5.0 Station Access

5.1 Recommendations
The following access recommendations should be considered priority initiatives by BART. A more complete inventory of recommendations and an explanation of terms are included at the end of this report.

Table 7: Priority Access Recommendations

<table>
<thead>
<tr>
<th>Mode</th>
<th>Access Recommendation</th>
<th>S/M/L Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ped</td>
<td>Improve access routes between downtown and the station</td>
<td>M</td>
</tr>
<tr>
<td>All</td>
<td>Develop comprehensive wayfinding system directing patrons within station and larger station area</td>
<td>S</td>
</tr>
<tr>
<td>Bike</td>
<td>Improve east-west access between Iron Horse Trail and station</td>
<td>M</td>
</tr>
<tr>
<td>Bike</td>
<td>Develop Bicycle Pavilion on station property</td>
<td>S</td>
</tr>
<tr>
<td>Transit</td>
<td>Determine adequacy of station facilities to accommodate increase in express buses and other future transit and shuttle services</td>
<td>S</td>
</tr>
<tr>
<td>Transit</td>
<td>Implement real-time arrival information at bus intermodal and station platforms</td>
<td>M</td>
</tr>
<tr>
<td>Auto</td>
<td>Work together with developer and City staff to redesign passenger drop-off &amp; pick-up zone</td>
<td>S</td>
</tr>
<tr>
<td>Auto</td>
<td>Explore placement of carsharing vendor at station to serve destinations nearby</td>
<td>S</td>
</tr>
</tbody>
</table>

5.2 Introduction
The 1999 Bay Area Rapid Transit's (BART) Strategic Plan called for improvements to station access by all modes through the promotion of alternatives to driving alone, and linking station access with other key strategic goals. In May 2000, the BART Board adopted the "Access Management and Improvement Policy Framework" which focuses on:

- Enhancing customer satisfaction;
- Increasing ridership by enhancing access to the BART system;
- Creating access programs in partnership with communities; and
- Managing access programs and parking assets in an efficient, productive, environmentally sensitive and equitable manner.
In accordance with these goals, the BART Board directed staff to initiate a program of Comprehensive Station Plans and Access Plans for all stations throughout the BART system. The first generation of plans was completed in fiscal year 2002 with Comprehensive Station Plans for Balboa Park, Pleasant Hill and Union City as well as individual Access Plans for 13 stations. The plans examine and prioritize station access improvements, which include physical enhancements, new programs, or policy changes that would facilitate BART’s goal to achieve patronage targets by mode for each station and to support system-wide targets. It is expected that Comprehensive Station Plans may still need to evolve and adjust over time due to changing conditions, new policies and programs.

5.3 Access Plan Purpose

In response to peak period access constraints primarily at home-origin BART Stations, the BART Board asked staff to develop Access Plans consistent with BART’s Strategic Plan and its access management policies. The Access Plans are intended to balance automobile and other modes, and focus primarily on peak period access constraints, although most recommendations in the Access Plans are expected to benefit all trips to and from BART. A key goal of the Plan is to ensure that access planning for BART stations will both consider and guide other capital investments, such as those promoting station area development and increasing station capacity.

In 2003, BART produced its Access Guidelines that established a hierarchy for access modes to the station. The Access Hierarchy, as presented in Figure 10 places walking and pedestrians as the top priority for future access planning and improvements. Also produced in 2003 were BART’s Transit Oriented Development Guidelines, which addressed principals for development both on and off BART property. The TOD Guidelines present urban design goals for high quality development that also improves access to and from a BART station.
The proposed systemwide access targets, in the Access Management and Improvement Policy Framework, include a reduction in the share of AM peak period patrons arriving by solo driving with corresponding increases in walk, bicycle, carpool, passenger drop off and taxi modes. The proposed targets shift the solo driver from 38 percent in 1998, to 33 percent in 2005, to 31 percent in 2010. Table 7 outlines both 2005 and 2010 targets. The achievement of these targets depends on availability, cost, predictability, convenience and safety of the mode.

Table 8: Systemwide Mode Share Targets

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>23%</td>
<td>24%</td>
<td>24.5%</td>
</tr>
<tr>
<td>Bike</td>
<td>2%</td>
<td>2.5%</td>
<td>3%</td>
</tr>
<tr>
<td>Transit</td>
<td>21%</td>
<td>21.5%</td>
<td>22%</td>
</tr>
<tr>
<td>Drop-off, Carpool, Taxi</td>
<td>16%</td>
<td>19%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>38%</td>
<td>33%</td>
<td>31%</td>
</tr>
</tbody>
</table>

* Targets do not include new ridership generated by the BART-SFO extension.
Data Source: Analysis prepared by R. Willson, Ph.D., AICP, Transportation Consultant, 2001

5.4 Key Resources

Several key resources informed the development of the Access Plan. They included local and regional plans, staff from partner agencies, and station stakeholders as follows:

- Review of Local and Regional Plans
  - North Main Street/Ygnacio Road Specific Plan, City of Walnut Creek (2002)
  - Mt. Diable Boulevard Specific Plan, City of Walnut Creek (2003)
  - General Plan Update, City of Walnut Creek (On-going)

- Review of BART Policies and Plans

June 2004
5.5 Mode Split

The joint development EIR will allow BART to collect data from passengers regarding how they get to the station. Until that data is collected, there is only the output from the 1998 Passenger Survey performed by BART. While this information is dated, it is instructive and should be a largely accurate reflection of mode split as there have not been dramatic changes in the area's development pattern. As noted earlier, the Walnut Creek Station is characterized by close to 2,000 parking spaces, excellent freeway access and a centralized location. As a result, the dominant mode is Drive Alone automobiles with 63 percent of the total. A significant number of passengers (10 percent) get dropped off at the station during the AM peak period. Transit also carries a healthy share of BART riders to the station, especially for a suburban station. Bicycle mode share, while not especially high, is misleading because Walnut Creek is a high-volume bicycle station relative to the rest of the system.

![Mode Split Chart]

5.6 Access Issues and Recommendations

This Access Plan focuses on increasing the attractiveness of transit, improving the bicycle and pedestrian environment and maximizing the efficiency of the Walnut Creek BART Station parking lot. While access to the station is dominated by drive alone vehicle trips, the character of the station area will change dramatically in the future making alternative modes more attractive. The pedestrian and bicycle environment, in particular will improve as the station joint development creates more attractive destinations near the station. The trend to increase pedestrian access to the station began in the 1980s as the City of Walnut Creek encouraged high density, transit-oriented commercial development near the station.

Figure 12: BART Access Priorities

This trend should continue as new development comes online. Transit should also be more attractive as bus
operators, using funding from a renewal of the transportation sales tax in Contra Costa County, implement a network of Express Buses that utilize freeway HOV lanes and leverage BART stations as key destinations and transfer points.

A summary of access issues and recommendations by mode are described below. It should be noted that all access improvements must be designed to accommodate people with disabilities.

5.6.1 Walk

While Walnut Creek’s land use mix is encouraging more walking to the station from nearby residences, there is a need to create better linkages from the station to area destinations. The North Main Street/Ygnacio Valley Road area immediately south of the station is not a pedestrian-oriented environment. The North Main Street/Ygnacio Road Specific Plan, produced by the City in 2003 identified the improvement of the area’s pedestrian character as one of its primary goals.

The Shaping Our Future Test Site study of Walnut Creek, in looking at improving the connection between the BART station and downtown, recommended a pedestrian-only path between Oakland and California boulevards. This would provide a safe and pleasant walking path that would parallel a nearby bicycle facility that is also heavily used by area residents.

With so many destinations within walking distance of the station, a pedestrian and bicycle wayfinding system directing passengers from the platforms towards their final destination should be explored. An effective wayfinding system would not only direct BART passengers from the station but also help pedestrians within the Downtown-Golden Triangle neighborhoods navigate through city streets. The City of Concord and BART, with the help of an MTC Transportation for Livable Communities grant, installed a wayfinding system linking the station to Downtown Concord in 2000 that has been successful. Currently, Contra Costa County is working together with the BART station development team and BART staff to design a wayfinding system for the Pleasant Hill station and vicinity. With the pending joint development activity
at Walnut Creek, there is an immediate window of opportunity to consider a station/city wayfinding system.

Key strategies for increasing the walk mode share are:
- Implementing comprehensive access signage package within and near the station.
- Enhancing pedestrian amenities (such as pedestrian lighting, continuous sidewalks with curb cuts, signalized pedestrian crosswalks, street trees and along key pedestrian routes connecting the community to the station.
- Providing a more inviting environment for pedestrians through signs and more pedestrian-oriented streets.
- Providing higher-density residential development and supporting retail uses near the station.

5.6.2 Bike

The centralized location of the Walnut Creek BART Station not only serves as a magnet for automobiles but bicyclists as well. The station's bicycle advantages include: a location adjacent to the primary north-south bicycle route in central Contra Costa County, flat terrain, ample bicycle parking and amenable weather.

The BART Bicycle Access Plan rated the Walnut Creek station as "medium" in three planning categories: Use Potential, Parking Improvement Priority and Stair Channel Priority. This is not to imply that there is not enough volume to justify a "high" rating, it means that there are stations that lack the facilities that are at Walnut Creek and they receive greater priority for future investment. A 2002 survey of bicycle facilities at the station found that of the 91 rack spaces available, 63 percent were occupied on an average weekday. In addition the same survey noted that all 64 bicycle lockers were rented and there was a waiting list of eight persons. Walnut Creek experiences a moderate number of bicycle thefts: 11 in 2001, which was an increase over the four that occurred the previous year. The 3-year total of 20 bicycle thefts ranks Walnut Creek fifth out of the seven
Contra Costa stations between Orinda and Pittsburg/Bay Point.

BART has already been awarded a grant to design and construct a "Bicycle Pavilion," a landscaped and lighted area for Class I bicycle storage such as racks and lockers. The previous page presents conceptual drawings of the Bicycle Pavilion, where it will be located immediately south of the existing (and future) police facility. The facility will be designed to accommodate future expansion as a bicycle station, an attended facility that serves bicycle commuters. There is also the opportunity for an attended bicycle facility when considering vendors who may locate on the station apron.

Figure 15: Suggested on-site bike routes and improvements
Based on input from the City of Walnut Creek Bicycle Advisory Task Force and BART's own Bicycle Advisory Task Force, there is a significant need for better east-west bicycle connections to the BART station. In particular, there is a "gap" that needs to be closed linking the Iron Horse Trail, which is within 1/4-mile of the BART station, and the station itself. Several streets in the North Main Street/Ygnacio Road

Figure 16: Proposed Bicycle Pavilion

Walnut Creek Bicycle Pavilion

BART received a TFCA grant to design and construct landscaped bicycle storage areas at Walnut Creek, Pleasant Hill & Richmond. The grant funds will be awarded for Fiscal Year 2006.

Source: City of Walnut Creek Bike Advisory Committee, 2003
area will be improved as a result of the City's specific plan. As these projects move towards implementation, the consideration of bicycle lanes or other facilities to bridge this gap could be considered. Members of the City's Bicycle Advisory Task Force have even developed a "preferred" plan for bicycle circulation, as presented in Figure 4.9, within the BART property itself, with requests for infrastructure improvements that will ease bicycle access.

Key strategies for increasing the bike mode share are:

- Enhancing bicycle wayfinding signage to and from the station.
- Supporting City staff in any efforts to develop bike lanes on area streets and trails.
- Work with Walnut Creek Transit Village Associates to incorporate address bicycle circulation issues.
- Construct the Bicycle Pavilion with room for future expansion.
- Explore implementation of a Bicycle Station.

5.6.3 Transit

Although Walnut Creek’s transit mode share is only eight percent, transit growth is expected in the future as the population in the area grows and the station serves as a major destination and transit transfer point for a network of countywide express buses. Today, two separate transit operators serve the station: Contra Costa County Transit Authority (County Connection) and Livermore Amador Valley Transit (Wheels). Buses serving the station can be categorized as local-serving routes linking the station to residential areas and nearby destination, and express service linking the station to employment centers and other BART stations.

Key origins served by buses serving Walnut Creek BART are the retirement community of Rossmoor and residential areas of Walnut Creek and Pleasant Hill east, north and south of the station. Key destinations the station’s bus lines serve include Diablo Valley College, Kaiser Hospital, John Muir Medical Center, Downtown Walnut Creek and the employment centers of Shadelands Business Park and Bishop Ranch in San
Ramon. Service runs generally from 6:00 AM to no later than 8:00 PM.

Table 9: Transit Routes Serving Walnut Creek BART

<table>
<thead>
<tr>
<th>Route</th>
<th>Primary Destinations</th>
<th>Peak Frequency</th>
<th>Off-Peak Frequency</th>
<th>Hours of Operation</th>
<th>Avg. Weekday Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>101</td>
<td>Rossmoor, BART Walnut Creek, Kaiser Hospital, John Muir Medical Center</td>
<td>15-20 min</td>
<td>30 min</td>
<td>6:40AM 6:10PM</td>
<td>715</td>
</tr>
<tr>
<td>102</td>
<td>Diablo Valley College, Sun Valley Mall, Pleasant Hill Road, BART Walnut Creek, Kaiser Hospital, San Miguel Drive</td>
<td>30 min</td>
<td>30 min</td>
<td>6:42AM 6:57PM</td>
<td>581</td>
</tr>
<tr>
<td>104</td>
<td>&quot;The Free Ride&quot; -- BART Walnut Creek, Downtown Walnut Creek, Broadway Plaza</td>
<td>15 min</td>
<td>15 min</td>
<td>7:45AM 7:30PM</td>
<td>779</td>
</tr>
<tr>
<td>105</td>
<td>BART Walnut Creek, Broadway, Creekside Drive</td>
<td>30 min</td>
<td>30 min</td>
<td>6:30AM 6:35PM</td>
<td>227</td>
</tr>
<tr>
<td>115</td>
<td>Treat Blvd, Concord BART, Pleasant Hill BART, BART Walnut Creek</td>
<td>20 min</td>
<td>30 min</td>
<td>5:35AM 7:55PM</td>
<td>1,090</td>
</tr>
<tr>
<td>116</td>
<td>Martinez AMTRAK, BART Pleasant Hill, BART Walnut Creek</td>
<td>30 min</td>
<td>30 min</td>
<td>5:40AM 8:42PM</td>
<td>968</td>
</tr>
<tr>
<td>121</td>
<td>BART Walnut Creek, Kaiser Hospital, Alamo, Danville Park-N-Ride, San Ramon High School, San Ramon Transit Center, BART Dublin/ Pleasanton</td>
<td>30 min</td>
<td>30 min</td>
<td>5:35AM 8:40PM</td>
<td>1,225</td>
</tr>
<tr>
<td>930</td>
<td>Hillcrest Park-N-Ride, Kirker Pass Road, Ygnacio Valley Road, Mitchell Drive Park-N-Ride, Shadelands, John Muir Medical Center, BART Walnut Creek</td>
<td>30 min</td>
<td>60 min</td>
<td>5:27AM 6:36PM</td>
<td>226</td>
</tr>
<tr>
<td></td>
<td><strong>Express Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>960</td>
<td>Mitchell Drive Park-N-Ride, BART, Walnut Creek, Shadelands, John Muir Medical Center, Danville Park-N-Ride, Bollinger Canyon Road or Crow Canyon Road, Bishop Ranch, San Ramon Transit Center</td>
<td>30 min</td>
<td>60 min</td>
<td>5:27AM 6:36PM</td>
<td>226</td>
</tr>
<tr>
<td>70</td>
<td>BART Dublin Pleasanton, BART, Walnut Creek, Pleasant Hill BART, AT&amp;T, Stoneridge Las Positas, Stoneridge Willow</td>
<td></td>
<td>60 min</td>
<td>5:51AM 5:18PM</td>
<td></td>
</tr>
</tbody>
</table>
While neither bus operator has immediate plans for expansion of service, there is the potential for a significant increase in Express Bus activity at the station over the next ten years. A program for the renewal of Measure C, Contra Costa County’s 1/2-cent transportation sales tax, is currently being formulated in countywide discussions. In each of the alternative funding plans put forward, express bus services receive significant funding to purchase vehicles and operate an expanded network. That network would leverage existing transportation nodes such as the Walnut Creek BART station. BART has been supportive of this concept although it is unknown what effect it would have on capacity.

The bus intermodal facility was redesigned within the past ten years and is viewed favorably by bus operators serving the station. There is room for expansion either through the utilization of vacant bays or more efficient management of the utilized bays. However, there may be a point in the near future where adequate space is a consideration.

As more planning takes place to determine the

![Figure 19: County Connection Routes serving Walnut Creek BART](image)

Source: CCCTA, 2004
operational characteristics of an expanded express bus network, BART must consider several issues: should certain stations be dedicated to express bus operations (possibly Walnut Creek) while others serve mainly local routes (possibly Lafayette)? What volume of passengers provided by a bus line is necessary to guarantee a bay where there is not enough capacity to meet demand? Who pays for increases in future bus Intermodal capacity?

Key strategies for increasing the transit mode share are the following:

- Explore additional opportunities for shuttles serving the station from employment sites and nearby residential areas.
- Implement late night "owl" service on selected lines.
- Encourage County Connection to provide more frequent service to residential communities east and south of the station.

- Support efforts to enhance express bus service in the I-680 corridor.
- Provide real time arrival information to make transfers more convenient.
- Work cooperatively with express bus operators to determine the infrastructure needs of an increased network in the near future.

5.6.4 Auto

As stated above, the Walnut Creek station's central location and easy freeway access make it a magnet for auto park-and-ride access to the BART system. This is especially true of the residential areas east and south of the station. The Pleasant Hill and Walnut Creek stations actually work in concert to serve the I-680 corridor. Pleasant Hill draws riders from the north such as Martinez and Solano County while Walnut Creek draws riders from the south such as Alamo, Danville, and San Ramon.

Walnut Creek has a total of 1,989 parking spaces divided between one garage structure and three surface lots. The planned development will not alter the station's role as a regional parking facility. The same
number of parking spaces will continue to be housed at the station after the development is complete. The Reserve Parking program at Walnut Creek has been relatively successful with occupancy rates of close to 83 percent.

While a primary goal of BART's Access Plans is to increase access to the stations for modes other than the automobile, the challenge at Walnut Creek is to accomplish this while at the same time gaining maximum efficiency from its advantageous automobile access. Therefore, improvements in automobile access focus on carpool participation and drop-off facilities. In addition, several worthwhile parking pilot programs aimed at increasing midday parking opportunities initiated at specific BART stations recently may have merit at Walnut Creek.

Carsharing, a cooperative car rental organization that places vehicles in various locations around the Bay Area, has been successful in urban areas. BART has applied for a Caltrans state grant to fund start-up carsharing operations at BART stations in Walnut Creek, Pleasant Hill and Concord. Carsharing can address outbound trips where BART riders originating from San Francisco or Oakland are traveling to non-transit accessible suburban destinations.

There is an electric car charging station at Walnut Creek in the southeast surface lot that is well utilized. Future priority for alternative fuels vehicles should be explored.

A significant auto-related issue at the Walnut Creek station is the impact of queues at the passenger drop off location on internal station circulation and traffic on city streets. Currently the passenger drop-off facility experiences severe congestion in both the AM and PM peak periods as vehicle queues even back up onto City streets. Vehicle drop-off access is restricted to the southeast quadrant of the station where there is only one lane (with no shoulders) in either direction. Vehicles accessing the southwest surface lot and the parking structure are also mixed into this traffic. As a result, drivers dropping off passengers cause the entire inbound queue to stop while the passenger exits the
vehicle. Because vehicle ingress and egress will be redesigned as part of the future joint development, the developer, BART and City staff will have to work together in creating a better vehicle drop-off system. BART staff has met with City officials and the development team in an effort to identify the problem and benefit from the experience of BART police and city traffic enforcement officers.

Key strategies for accommodating automobiles are the following:

- Work together with BART, City staff and Walnut Creek Transit Village Associates to develop a solution to the existing circulation deficiencies surrounding the passenger drop-off areas.
- Explore programs to increase opportunities for midday parking.
- Assure that carpool parking capacity is sufficient to meet demand.
- Support locating space for carsharing organizations at the station.

Figure 22: City Carshare is one carsharing organization that has expressed interest in establishing a location at Walnut Creek BART
### Table 10: Access Plan Recommendations

<table>
<thead>
<tr>
<th>Mode</th>
<th>Recommendation and Description</th>
<th>S/M/L Term</th>
<th>Lead</th>
<th>Funding Tier</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PEDESTRIAN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Key Access Pedestrian Routes</strong></td>
<td><strong>Improve pedestrian environment and access routes between station and Downtown Walnut Creek</strong> – Support the City in implementation of the recommendations of the North Main Street/Ygnacio Road Specific Plan.</td>
<td>M</td>
<td>City</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Support efforts to explore pedestrian pathways connecting Almond Shuey neighborhood to station</strong> – Support City initiatives to follow-up on Shaping Our Future recommendation to design a pedestrian-only path between Oakland and California boulevards.</td>
<td>M</td>
<td>City</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Improve pedestrian environment and access routes between station and residential areas west of station</strong> – Support efforts by the City and/or Caltrans to upgrade lighting and pedestrian safety at the Ygnacio Valley Road undercrossing.</td>
<td>M</td>
<td>City, Caltrans</td>
<td>Tier 3</td>
</tr>
<tr>
<td><strong>Pedestrian Information Improvement</strong></td>
<td><strong>Wayfinding System</strong> – Develop wayfinding signs to direct pedestrians and bicyclists from station to area destinations.</td>
<td>S</td>
<td>BART, County</td>
<td>Tier 1</td>
</tr>
<tr>
<td><strong>Transit-oriented development</strong></td>
<td><strong>Develop quality pedestrian streets, sidewalks and amenities</strong> – Work with Walnut Creek Transit Village Associates and City staff to ensure that streets, sidewalks and pedestrian amenities are incorporated into development proposals within ¼ mile of the station.</td>
<td>S</td>
<td>Developer, County, BART</td>
<td>Tier 1</td>
</tr>
</tbody>
</table>

(S) Short Term = Up to 2009, (M) Medium Term = 2009 to 2014, (L) Long Term = 2014 and after

Funding Tiers: Tier 1 Existing BART Resources and/or Non-BART funds
Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds
Tier 3 Future BART Revenues TBD and/or Non-BART funds
<table>
<thead>
<tr>
<th><strong>Mode</strong></th>
<th><strong>Recommendation and Description</strong></th>
<th><strong>S/M/L Term</strong></th>
<th><strong>Lead</strong></th>
<th><strong>Funding Tier</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BICYCLE</strong></td>
<td><strong>Key Access Bike Routes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Bicycle lanes on east-west route(s) between station and Iron Horse Trail</strong> — Work cooperatively with City as recommendations of the North Main Street/Ygnacio Road Specific plan are implemented to include bicycle facilities.</td>
<td>M</td>
<td>City</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Bicycle lanes on east-west route(s) between station and residential areas along Ygnacio Valley Road</strong> — Work cooperatively with City to identify secure bicycle routes on or parallel to Ygnacio Valley Road, east of the Iron Horse Trail.</td>
<td>M</td>
<td>City</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Improve bicycle environment and access routes between station and residential areas west of station</strong> — Support efforts by the City and/or Caltrans to upgrade lighting and pedestrian safety at the Ygnacio Valley Road undercrossing.</td>
<td>M</td>
<td>City, Caltrans</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Explore recommendations for improved bicycle circulation within BART station property</strong> — Explore feasibility of implementing recommendations of City of Walnut Creek Advisory Task Force.</td>
<td>M</td>
<td>BART, Developer</td>
<td>Tier 3</td>
</tr>
<tr>
<td><strong>Bike Facilities/ Amenities</strong></td>
<td><strong>Develop Bicycle Pavilion on-site</strong> — BART has received a State grant to design and construct a Bicycle Pavilion, a centralized facility for locker and rack bike storage with expansion capabilities to include a bike station.</td>
<td>S</td>
<td>BART</td>
<td>Tier 1</td>
</tr>
<tr>
<td></td>
<td><strong>Bike Station</strong> — Work with vendors and development partners to identify a site on station property that can serve as a bike station.</td>
<td>L</td>
<td>Developer</td>
<td>Tier 2</td>
</tr>
<tr>
<td></td>
<td><strong>Bike Lockers</strong> — Seek installation of bike lockers such as those recently installed at El Cerrito Plaza that operate on a card key system allowing for a “first come, first served” operating profile.</td>
<td>M</td>
<td>BART, City</td>
<td>Tier 3</td>
</tr>
<tr>
<td><strong>Information</strong></td>
<td><strong>Wayfinding Signs</strong> — Develop wayfinding signs for pedestrians and bicyclists.</td>
<td>M</td>
<td>BART, City</td>
<td>Tier 2</td>
</tr>
</tbody>
</table>

(S) Short Term = Up to 2009, (M) Medium Term = 2009 to 2014 , (L) Long Term = 2014 and after

**Funding Tiers:**
- Tier 1 Existing BART Resources and/or Non-BART funds
- Tier 2 Limited Parking Revenue Enhancement and/or Non-BART funds
- Tier 3 Future BART Revenues TBD and/or Non-BART funds
<table>
<thead>
<tr>
<th>Mode</th>
<th>Recommendation and Description</th>
<th>S/M/L Term</th>
<th>Lead</th>
<th>Funding Tier</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSIT</td>
<td><strong>Increased Local Bus Service</strong> – Increased frequencies are needed on local routes serving residential areas south and east of the station.</td>
<td>M</td>
<td>Transit Operators</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Increase late night service to/from Station</strong> – Buses do not serve the Walnut Creek station after 8:00 PM. If the area is going to become more urbanized and serve local residents, bus operating hours will need to lengthen.</td>
<td>M</td>
<td>Transit Operators</td>
<td>Tier 3</td>
</tr>
<tr>
<td></td>
<td><strong>Support increased express bus service</strong> – The Walnut Creek Station’s location right off the freeway is optimal for express bus service originating both north and south along the I-680 corridor. BART encourages long-haul connectivity to its station.</td>
<td>S</td>
<td>Transit Operators</td>
<td>Tier 2</td>
</tr>
<tr>
<td>Transit Facilities</td>
<td><strong>Real time arrival information</strong> – Use GPS technology and Next Bus to provide real time arrival information for buses with a stop at the BART station.</td>
<td>S</td>
<td>BART, Transit Operators</td>
<td>Tier 2</td>
</tr>
<tr>
<td></td>
<td><strong>Accommodate private shuttles at station</strong> – Ensure adequate space is provided for private shuttles serving nearby institutions or businesses.</td>
<td>S</td>
<td>BART, Developer</td>
<td>Tier 2</td>
</tr>
<tr>
<td></td>
<td><strong>Assess impact of increased express bus volume</strong> – Work with bus operators to determine infrastructure needs at the station.</td>
<td>M</td>
<td>BART, Transit Operators</td>
<td>Tier 1</td>
</tr>
</tbody>
</table>

(S) Short Term = Up to 2009, (M) Medium Term = 2009 to 2014, (L) Long Term = 2014 and after

Funding Tiers:
- Tier 1: Existing BART Resources and/or Non-BART funds
- Tier 2: Limited Parking Revenue Enhancement and/or Non-BART funds
- Tier 3: Future BART Revenues TBD and/or Non-BART funds
<table>
<thead>
<tr>
<th>Mode</th>
<th>Recommendation and Description</th>
<th>S/M/L Term</th>
<th>Lead</th>
<th>Funding Tier</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTO</td>
<td><strong>BART Parking</strong></td>
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<td></td>
<td><em>Increase Midday Parking</em> – Explore strategies for increasing midday parking opportunities. Examples of midday parking programs include: attendant parking, midday reservations, satellite parking facilities*</td>
<td>S</td>
<td>BART</td>
<td>Tier 2</td>
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<td></td>
<td><em>Redesign Carpool Program</em> – Explore changes in Carpool-to-BART program. Areas of concentration could include: Update carpool database Implement sunset dates for carpool permits Increase fine for parking in carpool spaces*</td>
<td>S</td>
<td>BART</td>
<td>Tier 1</td>
</tr>
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<td></td>
<td><em>Additional Parking Spaces</em> – Restripe existing garage to gain more spaces.*</td>
<td>S</td>
<td>Developer</td>
<td>Tier 2</td>
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<td></td>
<td><em>Community Parking District Feasibility</em> – Explore the feasibility of creating a community parking district and using the generated revenue for access improvements.*</td>
<td>S</td>
<td>City</td>
<td>Tier 2</td>
</tr>
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<td></td>
<td><em>Increase Carpool Spaces</em> – Increase spaces dedicated to carpools according to demand. Consider merging remaining midday and carpool spaces.*</td>
<td>S</td>
<td>BART</td>
<td>Tier 2</td>
</tr>
<tr>
<td></td>
<td><em>Support Carsharing start-up operations</em> – Work with carsharing organization and funding agencies to provide adequate space to establish carsharing start-up operations at the station.*</td>
<td>S</td>
<td>BART</td>
<td>Tier 2</td>
</tr>
<tr>
<td>Kiss &amp; Ride Facilities</td>
<td><strong>Redesign Passenger Pick-up/ Drop-off Zone</strong> – Work with Walnut Creek Transit Village Associates to redesign circulation and program of the existing passenger drop off zone.*</td>
<td>S</td>
<td>BART, Developer</td>
<td>Tier 2</td>
</tr>
</tbody>
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