

# BART STATION ACCESS TYPOLOGY MAP

**STATION TYPE**

LESS AUTO SHARE

MORE AUTO SHARE

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

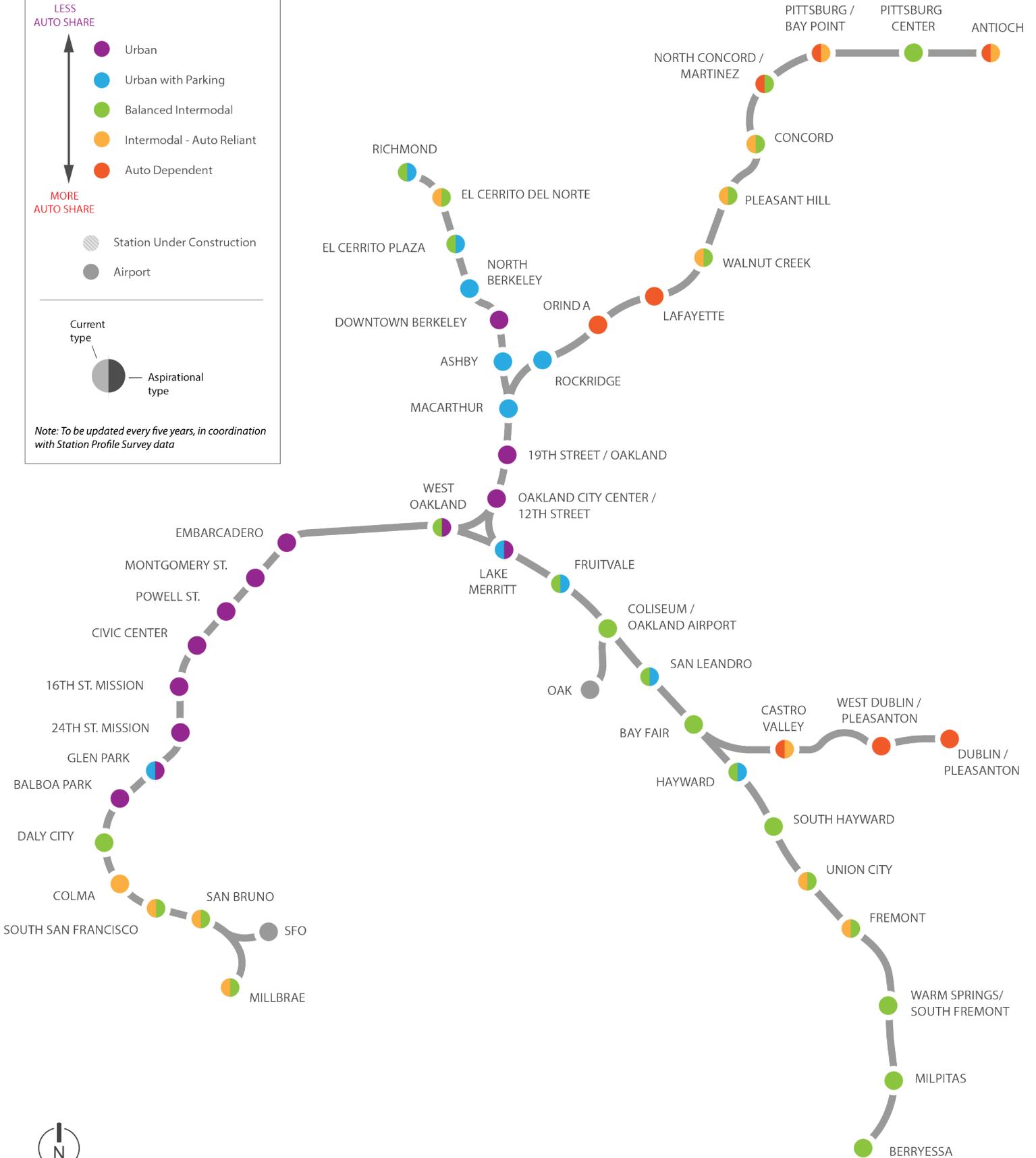
Station Under Construction

Airport

Current type

Aspirational type

*Note: To be updated every five years, in coordination with Station Profile Survey data*



## BART STATION ACCESS TYPOLOGY DEFINITIONS

- **Urban:** This station type is a high-ridership station with a combined walk, bike, and transit access share of greater than 75% with drive alone rates of 5% or less and no BART-managed parking. Almost all auto access is from drop-off activity; highway access is not convenient. The station can be often found in a downtown or neighborhood business district. The street system is typically an urban or historic grid. The station may be underground or otherwise has a limited spatial footprint. The station is well-served by many types of transit service that stop on adjacent streets.
- **Urban with Parking:** This station type has similar characteristics as “Urban” station type with the exception of parking and lower non-driving access rates. Stations included in this category have small parking lots with limited spaces which fill up in the early morning. Urban with Parking stations have combined walk, bike, and transit access shares of approximately 60% to 75% with transit contributing the lowest amount to this aggregate as these stations do not serve as major bus connections. The availability of some parking translates into drive alone rates of up to 25%. The station can be often found in a neighborhood business or residential district or a district both businesses and residential.
- **Balanced Intermodal:** A Balanced Intermodal station is well-served by transit, though there is also parking provided by BART and in some cases other/private operators. The station would typically be found on an urban or suburban grid network. Balanced Intermodal stations have both walking and drive alone/carpool rates of approximately 25%-40%. A medium-to-large transit terminal is provided onsite, serving primarily corridor and local transit. Parking spaces fill early because the parking lot is not very large.
- **Intermodal – Auto Reliant:** Although this station type is also well-served by transit, there is more provision for parking on a medium size station footprint. The station would be found in a suburban grid or suburban residential area. A medium-to-large transit terminal is provided on-site, serving regional and local transit; the station is probably designated a regional transit hub. Intermodal – Auto Reliant stations have combined drive alone/carpool and dropoff/taxi/other rates of 55% to 80%. Walk access is lower than average. Parking spaces do not necessarily fill early because there is a large amount of parking. Nonetheless, parking utilization rates are high.
- **Auto Dependent:** This station represents the highest level of investment in auto-based access. With a large station footprint, structured and/or surface parking, and adjacent highway access, the station’s ridership is considered low to moderate. The large footprint may also allow for a small to moderate-sized multimodal station. Auto Dependent Stations have combined drive alone/carpool and dropoff/taxi/other rates of approximately 67% or higher. For many stations with parking garages, transit and walk mode shares vary widely; it is important to note that a station which is considered Auto Dependent is predominantly an auto-only station with lower levels of transit, bicycle, and walk access.