

September 14, 2010



Hayward City Council Meeting South Hayward BART Access Study: Preliminary Findings



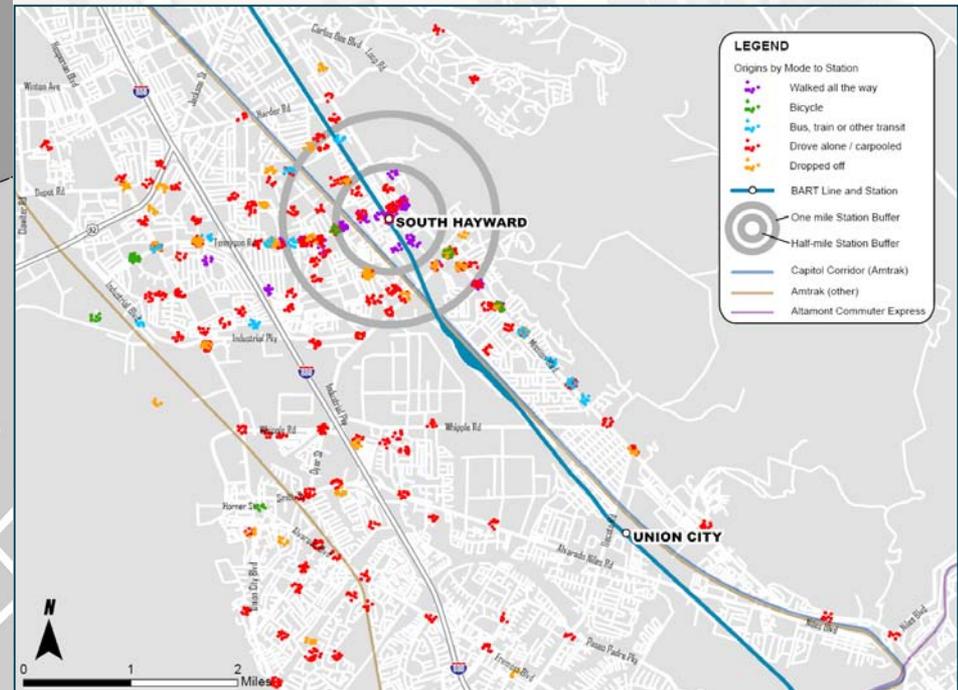
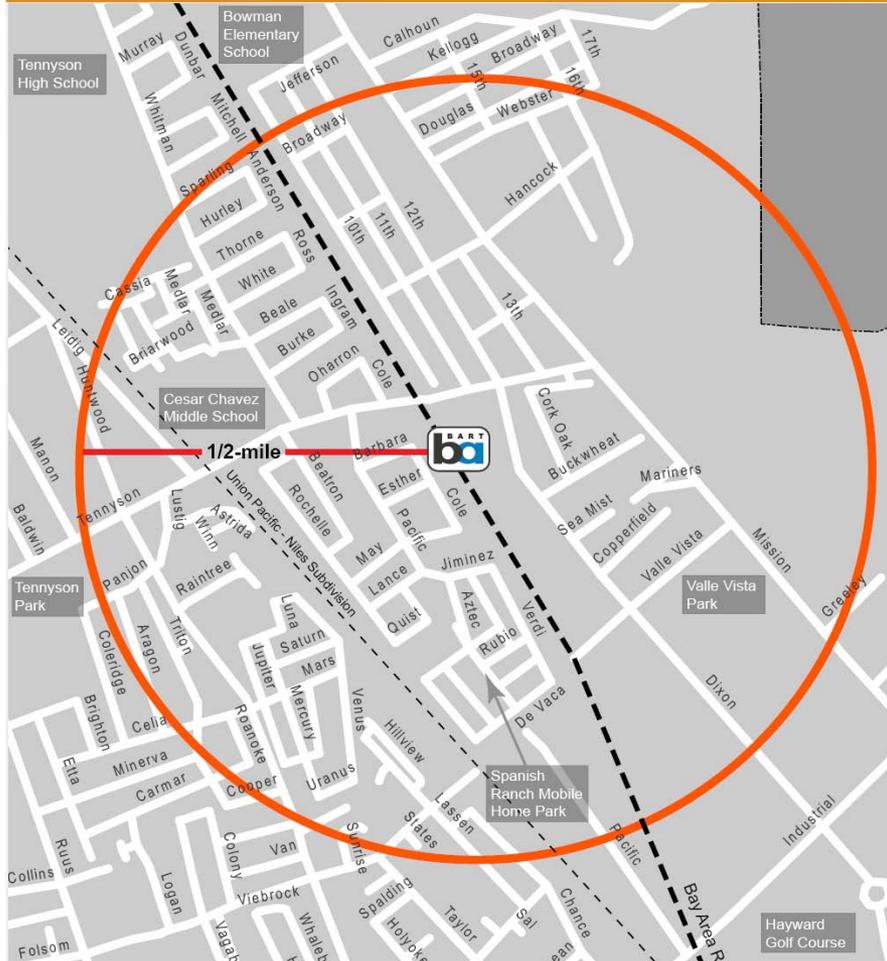
Presentation Overview



- Background
- South Hayward Mixed Use (SHMU) Project
- Transportation Access by Mode
 - *BART*
 - *Pedestrian*
 - *Bicycle*
 - *Bus / Shuttle*
 - *Auto*
 - *BART Parking / Parking Replacement Scenarios*
- Next Steps

Study Area

Station + Catchment



Three P's



Purpose

- *Identify multi-modal access strategies to support planned development and growth at the station area and beyond*

Process

- *Initiate Access Study* *Spring 2010*
- *Community Meeting* *August 4, 2010*
 - *Public Draft posted July 30th with comments due August 9th*
- *BART Board Discussion* *August 26, 2010*

Partners

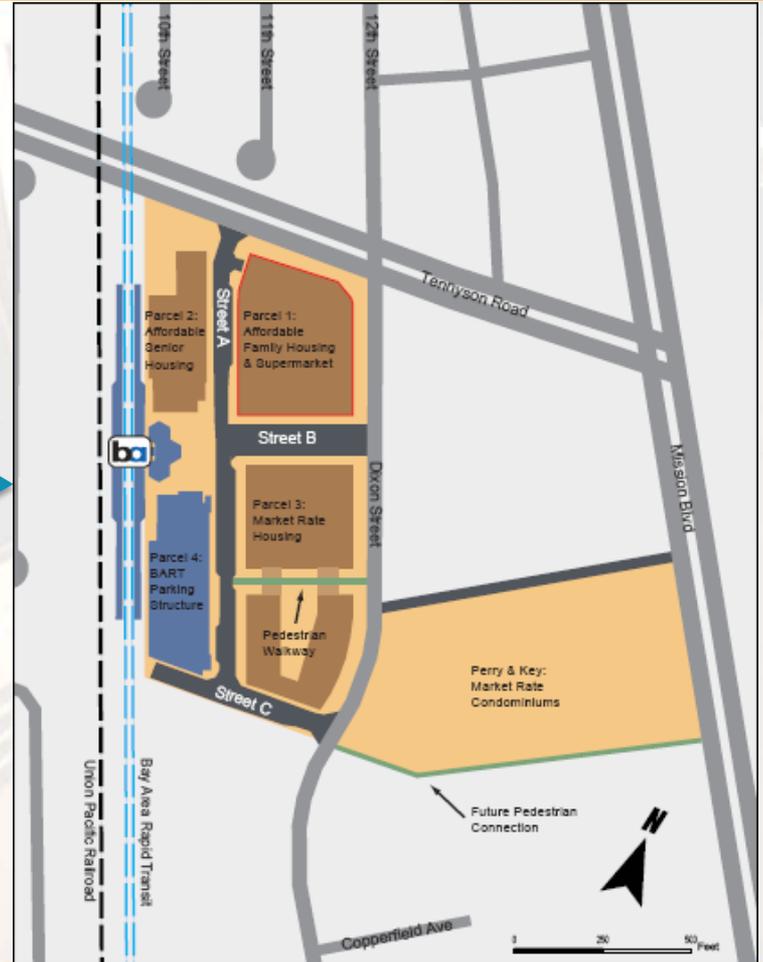
- *BART, City of Hayward, Wittek Development and Montana Property Group, and Eden Housing*

Project Goals



- Integrate the South Hayward Mixed Use project (SHMU) into the adjacent neighborhoods by improving access for all modes
- Support planned land use and population growth and transportation improvements in the coming years
- Increase transit ridership
- Increase multiple-occupancy vehicle access to BART
- Upgrade pedestrian and bicycle access facilities at and near the station
- Provide adequate taxi and passenger drop-off facilities
- Identify appropriate transportation demand management (TDM) strategies targeting BART patrons and the SHMU
- Promote sustainability

SHMU Project



Pedestrian Access Strategies



SHMU Project-Related Strategies

Enhanced walkways within 1/2-mile of station area

Ped/bike connection btwn Dixon + Mission on Caltrans ROW

Wayfinding

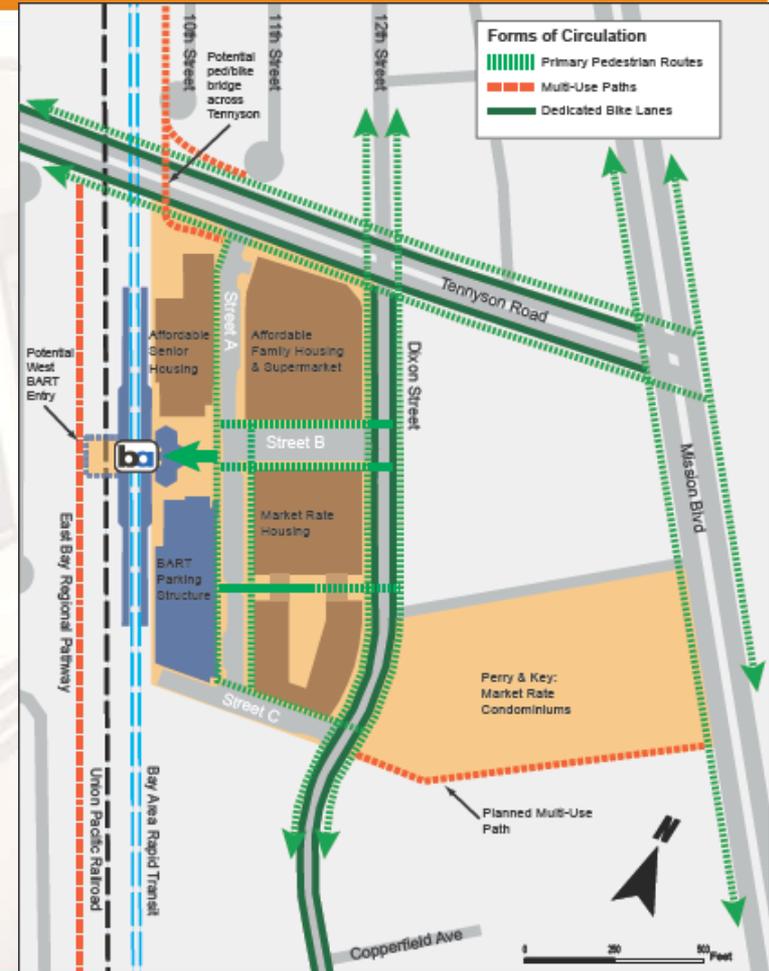
Additional Potential Strategies

N-S connection btwn Nuestro Parquecito + BART

New streets SE of BART

Enhanced connections under BART tracks

Ped/bike corridor along UP alignment



Bicycle Access Strategies



SHMU Project-Related Strategies

Restripe existing bike lanes on Dixon

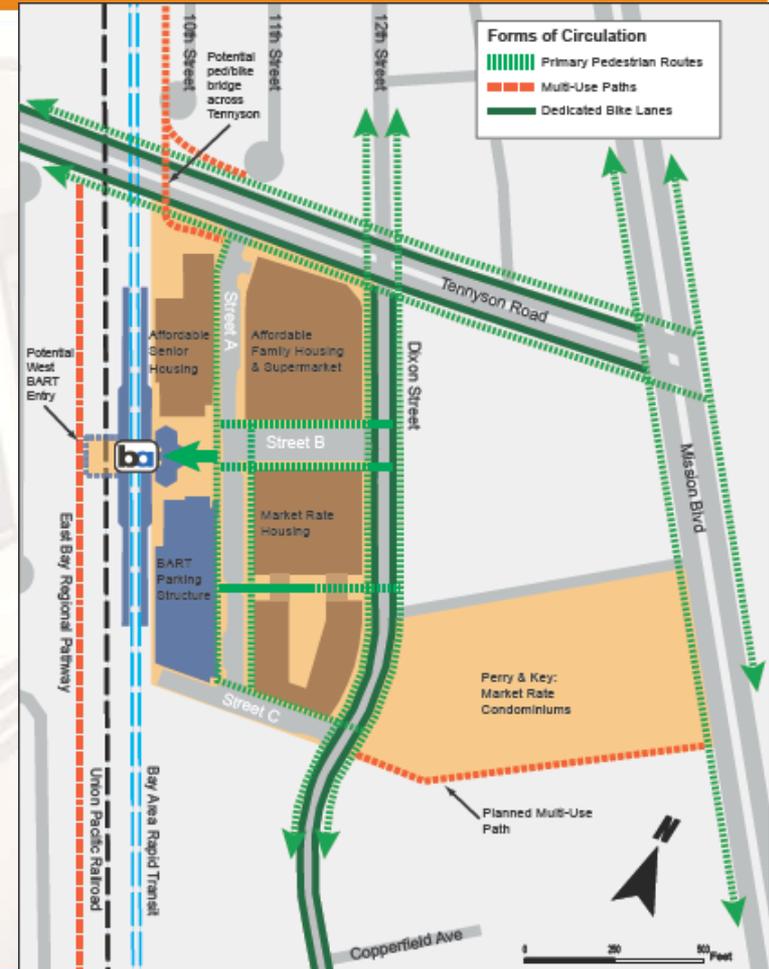
Wayfinding

Additional Potential Strategies

Replace single-user lockers with e-locker

Bike boxes

New streets SE of BART



Bus/Shuttle

Access Strategies

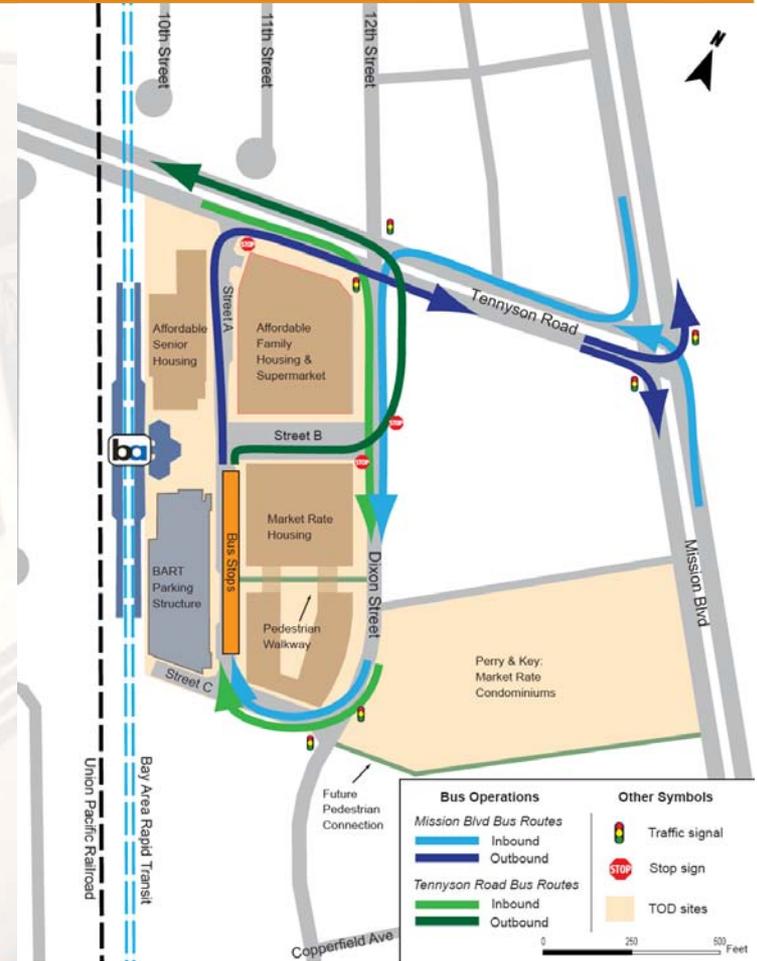


Additional Potential Strategies

Bus/Shuttle service coordination

New shuttle service from satellite lots

Easy Pass program



Auto

Access Strategies



SHMU Project-Related Strategies

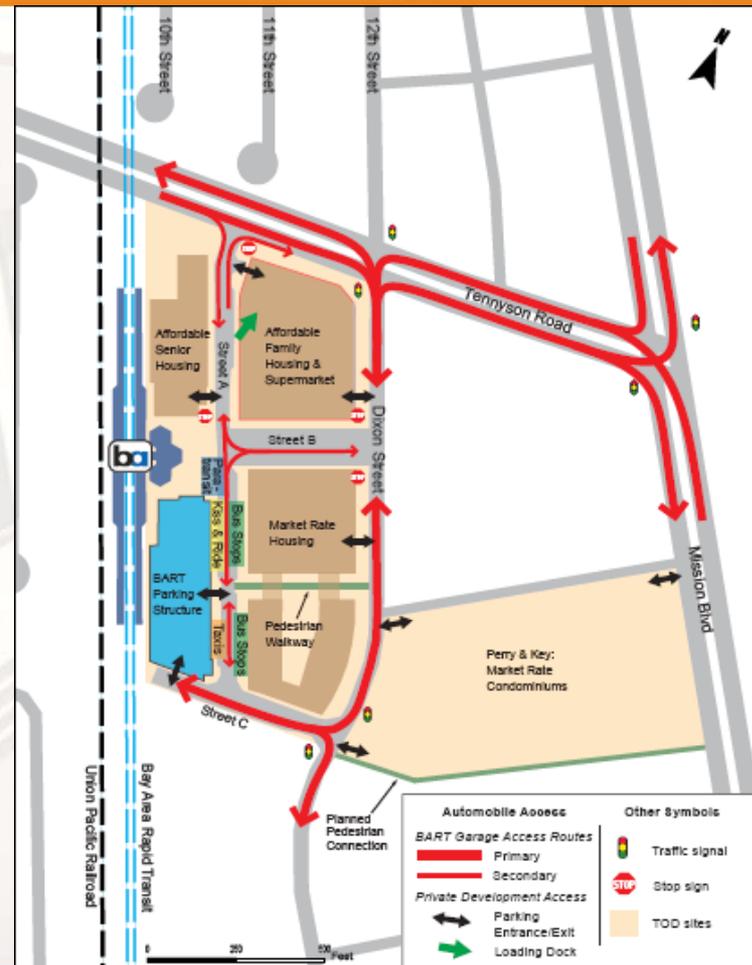
Wayfinding

New streets, taxi + passenger drop off areas

Additional Potential Strategies

Carsharing

New streets SE of BART



BART Parking

Currently



- BART parking = 1252 spaces
- Free daily parking + 51 monthly reserved spaces
- BART parking not fully occupied
- Growth in parking demand limited due to poor freeway access
- 90% utilized based on one-day survey in January 2010

BART Parking

Access Strategies



SHMU Project-Related Strategies

Shared parking

Additional Potential Strategies

Parking on Tennyson

Permit parking

Parking benefit district

Unbundled parking

Parking cash out

BART Parking

Replacement Scenarios



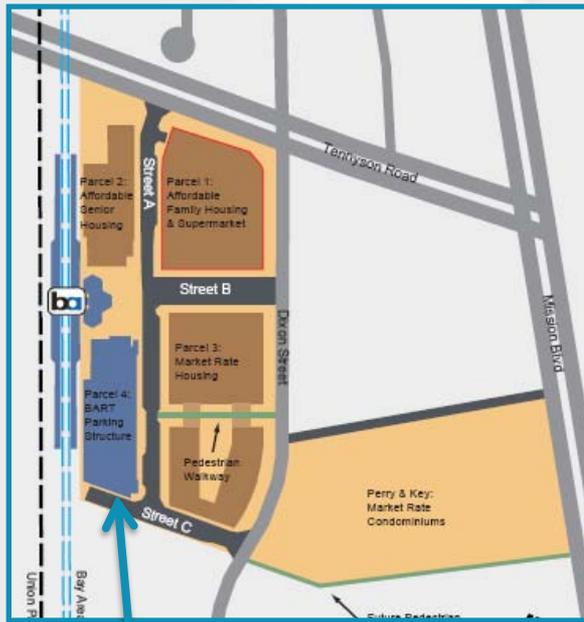
Why are we are analyzing parking replacement scenarios?

- *Evaluate the best use of BART property to support TOD policies*
- *Maximize ridership growth and revenue to BART*
- *Identify appropriate parking strategies*

BART Parking Replacement Scenarios

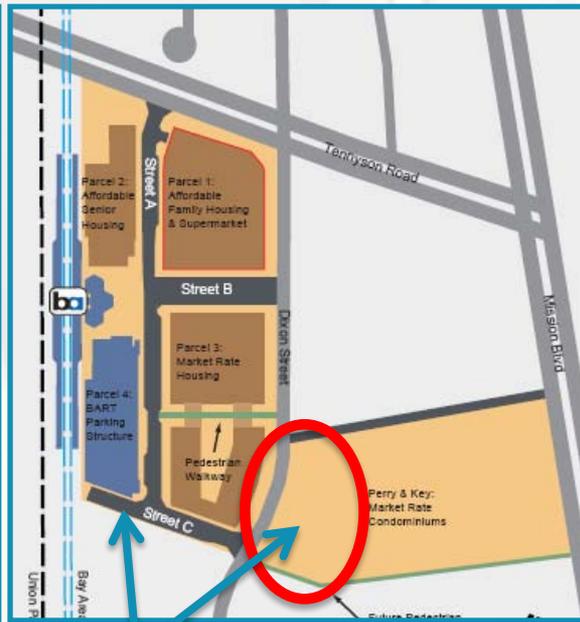


Scenario A



BART Parking

Scenario B



BART Parking

Scenario C



No on-site BART Parking

BART Parking

Replacement Scenarios



	No Project	Scenario A (SHMU)	Scenario B (More Parking)	Scenario C (Shuttle)
Number of Housing Units	0	788	681	886
Commercial Square Footage	0	60,000	60,000	60,000
On-site BART Parking	1,252	910	1,083	0
Satellite Parking	0	0	0	910
% Replacement Parking	100%	73%	87%	73%

BART Parking

Replacement Scenarios



- **Scenario A (SHMU)**
 - *Best balance of BART ridership, positive fiscal impacts for BART, access modes and TOD*
- **Scenario B (More Parking)**
 - *Doesn't support TOD concept*
 - *Won't meet City's density zoning ordinance requirement*
 - *Will affect standing of Prop 1C funding*
 - *Likely to increase auto trips, carbon emissions*

BART Parking

Replacement Scenarios



- **Scenario C (Shuttle)**

- *Capital and operating/maintenance funding for shuttle not certain*
- *Increased travel time between satellite lots and BART*
- *Lower revenues for BART*
- *Land use assumptions problematic; property owners may not agree to shared parking*
- *Opposes land use vision for satellite lots in Concept Plan/Form-Based Code*

- **Conclusion: Scenario A is recommended**

Next Steps



- Finalize project design + details 2010-2011

Download Final Report at the end of September 2010:

<http://www.ci.hayward.ca.us/forums/SHBARTMUP/shbartmupforum.shtm>

For additional questions/comments, contact Tim Chan/BART Planning at tchan1@bart.gov

THANK YOU!