Qm	I would probably not qualify.	Unknown	Not low income
R_1j9dsrfd0GdNZby	Don't believe I am a low income rider	Unknown	Not low income
R_2uyLPfiiD5vjhBL		Unknown	Unknown
R_2iwK3zzD7qUIAFH	not low income	Unknown	Not low income
R_3Jf4tw9K8eT2iBi	We are all low income in the bay area with all the liberal policies you government agencies push on us	Unknown	Not low income
R_2BscPD9F9QM11kW		Unknown	Unknown
R_b3DwSYdDGNWIFjz	I'm not sufficiently low income to qualify.	Unknown	Unknown
R_2DLwX9A02C1Zlif	I probably wouldn't meet the income threshold, but I'm always in favor of BART offering low income discounts.	Unknown	Not low income
R_3gZyJsGwU1g9BnX	I am not low income	Unknown	Not low income
R_30w06uv6Nhr0nsa	I am not low income and will not be affected. However, with the proposed changes to fees, you are not "keeping access to BART affordable" for the vast majority of your riders.	Unknown	Unknown
R_1gqig0SK5N0kzcP	I can't afford to live in SF on my teacher salary but my income is too high for public assistance.	Unknown	Not low income
R_2Cy6n1awDml2fg	Just because you are not considered "low income" does not mean you are not struggling - especially in the currently economy.	Unknown	Unknown
R_2Se6EwcCcOSHVPW		Unknown	Not low income
R_bfPnozSEvAZz0Dn	I will not qualify	Unknown	Unknown
R_122OhNjKQwCqg98	I wouldn't qualify	Unknown	Unknown
R_2aqLIRwTa4EAHll	Still have to pay.	Unknown	Unknown
R_2sQntb3WfX8M4Ln	Stop making "tiers" for this and that. Make the parking charges equal and the same for all. Tiers encourage plenty of cheating.	Unknown	Not low income
R_3J8DaU8qJlPlUEX	The study will be conducted by BART employees not an outside agency who would give a non-bias opinion. Not to mention BART will probably ask for too much personal information for an individual to qualify.	Unknown	Unknown
R_3DHoqNgqLU3wDsJ	The threshold would be so low that nobody would be able to qualify. Thus, you are a complete disappointment.	Unknown	Not low income
R_10YpQ80A6Eh7ylZ	Will not reach the criteria.	Unknown	Low income
R_2zkg8BwHwUDXEx7	BART should be affordable to all, not just the underprivileged.	Unknown	Not low income
R_1dzUs327WFHR6Mj	For those riders in station that are close to your destination is one thing but what about us that have to come from far? you dont only rise bart far but also parking. How is that helping. take a pay cut	Unknown	Unknown
R_3h44yEHuXTIDqEH	how about charging people for sleeping in your parking lot. Why dont you asked more ??? about fixing bart. we only rided it because we have to not cause we like it. not clean smell bad. you thing you are not running a hotel.	Unknown	Unknown

R_1rHy3EUW4c6H21H	I do not qualify, but, parking, muni & BART, for crying out loud! Girl gotta make a living!	Unknown	Unknown
R_RWFdFFQYEFrnbSF	i don't think this is fair to low to mid income riders, their money ufgt is stretched too. i should not only be the low ncome who should benefit from discounts.	Unknown	Unknown
R_2Ysoap43SFtnUW4	if all you want is to make more \$\$\$ why not. work more on those gate jumper.	Unknown	Unknown
R_3rYgBKuFUxjPVA2	Keep your promises	Unknown	Low income
R_sYAs80ULM2sd7Z7	Stop fare evaders	Unknown	Unknown
R_3I00XPnD2EDDcSX	The cost to ride Bart is already too expensive	Unknown	Unknown
R_274IDtMbWaAV1Q8	To qualify for the low income discount is nearly impossible since it's set a such a low number since it's based off the federal level and it doesn't adjust for local standard of living which is absurd	Unknown	Unknown
R_wYMwPyOfwGuWXhD	What differences is that going to make? You know that you dont make any \$\$\$ from them anyway. I see them gate upping all the time or looking for parking outside bart. take a pay cut you should start go to your boss and let them know.	Unknown	Unknown
R_3JDkbruaYuQfB4Q	Yet another agency to fund employees who will make more than me verifying my income to deny me this benefit because I am "rich". Newsflash! Real rich people don't ride Bart at 4:50 am anymore. Stop adding other services that are invasive of our incomes. Enforce the laws on Bart, automate, and clean up the poop. Stop meddling in your bitter riders lives. This survey is a wakeup call of how disconnected from reality you are. Your contractors bill by the hour to implement software improvements so more trains can run better, Cost control and enforcement is where the problem is, Not parking.	Unknown	Low income
R_3eqvO3p9Gagryft	You already make so much money and you are distasteful for even trying this given the current economy.	Unknown	Not low income
R_3q897Okb591WrlY		Unknown	Unknown
R_u86ndqmkkDT9Xyh		Unknown	Unknown
R_1MS3tjmdAshtNqs	BART allows so many people ride the train without paying the fees, offering parking discount program will not benefit us, who follow the regulations and law. Sooner or later BART will say that you don't make enough profit and will raise the fees again. That means we need to pay more, but BART will not consider to improve the services or to ensur everybody is paying.	Unknown	Unknown
R_DisUvJSXndbuDv3	everyone should pay the same amount	Unknown	Not low income
R_2b0tVUFsc6D8Jt	I never have low enough income	Unknown	Unknown
R_30w19EeyTG2j35a	I support poor and low income families. My opinion don't change and I am fully behind helping our community!	Unknown	Not low income
R_2axKJHA3p2YDX1a	Really? Like your program would actually cover anyone. This is a repulsive question to ask.	Unknown	Not low income
R_d5VIAypsnvbCXxT	This survey is irritating and the questions are not very smart.	Unknown	Not low income
R_1F51vZg4hw2Uems	Your "affordable program" will not help anyone, given that you are willing to taking advantage of the current economy to raise prices.	Unknown	Not low income
R_1CEeWacHBNrTlI8	Don't fall into low income	Unknown	Not low income
R_9ZRzZfDkq06UeFX	I would not qualify	Unknown	Not low income
R_2bzSZitX7zbdTxq		Unknown	Not low income
R_1DIH7VoxVh5zqeb	I see many low income people who do not own vehicles. Driving is expensive and a privilege. Many people who drive to BART stations live in wealthier areas. I do not see low income people driving to BART stations.	Unknown	Unknown
R_2v8lYOFnDR0AHMW	I do not drive when I take Bart. It would be silly.	Unknown	Not low income
R_dclfTA0Zz52RhHb		Unknown	Unknown
R_2c2gAniNE3QMKNW	If you can afford a car you can afford parking	Unknown	Not low income
R_2q93N1Vy1vs20mY		Unknown	Not low income

R_3DJnK5kT5tGTqGM	Driving and parking at BART should not be subsidized even for low income people	Unknown	Not low income
R_Avz1dbFjF4c6mCB	I would not qualify	White, non-minority	Not low income
R_bvH2uftjlaq9PO1	You need to attract richer customers not poorer	White, non-minority	Not low income
R_1Oow0jI4FIZtOIS	I am not classified as low income	White, non-minority	Not low income
R_3CNQvUKwX23tdPM	I know I'm not a low-income rider, and I know this would not impact me. I *also* know that most of the people in my neighborhood ARE low-income riders, and they WOULD be impacted.	White, non-minority	Unknown
R_z6DH6I4JoJXicud	I likely no longer qualify, though I would have not too long ago. I support this initiative though, as long as it's truly helping the people that need it most.	White, non-minority	Not low income
R_3q2FjzHENF5DjX6	Wouldn't impact me	White, non-minority	Not low income
R_2q3oLKKxzbkuiW	I am not low-income	White, non-minority	Not low income
R_1OvFy8x5nTQvF20	I probably don't qualify as "low-income".	White, non-minority	Not low income
R_1gdVVZSasujiasN	I would not be eligible for any discount as I wouldn't be considered a low-income rider.	White, non-minority	Not low income
R_1dcREN7IW6TgGgp	Am not low income	White, non-minority	Unknown
R_3EmcrtGNpVrgZak	I use my motor vehicle only in rare circumstances and never in conjunction with public transit. If I am transporting only my person, and items under 70 lbs. which I can carry, I will invariably access BART by bus, or on foot.	White, non-minority	Not low income
R_2R9d9zWVRk2kzjb	I'm not low income.	White, non-minority	Not low income
R_w7qkVIRKzWhkmB	No because I don't think I considered low income or on the cuff but I'm defiantly not well off that's for sure	White, non-minority	Not low income
R_12ziAcxfNWhExU9		White, non-minority	Not low income
R_3KT5pelNvlfmojL	Don't ride often enough and probably considered too much income but parking plus fare for evening or weekend adds up so I can't visit city as often	White, non-minority	Not low income
R_1OIHI7LOLHYHBYK	Don't think it'll apply to my case	White, non-minority	Not low income
R_6JUyddMITI59Vrb	Hardly ever use BART so minimal impact.	White, non-minority	Not low income
R_3qpx88joKQY9A2a	I doubt i qualify	White, non-minority	Not low income
R_RI6k7QQZudTZMCB	I doubt I would qualify	White, non-minority	Not low income
R_1YkQPhSjtmJmVT	I would likely not qualify for such a program due to income levels.	White, non-minority	Not low income
R_2a8K9pDEDrH2sZT	I wouldn't be in that bracket	White, non-minority	Not low income
R_3ODq6f6ET60Vy6N	I wouldn't qualify based on income	White, non-minority	Not low income
R_10UCIde7TkQ5fpp	I wouldn't qualify for this program. I'd be in favor of this program though.	White, non-minority	Not low income
R_3s5QbR2efp3CK70	I'm not low income	White, non-minority	Not low income

R_D29EnPgMpgJTz0R	Not low income	White, non-minority	Not low income
R_112WTWjRyRDiUVI		White, non-minority	Not low income
R_1k1YTikXhBYxZNX	I am not low enough to count	White, non-minority	Not low income
R_wTOL0f7M8gaeStT	I am not low-income so this change would not impact me, but I do support it.	White, non-minority	Not low income
R_1Eb2YgggJOy8bR7	I will not qualify as a low-income rider.	White, non-minority	Not low income
R_vizJ3A0049u0Rb	I would not qualify as low income	White, non-minority	Not low income
R_1f9IUuIG1M1QI5i	I wouldn't qualify- still don't like the idea- especially if trains run frequently	White, non-minority	Not low income
R_1hf9q5XJF566Fa	I'm not considered low income. But I fully support such a program.	White, non-minority	Not low income
R_2rqLA9BypLSJNrq	I'm not "low income" so this would not affect me.	White, non-minority	Not low income
R_1jQe1D005YjnQ2q	I'm not going to be classified as low income.	White, non-minority	Not low income
R_1kULVWN1wmdeXGs	I'm not low income	White, non-minority	Not low income
R_2eRuHN13Fi7jk5N	NA	White, non-minority	Not low income
R_3h49YeF7egjYgox	Probably make too much money.	White, non-minority	Not low income
R_2CeIC3KPVa59eZ8	Though this is a good idea, it wouldn't affect me personally.	White, non-minority	Not low income
R_2qsVZf5MZyschJc	Do not own a car. Important to remember that the most disadvantaged will have to drive to the station and pay for parking and ride the train regardless of what happens (like the people who still had to take the train during the heat of the pandemic). People who can afford to pay more may also choose to just drive to their destination rather than pay the extra parking fee (as so many are currently doing because of their fear of covid).	White, non-minority	Not low income
R_1DtGevwVnhLhkc8	I am not in a low income bracket	White, non-minority	Not low income
R_3qCOo9IXxu8Hpfj	I don't think I qualify.	White, non-minority	Not low income
R_78mnHUoQru3R1cd	I probably don't meet low-income	White, non-minority	Not low income
R_2cw73jb9K1T0RYR	I probably wouldn't qualify for the discount.	White, non-minority	Not low income
R_r75VbTFewzbPkMp	I'm fine with charging less for lower income people.	White, non-minority	Unknown
R_1gLRAYtSWHL0ctm	I'm not a low income rider	White, non-minority	Not low income
R_YPLf0VeGu1EZpK1	Would not impact me as I would not qualify for a low-income rate.	White, non-minority	Not low income
R_eIjNRkveTybSWtj	I am not low income, and these prices changes will not change my behavior.	White, non-minority	Not low income
R_BAIDLm1Xfi3oMHD	Depends on how low income would be defined or verified.	White, non-minority	Unknown
R_5zL6ILZQTDLpixP	Everyone should generally be able to afford the standard fee. I would support a greater subsidy for travel to and from work through employer programs.	White, non-minority	Not low income

R_3j6d5ISBrTzLPi6	Fairly certain I would not qualify.	White, non-minority	Not low income
R_qyZ6aKfUWh3ZYc1	I am not low income	White, non-minority	Not low income
R_1jMKwVH5IENUJxs	I am not low income.	White, non-minority	Not low income
R_2agx4eDdwlefsgr	I dont fall into the low income bracket	White, non-minority	Not low income
R_3smmqbY6v4sguEE	I would not qualify for a discount program	White, non-minority	Not low income
R_1F9zlinSHATKJPU	Not eligible.	White, non-minority	Not low income
R_2cAxaNKlq9rT6Db	Would not apply	White, non-minority	Not low income
R_1eWWvusQ2wNdtu9	"No" it would not effect me because I likely wouldn't qualify.	White, non-minority	Not low income
R_2BrkAOMH6O1s2Yu	I am not a low income person. Not clear how anyone who operates a car in the Bay Area could be a low income person.	White, non-minority	Not low income
R_1pR3VRb5RReEaDr	I am not low income	White, non-minority	Not low income
R_3FQFRU17LXGuFfz	I am not low income	White, non-minority	Not low income
R_2Vm9KzNfCN96hDg	I wouldn't qualify for the discount program, but support it in general	White, non-minority	Not low income
R_1lunN2zJG4sC82R	Not low income	White, non-minority	Unknown
R_20bZ5FtqOTjtcqt	not low income	White, non-minority	Not low income
R_214xJXmIjzFrZtt	Not low income.	White, non-minority	Unknown
R_lFXs55zMrTNblPX	I'm not low income so it wouldn't impact me.	White, non-minority	Not low income
R_cw51SrlxTAcE0WR	I wouldn't qualify; not a low-income rider	White, non-minority	Not low income
R_3NLFwa0Dx8zdaES	I don't think I'd qualify	White, non-minority	Low income
R_3ndBWkkj0qAe1WQ	Not a low income rider.	White, non-minority	Not low income
R_r7Tqwssay5IBIUB	I do not qualify	White, non-minority	Not low income
R_POnyZGyD9hlqM4V	Don't have a car.	White, non-minority	Low income
R_PYTqEry8Svw75kJ	I am not the target for a low-income discount program, but I definitely support a program like this to keep the impacts of increased parking costs equitable.	White, non-minority	Not low income
R_z26R3PbJh56ByUh	I do not park at BART	White, non-minority	Not low income
R_2dRBuHZq2DH4oQj	i don't own a car	White, non-minority	Not low income
R_qw2UA9sW4f7tZER	I likely don't qualify as low income so no impact.	White, non-minority	Not low income
R_qCph5VUveKYVT3	I support the idea of a discount program for low income riders, but it would not apply to me personally.	White, non-minority	Not low income
R_3FW3jR9Ygxus9Wr	I would not qualify for low-income consideration.	White, non-minority	Not low income
R_XMxiMsQUoR5E2NH	Im not low income	White, non-minority	Not low income

R_12hzdUq4PXMIUgk	Our family are not low income but I support this program as this would be crucial for many low-income riders to enable them to keep riding bart to get to and from their jobs.	White, non-minority	Not low income
R_3XifBRQlpSMdp29	I am not low income, and the issue is cost competitiveness with driving and inconvenience of using the parking app and/or dealing with overnight reservations, so this makes no difference to me personally. I don't really mind if there is a low income discount but my boundary is that public transit low income discount should always be cheaper than parking if public transit is available.	White, non-minority	Not low income
R_OvciEisfids5Xrj	I am not low-income, but I approve of any efforts to lower the burden on low-income people.	White, non-minority	Not low income
R_YQsEgNkKWuX7tn	I don't think I would qualify as low income	White, non-minority	Not low income
R_2y2Z0tj0hqJWq4	I will be fine and would absolutely support providing assistance to the very large population of the working poor. Parking fees exceeding even \$50 month takes food away from our working poor.	White, non-minority	Not low income
R_3j0VoTbUPqDLwj	I'm not "low income" so I assume I wouldn't be affected.	White, non-minority	Not low income
R_2YQHwukfuhrOLdn	I'm not low income and I do not support BART giving discounts on parking.	White, non-minority	Not low income
R_2QgslkscUIUX7HI	I'm not low income, but I support the idea.	White, non-minority	Not low income
R_25Ntku8sFRN3dak	Not low income	White, non-minority	Not low income
R_3qJ5zkpmhserglo	Not low income	White, non-minority	Not low income
R_Q6xI8vdXvFREiZ	I am not low income	White, non-minority	Unknown
R_278yoqOLhijxMEI	I don't consider myself low-income.	White, non-minority	Not low income
R_3qjIEX351uAApxJ	I don't think I'm a low-income rider.	White, non-minority	Not low income
R_1MSqZHuW9X9r5cz	I wouldn't qualify, but support this discount program	White, non-minority	Not low income
R_2saSaS9RMnPn1tp	I'm Likely not classified as low income	White, non-minority	Not low income
R_1rJMLfMiWQITwA	I'd probably not qualify	White, non-minority	Unknown
R_OIs2nkOX4u9p7IR	I'm not low income	White, non-minority	Not low income
R_yQ5hRy8bRo2VRLP	My household likely does not qualify	White, non-minority	Unknown
R_12aJDDUHmlHR5hK	Thankfully I am in a position where the small increase in parking fees would not impact me - it would still be financially sound to pay more for BART parking, and pay my BART fare, than driving to work and having to pay higher costs for parking there (not to mention the added stress of driving in the Bay Area. I love my BART commute!). I fully support having a discount program for low-income riders though.	White, non-minority	Not low income
R_xAitrU4aEusVKr7	Anyone who works full time or is married won't qualify for this. Stop squeezing the middle class.	White, non-minority	Not low income
R_2EuEbVVcqTp4cp	Does not apply.	White, non-minority	Not low income
R_1Qm99ZfGxvZKxcR	don't qualify but still nice to have affordable option. Will just drive to work if Bart parking changes	White, non-minority	Not low income

R_1P8cvQs3umjDFXu	I agree that low income riders feel the impact in such a stronger way, however everyone feels it. Don't discourage ridership, or everyone will lose. Only increase rates during hours that the lot is at capacity.	White, non-minority	Not low income
R_1ruI5C28YaA7y9N	I am not a low income rider so it wouldn't change my finances. I would love for there to be a low-income option for people who qualify.	White, non-minority	Not low income
R_2xPgoofSP3dKWCC	I am not considered low income - but I also cannot afford the continuing rise in cost of commute	White, non-minority	Not low income
R_Ags8H6dsVpJKDv	I am not low income anything. I am retired on a fixed income however	White, non-minority	Not low income
R_26t1Vshv8brxTVf	I am not low income enough - but I'm stretched about as thin as I can stand	White, non-minority	Not low income
R_2yeCSWJhd6uSbIs	I am not low income, so again I would be paying more for the same service	White, non-minority	Not low income
R_3nufVG0F3ww3XrO	I am not low income. But we all know that a flat fee is discriminatory even for the middle class	White, non-minority	Not low income
R_1hKby8Qyb02suR6	I do not qualify for this program	White, non-minority	Not low income
R_3m1pr3HA0TsexSH	I do not think I would qualify as low income.	White, non-minority	Not low income
R_2bH3pTo3W3hyyuu	I don't fall into the category of low income. However, I support it if it helps others.	White, non-minority	Not low income
R_8jLoY2SbsWI4PSN	I don't think I would qualify	White, non-minority	Not low income
R_2dBua64NajTmZ0	I dont know	White, non-minority	Not low income
R_3xDun8YxDQFMBI7	I don't make six figures in income but I do I make too much to be covered on a low income program.	White, non-minority	Not low income
R_CjHci5V6BeXxe8N	I think I make too much to qualify for a low income discount but that doesn't mean a change from \$3 to \$8 doesn't impact me	White, non-minority	Not low income
R_3gUy8JzNB3EGW7m	I would most likely not fall under Low-income criteria.	White, non-minority	Not low income
R_20VhviRUkwnyQK	i would not qualify	White, non-minority	Unknown
R_1n87GwxC4Cs8j8P	I wouldn't qualify for this service and BART should be affordable for everyone. Everyone should pay the same price.	White, non-minority	Not low income
R_3hyfpYZQFaR2T4v	I wouldn't meet the threshold	White, non-minority	Not low income
R_1LMsVUCRFPbVQE8	I'm not low-income.	White, non-minority	Not low income
R_1ODKopZkRohq8li	It is unlikely I would qualify.	White, non-minority	Not low income
R_2COhiZ4EQ1IVkbM	It would not impact me but it is a good idea.	White, non-minority	Not low income
R_096gusCBTaTLIG9	My family doesn't qualify as "low income"	White, non-minority	Not low income
R_1DBdI9TxOBoy3LL	No, it would not help me.	White, non-minority	Not low income
R_1h5QslufvXa1kQ	Not low income	White, non-minority	Not low income
R_1oj4AyfHBuiJL49	Parking is supposed to be FREE. Why should I subsidize your parking?	White, non-minority	Unknown
R_DN2HDyH8gwugnfz	Pretty sure I wouldn't qualify for any low-income discounts	White, non-minority	Not low income
R_Ox9WpMdvSFezCEh	So many people can't afford the fees, and won't qualify for low income, Must low income people don't have cars	White, non-minority	Not low income

R_3dRDHUjXGNIYIOk	That would not change the issues regarding safety and cleanliness. Also, I would not qualify for low income, so for me the parking price would be the new higher one.	White, non-minority	Not low income
R_2Qm06wNxG0pDkRw	This would not apply to me as I am a member of the middle class. To consider raising parking rates during a recession and not providing an excellent product is price gouging.	White, non-minority	Not low income
R_3CC4eA3eaJUvmc	Usually to qualify for any Bay Area based low income programs you have to be well below poverty. I would qualify as lower middle class and never make the bracket needed to be considered "low income".	White, non-minority	Not low income
R_1mztbERm0H4fMTk	We are lucky to be a two income household, we would not qualify for any discount program for low-income riders.	White, non-minority	Not low income
R_1LIsbLdvHZirCc	We are not low income, but we car pool and have a student	White, non-minority	Not low income
R_3wqXyFvkqQX6l7v	What is considered low income to you?	White, non-minority	Not low income
R_12gymxuRLPKOmns	You are not providing adequate service or security as is. NOBODY should have to suffer these increases. You are a PUBLIC TRANSPORTATION SYSTEM! Serve the public instead of seeking profit!	White, non-minority	Not low income
R_XuDEg5XfhAzZdEI	you see even though the increased parking is an additional strain on my income due to my income bracket I will more than likely fall into the middle-income where you will tell me that I am not eligible. I have to intentionally keep myself poor to receive any assistance in this state. But if I do that I don't make enough money to even get ahead. It's an unfortunate situation. I average 32,000 to 36,000 a year. if you create a program that fits those income brackets then maybe it will help.	White, non-minority	Low income
R_50i80EaFgx1FNDz	You're a public service, less price gouging and less red tape please!	White, non-minority	Not low income
R_d1IAo8E3IUASQ1z	I am not a "low-income" rider. With these changes I would guess that you'll have even fewer low-income riders, except for the turnstile-jumpers and homeless.	White, non-minority	Not low income
R_3lWd7nvKder3Rx4	I don't qualify for low income	White, non-minority	Not low income
R_2uBD8yQp0vwJlkH	I don't qualify for this most likely. However my monthly bart bill is incredibly high and if it is harder or more expensive to use, driving will be easier	White, non-minority	Not low income
R_25tPrbPj0ESXsd8V	I personally don't ride often enough.	White, non-minority	Not low income
R_3EFdHdofl6JR9E8	I probably would not qualify as "low income", However know people who would and would benefit from a program like this.	White, non-minority	Not low income
R_3DhjDuyn2TiBpin	I would not be eligible for low income	White, non-minority	Not low income
R_5mPIWn2rLlkDjr3	I wouldn't qualify	White, non-minority	Not low income
R_1jBwX5pSJleUxag	I'm not low income	White, non-minority	Not low income
R_wTbJhmYLRrkfPyh	I'm not in a low income bracket.	White, non-minority	Not low income
R_3qjHBYosROZmHHL	Not low income...	White, non-minority	Not low income
R_2qEJCE0Op4JIEzz	parking should be equal cost, period.	White, non-minority	Not low income
R_3HRGbgHhgfkaonU	Still too way expensive for those who don't qualify for low income parking.	White, non-minority	Not low income
R_3HLZ9JboFfozyFe	The changes still penalize most riders, low-income discount would only affect a minor portion of overall riders.	White, non-minority	Not low income

R_2EcPz0vESAO724y	Don't think I qualify	White, non-minority	Not low income
R_25KrDTKryCDpm6R	Even though I feel I can barely make ends meet even on a professional salary with a graduate degree, I don't qualify. But this city is so expensive it's just hard to get by. What about middle income discounts too? That aren't as good as low income but that help people who don't qualify for stuff but still don't make enough to save any money	White, non-minority	Not low income
R_2Bku76QR0j4bFJW	I am not a low rider.	White, non-minority	Not low income
R_1QKKqGZb8mhjDhN	I am not considered low income even though 60% of my income goes to rent.	White, non-minority	Not low income
R_2wzSRwI9vNCasnX	I am not low income	White, non-minority	Not low income
R_pFMpkw2MUZCEy1X	I am not low-income, so this would not impact me.	White, non-minority	Not low income
R_Od6GVF7OqC482jv	I make too much	White, non-minority	Not low income
R_1N3RNn3Wt7c3IKS	I probably won't qualify and see my previous comment.	White, non-minority	Not low income
R_1mUzXOY9IUd49KL	I would not qualify for low income discounts. However, if the BART became too expensive, I would simply drive to work instead of take public transportation.	White, non-minority	Not low income
R_3HMNbedrJQCRAe	I would not qualify.	White, non-minority	Not low income
R_3DdwqgsNEHeBWOOC	I wouldn't qualify.	White, non-minority	Not low income
R_3JzgzFTNXUDYhN3	I'm not considered low income	White, non-minority	Not low income
R_3Gellw6WMOv2FVx	I'm not low income.	White, non-minority	Not low income
R_78kK5v4yPLXY2Ah	I'm not a low income rider	White, non-minority	Not low income
R_VV8KcWjNoJJeBnr	I'm not a low-income rider	White, non-minority	Not low income
R_V2W3oRwASLs9zMZ	In the Bay Area especially, I don't think this can be answered properly without "low-income" being defined.	White, non-minority	Not low income
R_2v0q3KkgB4LER6V	No because I'm sure we wouldn't qualify anyway.	White, non-minority	Not low income
R_2uTGSitfIVCcFEm	No effect on me.	White, non-minority	Not low income
R_XNVJYbSI3Zx4LdL	No, knowing that you are a greedy institution, you would make the threshold so low that nobody would qualify. Thus, shame on you.	White, non-minority	Not low income
R_2Cdm3ruXlxYP4D	not many qualify and just make it affordable to everyone	White, non-minority	Unknown
R_1Iqa9ePy2Kfqfn	Now people have to apply for acceptable parking rates or what?	White, non-minority	Not low income
R_2BzeKAUKg7Yjdt4	should be free	White, non-minority	Low income
R_1MWDiyhgXEGrJi6	They already get a fare discount	White, non-minority	Not low income
R_bdc2WHT4MnjpfMt	This is the Bay Area. Even if you don't qualify for "low-income" you can still very well be on a budget that doesn't account for a \$100 monthly increase to parking, on top of what you pay to ride BART.	White, non-minority	Not low income
R_21B8NbaszW4Lqjr	We're all getting to be low income riders at this point	White, non-minority	Not low income

R_UGvAk5wcnFAVoZ	What you consider poverty is arbitrary in the Bay Area. See previous comments. You should be ashamed.	White, non-minority	Not low income
R_3s4V0clte41G34F	Won't help	White, non-minority	Not low income
R_2SIAMiiHJ7p80P	Would not qualify as "low income".	White, non-minority	Not low income
R_1Or7LTzn27x8hR4	Wouldn't qualify	White, non-minority	Unknown
R_2SkKfeH8dEI2kc	You did not define "low-income riders." Impossible to answer your question as it is worded.	White, non-minority	Not low income
R_20P7R1XIFkKKflr	At this point because of inflation most are struggling financially.	White, non-minority	Low income
R_2aVyn7KCCjaW3sR	Don't qualify	White, non-minority	Not low income
R_3HXI5MhIZ4IXZD3	I am not considered low income	White, non-minority	Not low income
R_yr56KNWurD4AhKp	I am not low income	White, non-minority	Not low income
R_1QLVvgvtUcG4uYq	I am tired of having to pay for more and more hand-outs. Try delivering reliable service before giving away money you do not have. I am not your ATM.	White, non-minority	Not low income
R_2xXLizHIQT4qr6G	I don't qualify for low income. So pricing changes will impact me	White, non-minority	Not low income
R_1la5CFmMGGMbDQE	I don't think low income riders should have to do extra paperwork to get discounts.	White, non-minority	Not low income
R_3JslcjvX47Mprld	I won't be in the low income group. Middle class always pays. Take care of the fare evaders.	White, non-minority	Not low income
R_3qmv3Ssdjntvv48E	I would likely not qualify for "low income" rates even though I don't make a lot of money.	White, non-minority	Not low income
R_1DuQkrQyRbdFenq	I would not be considered a low income-rider.	White, non-minority	Not low income
R_AvXDtwKyKQqtewh	I'm not low income so this would not impact me.	White, non-minority	Not low income
R_yiOwplaEfadgqKB	It doesn't help me	White, non-minority	Not low income
R_1SvX3Mjk8WVAIfF	Likely won't qualify as low income	White, non-minority	Not low income
R_1jJoXHIsxgn2LCH	NA	White, non-minority	Not low income
R_12a4xemrj1Rifg	Not low income	White, non-minority	Not low income
R_3YshF2bqrsweO	Not low income	White, non-minority	Not low income
R_1C7P1xqmtD1i0b8	Probably do not qualify as a low income rider	White, non-minority	Not low income
R_2YV4YEozyx5s5uf	I do not qualify as a low income rider	White, non-minority	Not low income
R_2c1wgU6Sgji6NTS	I make too much to be low income, but not enough to pay for parking increase	White, non-minority	Unknown
R_3MiBw2mf73HMyk9	I would probably not be considered low-income.	White, non-minority	Unknown
R_2XoFrBxbSdn1oG	I'm sure I won't qualify for low income.	White, non-minority	Not low income
R_1BWxTCyEjdk4zEy	I'm not a low-income rider, so a discount for low-income riders wouldn't affect me personally, but I support the idea	White, non-minority	Not low income
R_1cTVtuhp2ChZNPx	Not low-income	White, non-minority	Not low income

R_31Hk3aaA3i85LLR	Eat the rich	White, non-minority	Not low income
R_3kAHyL9dqJwB3IK	I don't drive to BART stations. A discount program may be necessary and fair but it should have a time limit, say five years. This will give people time to adjust.	White, non-minority	Not low income
R_6G9p6ZtyICDVKVJ	I dont think i'd qualify as "low-income"	White, non-minority	Not low income
R_3HLbLdxeEwAmsYe	Low income riders will no longer take the bus, so my bus connection to the BART will get even worse.	White, non-minority	Not low income
R_3exjjoDdoqY57NU	My income is high enough to produce little benefit for me.	White, non-minority	Not low income
R_1DNDJ3DnCQBE2CJ	Does not impact me, but is a good idea	White, non-minority	Not low income
R_2sWSVb50wFj6tP9	doesn't affect me	White, non-minority	Not low income
R_1eF2NAM0rarZWjd	I am not low income	White, non-minority	Not low income
R_2uEXkWFBeGTHH4H	I am not low income and do not own a car.	White, non-minority	Not low income
R_2rkfCE3XhfdIKqk	I do not park at BART, but I would assume this would lessen the impact.	White, non-minority	Not low income
R_3m1MPCQewZRDO9M	I do not use parking and am not low income.	White, non-minority	Not low income
R_2CHOHuKLDhdz3u	I don't drive to BART so increased parking costs don't impact me.	White, non-minority	Not low income
R_Zylz4D2W9lWQ1k5	I don't have a car	White, non-minority	Not low income
R_22IUaLPd0ZBQUy	I don't think I would be eligible for it. I can only hope it's easy to administer and apply.	White, non-minority	Not low income
R_3MPQCme8U6wz43N	I have never parked at a bart lot	White, non-minority	Not low income
R_1GNzfKpcKvcBroP	I honestly don't think you should do that. Instead of subsidized parking, put the money into subsidized fares for low income riders instead.	White, non-minority	Not low income
R_3O1S3c7h4SqjyoY	I would not qualify for the program but I would support it.	White, non-minority	Not low income
R_3j6uDDkQotaYfyq	I'm not low income so would not affect me.	White, non-minority	Not low income
R_2sT5TvPHZ094ENG	I'm not low income. The idea seems good for those who cannot afford to live close to transit, or lack the reliability of local transit to use it for getting to and from BART	White, non-minority	Not low income
R_3KZr3gg5auYeP5B	It would not impact me personally, but I strongly support this idea to keep revenue increases progressive (landing primarily on higher-income riders).	White, non-minority	Unknown
R_vvipTBw6OVt3DJ7	It would result in less money for the trains i depend on.	White, non-minority	Not low income
R_2wBudnys5Z3tgEW	Makes sense but wouldn't impact me since I'm able bodied and not low income	White, non-minority	Not low income
R_1FL0b3ahEZuq6WD	No impact	White, non-minority	Not low income
R_3R7Qix4xhubKfDu	No impact on me either way	White, non-minority	Not low income
R_Uhg9BPRz4UEkbVD	We are not a low income family.	White, non-minority	Not low income
R_2Sf6gOQpURM65YN	I am not low income	White, non-minority	Not low income
R_1f9lclpkvuVbDn	I don't drive	White, non-minority	Not low income

R_1pWNMWT3NZd9gn	I will not qualify.	White, non-minority	Not low income
R_1f7TFCfGR7VXQv	I would not be classified as low-income. Therefore a discount program for low-income riders would not reduce the impact that the proposed parking changes would have on me. I do support a low-income discount, though.	White, non-minority	Not low income
R_3RdtUnqdSOPmS0r	I'm not a low income rider, so this wouldn't affect me.	White, non-minority	Not low income
R_3kvJurufuM411Sc	Don't add more red tape to helping people get a quality service!	White, non-minority	Not low income
R_1ms0z1nWS2GgMBB	Don't own a car.	White, non-minority	Not low income
R_3dKORqVCwgiP58i	Don't need to use parking.	White, non-minority	Not low income
R_1M0C82WkcDK9Sd1	I am in support of giving low-income riders a discount. It helps retain riders who would then turn to driving instead of taking public transportation.	White, non-minority	Not low income
R_2iaK1KGugeD1Fdf	I am not a low-income rider. However, I support a low-income rider discount for parking.	White, non-minority	Not low income
R_cJggD2TcqjssfL	I am not low-income.	White, non-minority	Unknown
R_3MyCUFsIsaOohRq	I don't own a car and never park!	White, non-minority	Not low income
R_1K6AZVKX7JWODIm	I don't use parking	White, non-minority	Not low income
R_rcjQI1Qzo25yhZ	I doubt I would qualify as low income	White, non-minority	Not low income
R_6PhGrHPN92H3gpr	I walk to BART	White, non-minority	Not low income
R_A6dgdhCilHmwf7	I won't start driving	White, non-minority	Not low income
R_1dhGLNVu1bgr7Hx	I would not use this program (and likely would not qualify). Such a program would not have a negative effect on me though — it seems reasonable to subsidize for some riders!	White, non-minority	Not low income
R_1fD3hyyl4QaXYcn	I'm not low income. It could help other riders though.	White, non-minority	Not low income
R_1KeWFT5BY2ZQzdy	I'm not low-income. I support this proposal since it will support low-income riders.	White, non-minority	Not low income
R_2U5CQBxXeKVb5uS	Income too high	White, non-minority	Not low income
R_w6lIRuk10SzCcchj	not low income	White, non-minority	Not low income
R_2D0c9EEoI98L4bS	Not low-income, not a parker	White, non-minority	Not low income
R_sX8T324eEQmhAeR	We're not low income	White, non-minority	Not low income

8 Appendix PP-C: Parking Policy Update Postcard



BART wants to hear from you!

BART is considering changes to its parking policy, including parking rates and hours. Learn more and tell us what you think by taking the survey online November 28–December 9 at bart.gov/parkingsurvey.

You can enter a drawing to win a \$130 Clipper card at the end of the survey to thank you for your time.

If you need language assistance services, please call (510) 464-6752. Si necesita servicios de asistencia de idiomas, llame al (510) 464-6752. 如需語言協助服務，請致電 (510) 464-6752。 통역이 필요하신 분은, 510-464-6752 로 문의하십시오. Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752. Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752.

Let's go.





舊金山灣區捷運局 (BART) 希望聽聽您的 意見!

BART 正在考慮修改停車政策，其中包括停車費率和時間。
11 月 28 日至 12 月 16 日在 bart.gov/parkingsurvey
上參加在線調查，瞭解更多資訊並告知您的想法。

調查結束後，可以參加抽獎活動贏取價值 130 美元的
Clipper 卡，以此感謝您撥冗參加。在線調查有多種語言可
供選擇。

*在線調查有多種語言可供選擇

Let's go. 



BART 는 당신의 의견을 듣고 싶어합니다!

BART는 주차요금 및 시간을 포함한 주차정책변경을 고려하고 있습니다. 11월 20일부터 12월 16일까지 bart.gov/parkingsurvey 에서 실시하는 온라인 설문조사에 참여하여 자세히 알아보고 의견을 알려주세요.

설문조사가 끝나면 설문조사를 위해 시간을 내주신 것에 대한 감사의 의미로 드리는 \$130 클리퍼 카드를 추첨을 통해 받을 수 있습니다. 설문조사는 온라인에서 여러 언어로 제공됩니다.

*설문조사는 온라인에서 여러 언어로 제공됩니다.

Let's go. 



BART muốn nghe ý kiến của quý vị!

BART đang cân nhắc các thay đổi đối với chính sách đậu xe của mình, bao gồm cả giá và giờ đậu xe. Hãy tìm hiểu thêm và cho chúng tôi biết suy nghĩ của quý vị bằng cách tham dự cuộc thăm dò trực tuyến từ ngày 28 Tháng Mười Một đến ngày 16 Tháng Mười Hai tại bart.gov/parkingsurvey.

Quý vị có thể tham gia một cuộc rút thăm để giành được thẻ Clipper trị giá \$130 ở cuối cuộc thăm dò để cảm ơn quý vị đã dành thời gian. Cuộc thăm dò được cung cấp bằng nhiều ngôn ngữ trực tuyến.

*Cuộc thăm dò được cung cấp bằng nhiều ngôn ngữ trực tuyến

Let's go. 



¡BART quiere escuchar tu opinión!

BART está considerando la posibilidad de modificar su política de estacionamiento, incluyendo las tarifas y los horarios. Obtén más información y danos tu opinión tomando la encuesta en línea del 28 de noviembre al 16 de diciembre en bart.gov/parkingsurvey.

Al final de la encuesta, puedes entrar en el sorteo de una tarjeta Clipper de \$130 para agradecerte tu participación. Encuestas disponibles en varios idiomas en línea.

*Encuesta disponible en varios idiomas en línea

Let's go. 



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Let's go. 



舊金山灣區捷運局 (BART) 希望聽聽您的 意見!

BART 正在考慮修改停車政策，其中包括停車費率和時間。
11月28日至12月16日在 bart.gov/parkingsurvey
上參加在線調查，瞭解更多資訊並告知您的想法。

調查結束後，可以參加抽獎活動贏取價值 130 美元的
Clipper 卡，以此感謝您撥冗參加。在線調查有多種語言可
供選擇。

*在線調查有多種語言可供選擇

Let's go. 

9 Appendix PP-D: Multilingual Newspaper Ads





iBART quiere escuchar tu opinión!

BART está considerando la posibilidad de modificar su política de estacionamiento, incluyendo las tarifas y los horarios. Obtén más información y danos tu opinión tomando la encuesta en línea del 28 de noviembre al 16 de diciembre en bart.gov/parkingsurvey.

Al final de la encuesta, puedes entrar en el sorteo de una tarjeta Clipper de \$130 para agradecerte tu participación. Encuestas disponibles en varios idiomas en línea.

*Encuesta disponible en varios idiomas en línea.

Let's go. 

La National Hispanic Health Foundation invita a las comunidades hispanas a no olvidar ponerse la vacuna de refuerzo contra el Covid-19

A través de recursos educativos y actividades comunitarias, la fundación promueve la vacunación y difunde información confiable

Las vacunas de refuerzo actualizadas, también conocidas como "vacunas bivalentes" o "Bivalent Booster", son una medida preventiva muy eficaz contra el Covid-19, ya que han sido modificadas para protegernos de las nuevas variantes que circulan en la actual temporada de invierno 2022. Estas vacunas protegen específicamente contra las más recientes variantes Omicron BA.4 y BA.5. Otro de los beneficios de las vacunas bivalentes es que no solamente brindan una nueva barrera de protección sino que ayudan a reforzar la inmunidad creada por vacunas recibidas anteriormente. Con alrededor de 250,000 nuevos casos de Covid-19 por semana en los Estados Unidos, la pandemia causada por este virus no se ha ido. Además, con la llegada de la temporada invernal y las bajas temperaturas, se pronostica que los nuevos casos y las hospitalizaciones aumenten considerablemente. Es por ello que los Centros para la Prevención y Control de Enfermedades, o CDC, recomiendan a todas las personas

mayores de 6 años o más recurrir a su centro de salud y aplicarse el refuerzo bivalente o el esquema regular de vacunación si es que no lo ha hecho hasta ahora. También se recomienda la vacuna contra la influenza estacional para prevenir la enfermedad crónica.

La vacunación oportuna es incluso más importante para personas que sufren de condiciones de salud pre-existentes, ya que estas pueden agravar los síntomas y la probabilidad de muerte. Algunas de las condiciones más comunes son la hipertensión, la diabetes y las enfermedades cardíacas. Si usted tiene dudas acerca de su historial de vacunación, condiciones de salud pre-existentes o sobre los beneficios de la vacuna contra el covid, la NHHF le invita a acercarse a su centro de salud o farmacia local para obtener mayor información.

La National Hispanic Health Foundation es la rama educativa y filantrópica de la National Hispanic Medical Association (NHMA). A través de sus programas de activación comunitaria y herramientas educativas han ayudado a que las comunidades Latinas en los Estados Unidos tengan información precisa así como acceso a la vacunación. Si desea aprender más sobre el trabajo que hace la NHHF para mejorar la salud de las comunidades Latinas, puede entrar a www.nhmfoundation.org



Mantenerte cerca de tus raíces hace que tu salud florezca.

El Center For Elders' Independence está aquí para ayudarte a florecer con nuestro plan de salud PACE, servicios personalizados que ayudan a las personas mayores a vivir seguros e independientes en casa, porque en casa es donde tu salud florece.

Las personas de 55 años o más, que viven con una condición de salud, pueden confiar en nuestros cuidados médicos, dentales y para la vista. Además, servicios adicionales como transporte, gimnasio, actividades en grupo y más. Todo sin deducibles.



Llama al **844-326-1150** o visita **Elders.org** y descubre si calificas para el plan **PACE**

10 Appendix PP-E: BART News Announcement

The following link navigates to the BART News Announcement for this survey:

[Parking Policy Survey News Announcement](#)