

# DRAFT BART STATION ACCESS POLICY

DRAFT 4/21/2016

## VISION

For more than 40 years, the San Francisco Bay Area Rapid Transit District (BART) has been a steward of major public investment to connect people and places. The BART Station Access Policy is designed to support the broader livability goals of the Bay Area, reinforce sustainable communities, and enable riders to get to and from stations safely, comfortably, affordably, and cost-effectively.

## GOALS

**A. Safer, Healthier, Greener.** Advance the region's safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.

1. Ensure safe access for all users of the BART system.
2. Promote and invest in active transportation access modes to improve public health.
3. Prioritize the most sustainable access modes, with a focus on the lowest GHG and pollutant emissions per trip.

**B. More Riders.** Invest in station access to connect more riders cost-effectively, especially where and when BART has available capacity.

1. As ridership grows, invest in and manage access resources so as not to exacerbate peak period – peak direction crowding, including by ensuring users can find parking spaces at all times of day.
2. Develop access solutions that promote reverse-peak and off-peak ridership to optimize use of the BART system.

**C. More Productive and Efficient.** Manage access investments, programs, and current assets to achieve goals at the least cost.

1. Consider life-cycle costs, including capital and operating budget implications, using best asset management practices.
2. Factor land value in decision-making, prioritizing access that generates the most riders with the least space.
3. Consider the Station Access Typology (Attachment A) in identifying contextual access investments at each station, and develop station-level designs that are consistent with the Station Design Access Hierarchy (Attachment B).

**D. Better Experience.** Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.

1. Expand station access choices for all riders.
2. Promote Transit-Oriented Development on and off of BART property as a powerful access tool, putting more riders within walking distance of stations, and connecting communities.

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3. Collaborate with local jurisdictions to improve station access and create more sustainable communities, including by promoting access improvements off BART property.

**E. Equitable Services.** Invest in access choices for all riders, particularly those with the fewest choices.

1. Ensure that disadvantaged communities share in the benefits of BART accessibility.
2. Strive to be a partner to reduce the cost of living (i.e., mobility and housing) in the Bay Area for low-income communities by increasing access and housing options (i.e. TOD), providing greater access to opportunity.
3. Use Universal Design principles to ensure access is available for everyone at all times.

**F. Innovation and Partnerships.** Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

1. Involve BART riders in station access decision-making.
2. Lead partnerships with municipalities, transit operators, developers, technology providers, corporate shuttles, Transportation Network Companies, bike share operators, and other entities to best meet access goals.
3. Continue to research and pilot emerging technologies and new forms of access services to keep up with rapidly-changing technology.
4. Remain technology- and operator-agnostic; and invest in the access technologies and services that best meet the needs of BART riders.

## STRATEGIES

### Plan, Innovate and Partner

1. Plan for systemwide access mode shift to reduce drive alone rates
2. Partner with interested stakeholders to improve access to the BART system
3. Plan all BART facilities to be accessible to all users

### Invest and Implement































1. Invest in the pedestrian and bicycle network, on and off BART property
2. Invest in transit connections
3. Prioritize station access investments that support reserve peak travel
4. Invest in strategic parking resources

### Manage and Assess

1. Manage resources we have
2. Regularly collect station access data

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## ATTACHMENT A: STATION ACCESS TYPOLOGY

DESIRED STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	 Walk  Bicycle	 Public Transit and Shuttle	 Taxi and TNC  Drop-Off and Pick-Up	 Auto Parking
URBAN WITH PARKING	 Walk  Bicycle	 Public Transit and Shuttle	 Taxi and TNC  Drop-Off and Pick-Up	 Auto Parking
BALANCED INTERMODAL	 Walk  Bicycle	 Public Transit and Shuttle  Drop-Off and Pick-Up	 Taxi and TNC  Auto Parking	
INTERMODAL/AUTO RELIANT	 Walk	 Bicycle  Drop-Off and Pick-Up  Public Transit and Shuttle	 Taxi and TNC  Auto Parking	
AUTO DEPENDENT	 Walk	 Bicycle  Drop-Off and Pick-Up  Auto Parking	 Taxi and TNC  Public Transit and Shuttle	

**Primary Investments:**  
BART will invest funds on and off BART property (priority on BART property)

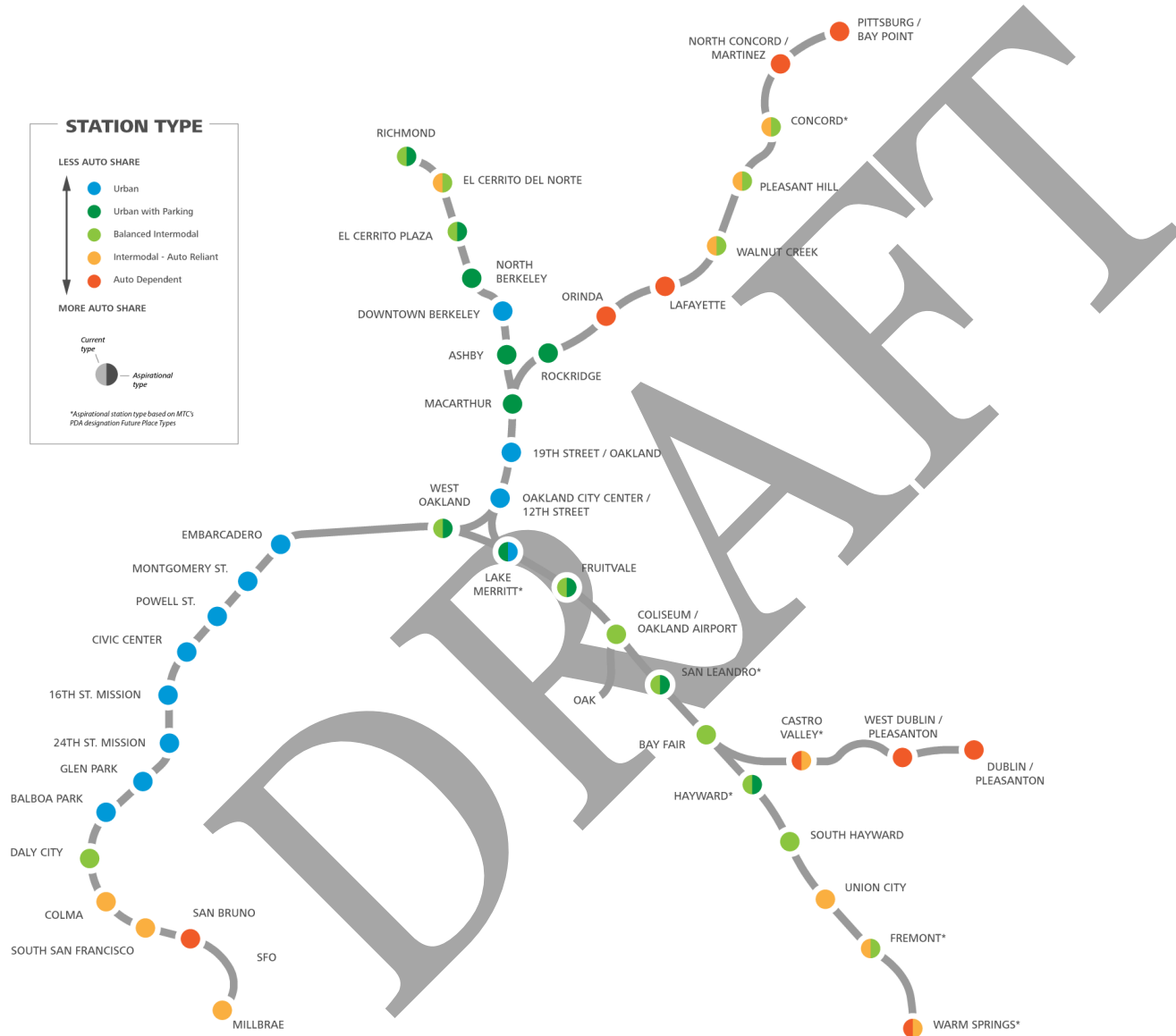
**Secondary Investments:**  
BART will invest funds as needs, projects, and partnerships arise

**Accommodated:**  
BART will work with other parties, as needed  
**Not Encouraged:**  
BART would not invest in these modes

Note: TNC is for Transportation Network Company (shared use mobility)

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## ATTACHMENT A: STATION ACCESS TYPOLOGY



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ATTACHMENT B: STATION ACCESS DESIGN HIERARCHY

