



Station Access Policy

Draft – For Discussion



April 28, 2016



Board Process

- **Board Steps to Date**
 - October 2015 – Access Policy Framework
 - February 2016 – Policy update and feedback
- **Today**
 - Update on Draft Policy
 - Discussion
- **Proposed - May 26**
 - Consideration of Policy Adoption



BART Station Access

Policy Development - Steps to Date

Board Workshop Feedback (Feb. 2016)

- Accommodate all persons with disabilities accessing our stations
- Respect different context and access needs within the system
- Be responsive to demand and price for self sufficiency
- Provide more definition on priority & secondary investments
- Revise graphics for clarity
- Clarify how we identify, prioritize, and implement pedestrian projects
- Recognize importance of partnerships
- Policy should be aspirational



BART Station Access

Draft Policy – Goals (1 of 2)



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



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



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



BART Station Access

Draft Policy – Goals (2 of 2)



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.



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



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



Draft Policy - Strategies

- **Plan, Innovate and Partner**
 - Plan for systemwide access mode shift to reduce drive alone rates
 - Partner with interested stakeholders to improve access to the BART system
 - Plan all BART facilities to be accessible to all users
- **Invest and Implement**
 - Invest in the pedestrian and bicycle network, on and off BART property
 - Invest in transit connections
 - Prioritize station access investments that support reserve peak travel
 - Invest in strategic parking resources
- **Manage and Assess**
 - Manage existing assets
 - Regularly collect station access data



Supporting Materials

- **Station Access Typology**
 - Investment Matrix
 - Map
- **Station Access Design Hierarchy**
- **Work Plan**
- **Performance Measures**



Station Access Typology - Investment Matrix

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:

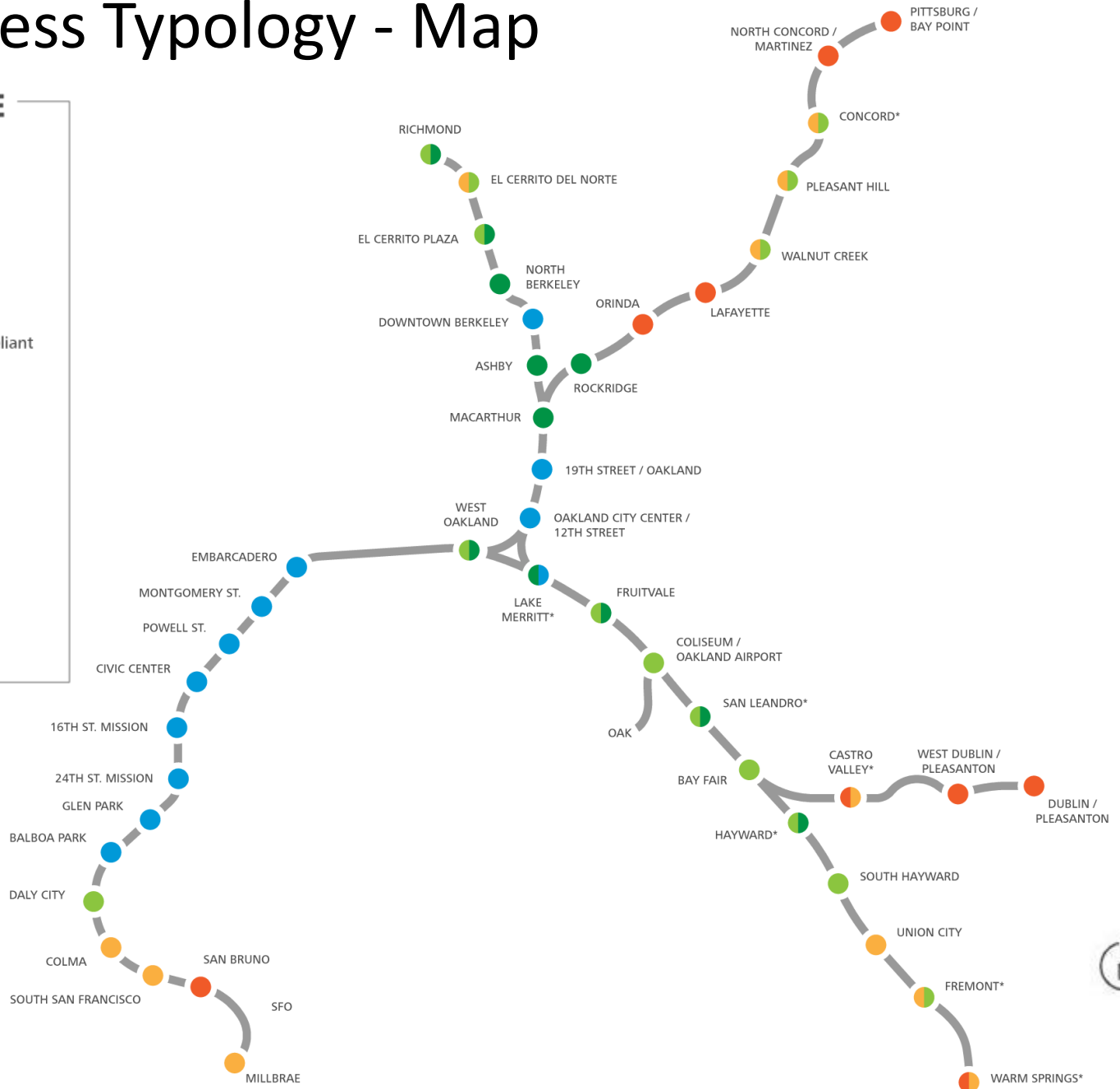
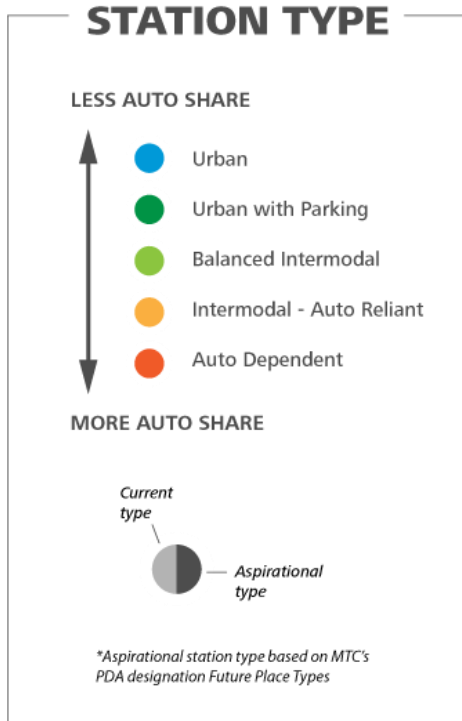
BART will work with other parties, as needed

Not Encouraged:

BART would not invest in these modes

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

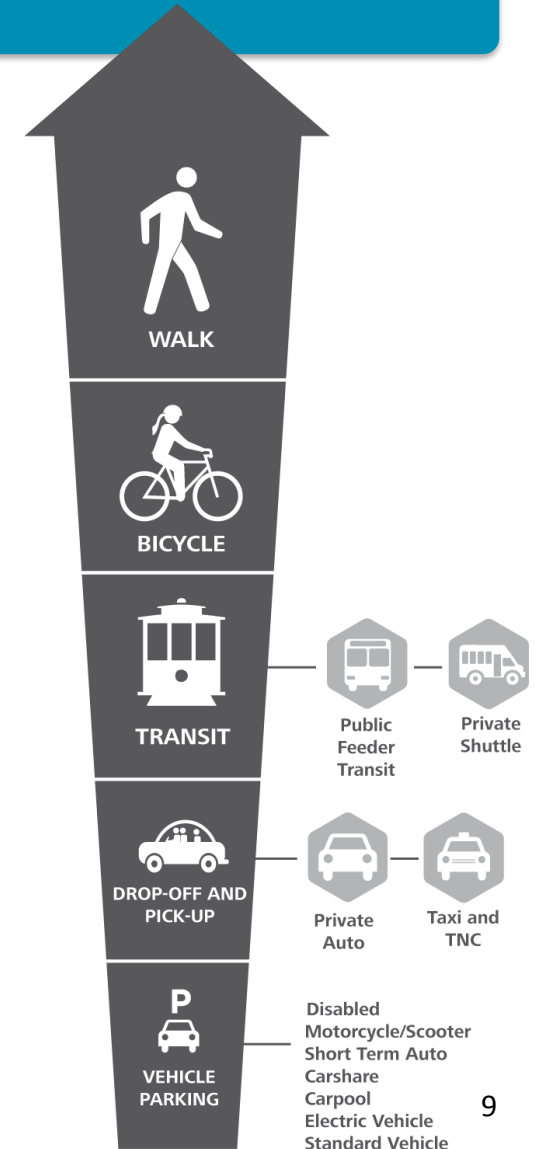
Station Access Typology - Map





Station Access Design Hierarchy

- At the station-level, project design should consider the Station Access Design Hierarchy
- When space is constrained, this tool helps guide design decisions
 - *Ensure safe access for most vulnerable modes*
 - *Consider needs highest on hierarchy first; trade-offs made to benefit modes higher on scale*
 - *Every project should ensure clear and safe walkways for pedestrians to the station*



Draft Station Access Work Plan

Strategy	Example Work Plan Actions	
Plan, Innovate & Partner	<i>Plan for systemwide access mode shift to reduce drive alone rates</i>	<ul style="list-style-type: none"> • Establish systemwide access targets • Prepare Pedestrian and Bicycle Network Analyses and Recommendations at 10 priority stations • Create a more effective and verifiable carpool program
	<i>Partner with all interested stakeholders to improve access to the BART system</i>	<ul style="list-style-type: none"> • Partner on 5 station area Specific Plans to advance access improvements • Explore financial partnership mechanisms to ensure safe and synergistic access improvements • Develop and implement pilot program with TNCs
	<i>Plan all BART facilities to be accessible to all users</i>	<ul style="list-style-type: none"> • Complete a Districtwide Accessibility Plan • Prepare Multimodal Access Design Guidelines • Explore strategies to ensure low income and minority populations share in the benefits of BART programs and services
Invest & Implement	<i>Invest in the pedestrian and bicycle network</i>	<ul style="list-style-type: none"> • Fund and implement BART Bicycle Capital Plans • Seek funding with local partners on highest priority projects
	<i>Invest in transit connections</i>	<ul style="list-style-type: none"> • Partner with AC Transit on Bus Rapid Transit implementation • Partner with SFMTA on Better Market Street planning & implementation
	<i>Prioritize investments that support off-peak travel</i>	<ul style="list-style-type: none"> • Identify strategies and investments to encourage off-peak travel • Implement access improvements to serve new and emerging travel markets, including trips to and from Silicon Valley
	<i>Invest in strategic parking resources</i>	<ul style="list-style-type: none"> • Strategically expand BART parking resources • Begin rollout of real-time parking information • Pilot electric vehicle charging
Manage & Assess	<i>Manage existing assets</i>	<ul style="list-style-type: none"> • Inventory assets in intermodal facilities for upgrade/maintenance
	<i>Collect access data</i>	<ul style="list-style-type: none"> • Regularly collect station access data



BART Station Access

Draft Performance Measures

- Access mode share as compared to targets, systemwide and specifically at stations serving Title VI and EJ communities.
- Decline in collisions involving pedestrians and bicycles within $\frac{1}{4}$ mile radius of stations, systemwide and specifically at stations serving Title VI and EJ communities.
- Peak ridership growth at select reverse commute stations as compared to SF Market Street Stations and systemwide average.
- Track use of access mode infrastructure:
 - *Auto parking utilization*
 - *Carpool utilization (or track enforcement)*
 - *Bike parking utilization*
- Customer satisfaction ratings.



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Station Access Policy – Next Steps

- Next Steps
 - Refine policy based on Board feedback
 - Return to board for adoption on May 26



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