First Mile, Last Mile: Plans for all Shapes and Sizes

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San Francisco Bay Area Rapid Transit
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BART Station Access Policy Goals

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.

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.

BART Board adopted June 9, 2016
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
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, including access for people with disabilities
- Design decisions should still be context sensitive
Primary Investments:
BART will prioritize investments of funds and staff time on and off of BART property, consistent with access goals; priority projects best achieve policy goals, focus on safety and sustainability.

Secondary Investments:
BART will invest funds and staff time on and off of BART property, consistent with policy goals; secondary investments balance policy goals.

Accommodated:
BART will maintain and manage existing assets, and partner with other access providers as needed.

Not Encouraged:
BART will not invest in construction of parking expansion.

Note: TNC is for Transportation Network Company (shared use mobility).
Station Access Policy Implementation Key
Station Access Typology Map

**STATION TYPE**

- **LESS AUTO SHARE**
  - Urban
  - Urban with Parking
  - Balanced Intermodal
  - Intermodal - Auto Reliant
  - Auto Dependent

- **MORE AUTO SHARE**
  - Station Under Construction
  - Airport

- **Current type**
- **Aspirational type**

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

Measures address:

- Mode-share
- Pedestrian and bicycle safety
- Ridership
- Parking access & management
- Carpool utilization
- Secure bike parking
- Intermodal access
- Collaboration
- Access for people of all abilities
- Equitable access
- Innovation
Access Mode Share Targets (home-based)

2008 ACCESS MODE SHARE

- Drive & Park: 34%
- Active Access: 35%
- Shared Mobility: 31%

2015 ACCESS MODE SHARE*

- Drive & Park: 27%
- Active Access: 44%
- Shared Mobility: 29%

2025 TARGET ACCESS MODE SHARE

- Drive & Park: 16%
- Active Access: 52%
- Shared Mobility: 32%

*Preliminary 2015 Station Profile Survey Data

Active Access: Walk, Bike

Shared Mobility: Transit, Shuttle, TNC, Drop-Off, Carpool

Drive & Park: Drive Alone
# Measure RR Investment Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost ($ Millions)</th>
<th>% of Total Bond</th>
<th>Safety</th>
<th>Reliability</th>
<th>Crowding + Traffic Relief</th>
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<tbody>
<tr>
<td>Repair and replace critical safety infrastructure</td>
<td>$3,165</td>
<td>90%</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Renew track</td>
<td>$625</td>
<td>18%</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>Renew power infrastructure</td>
<td>$1,225</td>
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<td>Repair tunnels and structures</td>
<td>$570</td>
<td>16%</td>
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<td>Renew mechanical infrastructure</td>
<td>$135</td>
<td>4%</td>
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<tr>
<td>Replace train control and other major system infrastructure to increase capacity</td>
<td>$400</td>
<td>12%</td>
<td>✔</td>
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<tr>
<td>Renew stations</td>
<td>$210</td>
<td>6%</td>
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<td>Relieve crowding, reduce traffic congestion, and expand opportunities to safely access stations</td>
<td>$335</td>
<td>10%</td>
<td>✔</td>
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<td>✔</td>
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<tr>
<td>Expand opportunities to safely access stations</td>
<td>$135</td>
<td>4%</td>
<td>✔</td>
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<td>✔</td>
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<tr>
<td>Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion</td>
<td>$200</td>
<td>6%</td>
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<tr>
<td><strong>Total</strong></td>
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Scope:

- Achieve Station Access Policy Goals & Targets
- Improve Active Transportation and enhance Access for Seniors & People with Disabilities
- Renew Transit Transfer Facilities
- Improve Parking Availability

Total RR Program: $135 M

- Funds will leverage other sources
Active Access
- Safe Routes to BART Program*
- Bike stations
- Bike Channels
- Regional connections
- Station Area Access:
  - Plazas, pathways, sidewalks, lighting
  - Intersection improvements
  - Placemaking / Art
- Accessible faregates
- Wayfinding

Shared Mobility
- Comprehensive Redesign at priority stations (coordinated with TOD)
- Upgrade Transit Connections (benches, lighting, ADA improvements)

Seniors & People with Disabilities
- Fire Alarm Strobe Lights
- Hearing Loop
- Beacons
- Braille
- Handrails
- Elevator controls/improvements

Drive & Park
- Wayfinding
- Improve safety/security and enforcement
- Strategic Parking Expansion
Measure RR: Expand Opportunities to Safely Access Stations

**Measure RR Project Delivery Approach**

**Advance & Construct Pipeline Projects**
- **Station Area Improvements**: MacArthur 40th Street Pedestrian Lighting, Concord Plaza, Coliseum & Fremont connections, WSX Ped Bridge, LM Plaza
- **Bike stations**: LM, D/P, Fremont, SL, 19th St, WO, NB, Rockridge, Ashby, DT SF, ECDN; bike channels
- **Regional connections**: Ohlone Greenway at ECDN & N. Berkeley, Iron Horse Trail at D/P
- **P/BP Drop-Off & Bike Lanes**: ECDN Intermodal; Accessible Fare Gates

**Planning Efforts Underway / Recently Completed**
- Multimodal Design Guidelines
- N. Concord to Antioch BART Access Study
- Pedestrian & Bicycle Network Gap Closure Study
- Curb Use Study
- Bike Parking Capital Plan
- Accessibility Improvement Program

**Ongoing Planning & Project Identification**

**Project Selection & Implementation**
- Interdepartmental Staff Apply Board Adopted Policy to Prioritize Projects Every 6 Months
- Criteria represent all policy goals and objectives
Safe Routes to BART (SR2B)

• **Fill funding gaps in active access projects**
  • Annual Project Selection
  • Locally led projects that connect BART to other destinations/hubs
    • Regional trails
    • Job Centers
    • High-density Residential Areas
    • Planned TOD
  • Match up to 30%
  • Projects must have conceptual design completed

• **Pilot in 2018 with $5 million program**

• **SR2B Committee Selects Projects Based on Criteria & Notifies Board of Project Selection**
What’s next?

• Continue to build the Station Access Program: Plan & Partner

• Accelerated project implementation: Measure RR and leverage funds

• Keep track of how we’re doing

• More info at www.bart.gov/accesspolicy