

BART Core System Parking Analysis



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BART CORE SYSTEM PARKING ANALYSIS



The BART “core system” stations are those BART stations that currently exist or will be constructed prior to the commencement of operations of the BART Extension Project. The FEIR previously addressed the creation of 3,235 new parking spaces in 2025 within the BART core system at a programmatic level of environmental analysis. Future parking expansion at existing BART stations was assumed to be limited to 3,235 parking spaces, based on existing constraints and in recognition of BART’s and the local communities’ interest in use of some properties in the vicinity of core system stations for transit-oriented development (TOD) projects.

According to the current ridership estimates, provision of 3,235 additional core parking spaces would support 103,717 daily boardings for the Project. The consequence of holding the core parking demand to the level analyzed and approved in the FEIR, results in 900 fewer daily boardings (the current ridership modeling indicates that 4,466 core parking spaces would support 104,645 boardings per day in 2030). Ongoing analysis will assess whether it is feasible to provide sufficient additional parking spaces, together with access improvements consistent with BART policies, to support a higher ridership estimate. For example, additional bus and shuttle service could be added to serve existing BART stations. Refinements to the travel demand model could be made to assess

whether higher residential densities with one-half mile distance of stations increase the number of riders walking to BART stations. This technical analysis may increase the pedestrian mode share and reduce the estimated parking demand in the core system. However, for purposes of the SEIR, the analysis has taken a conservative approach and assumed the higher number of 104,645 boardings per day for determining environmental impacts, while maintaining the 3,235 core parking spaces previously addressed in the FEIR.

Continuing efforts to reduce core parking demand supports BART’s recently adopted sustainability goals in its Strategic Plan and a TOD policy that encourages access via modes other than personal vehicles. The policy supports maximizing ridership through public transit such as bus and rail along with bicycle and pedestrian access. The policy objective is to shift access mode splits by reducing the percentage of patrons accessing transit in single occupancy vehicles (parking at stations) relative to access by all other modes. BART also supports TOD and higher densities around BART stations that increase ridership while promoting pedestrian access. These policies are designed to maximize ridership without a proportional increase in parking demand.