



Comprehensive Station Plan *Walnut Creek*



June 2004



Walnut Creek
Comprehensive Station Plan
July 2004

Comments or Questions:

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What Is a Comprehensive Station Plan?

BART stations are both transit hubs and valued community resources. Recognizing this, the BART Board of Directors in 2001 directed the Planning Department to undertake a thorough and integrated analysis of planning issues at every station. Called Comprehensive Station Plans, these documents are guided by BART's Strategic Plan, with recommendations reflecting the Strategic Plan's focus areas. Each Comprehensive Station Plan brings together the work of many BART staff, agency partners and members of the public.

Each Comprehensive Station Plan examines how effectively a station meets the present and future needs of its passengers and the surrounding community. The Comprehensive Station Plan does this by examining three key station elements:

- **Station Area Development**--how the station works in its surrounding neighborhood
- **Station Access**--how passengers get to the station
- **Station Capacity and Functionality**--how the physical and operating components of the station function

BART staff use Comprehensive Station Plans to evaluate the scope and timing of a proposed station project or initiative, to seek grant funds, and to communicate with the public and other agencies. Partners and potential partners use the plans to evaluate the most effective way to work toward common goals.

A Comprehensive Station Plan can be updated or expanded as needed. As planning documents, they are living and flexible works, meant to be revised by section or overall as new information or direction becomes available. A Comprehensive Station Plan allows for revisions while it retains the station's collectively defined vision.

We invite your perusal, use, and comments.

1.0 Executive Summary

This Comprehensive Station Plan is the product of twelve months of research and analysis by BART staff in close coordination with partner agencies, BART riders and the Walnut Creek community. The intent of the Comprehensive Station Plan (CSP) is to identify the needs of a station and establish priorities for future planning and investment.

In addition to a section detailing existing conditions, the Comprehensive Station Plan is organized into three broad areas of study: station area development, access plan and capacity plan. Each of these chapters presents a summary of the research and analysis that went into developing recommendations.

1.1 Land Use Recommendations

The station area development chapter concentrates on recent and on-going efforts to develop a land use vision for the immediate vicinity around the BART station, downtown Walnut Creek and the City of Walnut Creek as a whole. Special attention is given to the proposed mixed-use development on the BART surface parking lots. Recommendations serve to reinforce these efforts.

Table 1: Land Use Recommendations

Plan	Land Use Recommendation	S/M/L Term
North Main Street/Ygnacio Road Specific Plan, City of Walnut Creek	Improve pedestrian environment between BART station, Golden Triangle and Downtown.	M
Walnut Creek Test Site, Shaping Our Future	Allow for greater residential and employment density in Downtown and Golden Triangle.	L
BART station development proposal, BART	Develop mixed-use project to provide residences and retail adjacent to BART station.	S
General Plan Update, City of Walnut Creek	On-going	N/A

1.2 Access Recommendations

The station access chapter presents existing conditions, areas of need and recommendations for future planning and investment by mode category. The future interaction between access modes and the proposed station development will be a focal point of future planning involving the developer and staff from BART and the City. The priority recommendations are presented in the following table:

Table 2: Access Recommendations

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

1.3 Capacity Recommendations

The Capacity Concept Plan presented in this CSP is based on meeting projected ridership volumes in 2025. Satisfying station codes for emergency egress is the primary driver of proposed improvements such as new stairways, escalators and increased platform width. There are also elements to the capacity plan that are intended to improve the passenger experience such as additional fare gates, elevators, restroom facilities and public art. The table below summarizes the capacity plan recommendations:

Walnut Creek Comprehensive Station Plan

Table 3: Capacity Plan Recommendations

Capacity Recommendation	S/M/L Term
Create a second paid area	L
Enlarge the existing paid area	L
Add two escalators to each platform to increase vertical circulation	L
Add two new ADA-compliant elevators within the original paid area	L
Add emergency-only egress stairs to the north end of each platform	L
Double the number of fare gates, ticket vending machines and AddFare equipment	L
Widen both platforms	L
Capacity Plan Estimated Cost	\$34.1 million

2.0 Introduction

2.1 Vision

The Walnut Creek BART station is a key piece of infrastructure for a thriving community that can also be characterized as the business and arts center for Contra Costa County. With Downtown Walnut Creek shopping, the Dean Leshner Center for the Performing Arts and the offices of the Golden Triangle all within an easy walk, the Walnut Creek BART station acts as a gateway between these regional destinations and the entire Bay Area. And although the station and the area are clearly successful, the City of Walnut Creek and BART are seeking to build on that success.

BART will soon initiate a joint development project at the station that will bring new jobs, shops and residences to the station property. In addition, initiatives such as a new Bicycle Pavilion continue to improve the station's quality and ability to serve our patrons. The City of Walnut Creek is currently engaged in a General Plan Update effort that will help define the goals and objectives of the City for the foreseeable future. The County at large feels so strongly about Walnut Creek that it was chosen as a "test site" for in-depth study in the recently completed Shaping Our Future planning effort.

This Comprehensive Station Plan attempts to both document the diverse efforts looking at the station and surroundings as well as identify areas for future attention.

2.2 Goals and Objectives

BART's goals for the Walnut Creek Station are an extension of the goals for the system as a whole and serve to reinforce the policy direction set by the BART Board in 1999 when it adopted the BART Strategic Plan.



Strategic Plan Focus Area: The BART Customer Experience

Comprehensive Plan Goal: Deliver quality transportation to Walnut Creek Station BART riders

Objectives:

- Ensure the Walnut Creek Station meets the needs of BART commuters through quality design of station facilities such as stairs, escalators, fare gates, platforms and paid areas.
- Provide convenient access to the station by every mode. Work together with partner transit agencies, localities and others to improve rider's access to and from the station.

Strategic Plan Focus Area: Building Partnerships for Support

Comprehensive Plan Goal: Work proactively with local businesses, the development community, transit agencies and government partners to plan for the station and station area's future.

Objectives:

- Coordinate station upgrades and modifications with Walnut Creek Transit Village Associates, government and transit agency partners to minimize disruptions to BART passengers, area residents and neighboring businesses.
- Improve access to the station for underserved communities through active partnerships with transit agencies and government agencies.
- Seek opportunities to improve the station and station area through partnerships with local businesses and business associations.

Strategic Plan Focus Area: Transit Travel Demand

Comprehensive Plan Goal: Alleviate crowding and congestion on the system through effective design and efficient access at the Walnut Creek Station.

Objectives:

- Identify design issues that address capacity concerns such as width of platforms, expansion of fare gates, and increased vertical circulation.
- Support initiatives to alleviate peak period congestion through access programs such as

Figure 1: The Comprehensive Station Plan Goals

Walnut Creek Station Comprehensive Station Plan Goals:

- *Deliver quality transportation to Walnut Creek Station BART riders.*
- *Work proactively with local businesses, the development community, transit agencies and government partners to define the station and station area's future.*
- *Alleviate crowding and congestion on the system through effective design and efficient access at the Walnut Creek Station.*
- *Encourage and support transit-oriented development on-site and within the station area.*
- *Accommodate the needs of BART commuters and area residents for the next 25 years.*
- *Enhance BART employee facilities and environment.*
- *Improve BART's short- and long-term financial health.*

additional midday parking or reverse commuting.

- Facilitate transit-oriented development to encourage access to the station by walking and encourage off-peak trips.
- Plan for access improvements to the station by all modes and work with regional partners to implement a set of access recommendations.

Strategic Plan Focus Area: Land Use and Quality of Life

Comprehensive Plan Goal: Establish transit-oriented development on-site and within the station area.

Objectives:

- Work closely with the designated Walnut Creek BART station developer, Walnut Creek Transit Village Associates and the City of Walnut Creek, to ensure the success of the proposed development project.
- Work together with the City of Walnut Creek to foster and encourage high-density commercial and residential development in the immediate station area.
- Respond to concerns of older residential communities such as Almond-Shuey as station upgrades and development moves forward.

Strategic Plan Focus Area: Physical Infrastructure

Comprehensive Plan Goal: Accommodate the needs of BART commuters and area residents for the next 25 years.

Objectives:

- Develop a concept plan for upgrading the station to meet capacity needs until the Year 2025.
- Identify construction priorities and develop a conceptual understanding of the costs and time required to accomplish improvements.

Strategic Plan Focus Area: People of BART

Comprehensive Plan Goal: Accommodate the needs of BART staff.

Objectives:



- Include new and upgraded staff facilities in station concept plan.

Strategic Plan Focus Area: Financial Health

Comprehensive Plan Goal: Identify areas in need of improvement to enhance BART's short-term and long-term financial health.

Objectives:

- Encourage transit-supportive land uses in station vicinity that will generate higher ridership in the future.
- Support efforts to develop BART property in a manner that will provide future revenue stream and enhance ridership.
- Develop cost-effective capital improvements and programs that will improve the station's functionality and encourage enhanced ridership.



2.3 Comprehensive Station Plan Process

The Comprehensive Station Plan process was initiated by the BART Board to coordinate the disparate planning efforts within and outside of BART that affect the stations. As a result, much of the planning process involved bringing together internal and external stakeholders, developing an understanding of plans and initiatives that impact the station, and facilitating a common vision for these efforts. At the same time, the comprehensive plan team analyzed station needs and developed recommended actions in the three areas of concentration: station area development, station access and station design.

It should be noted that the Walnut Creek BART Station Comprehensive Plan was developed at the same time as planning for the station's joint development was taking place. While this gave BART the fortunate ability to enter into a dialogue with the development team as work progressed, many issues are still unresolved. At the time of publication, the development is still in the planning phase of the project, forcing the BART staff to make certain

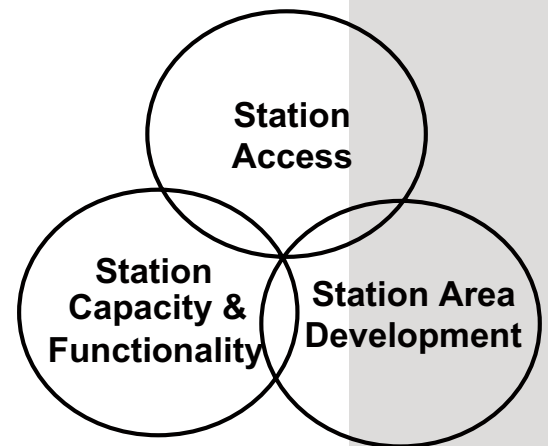


Figure 2: The Comprehensive Plan process incorporates Station three interrelated areas of concentration.

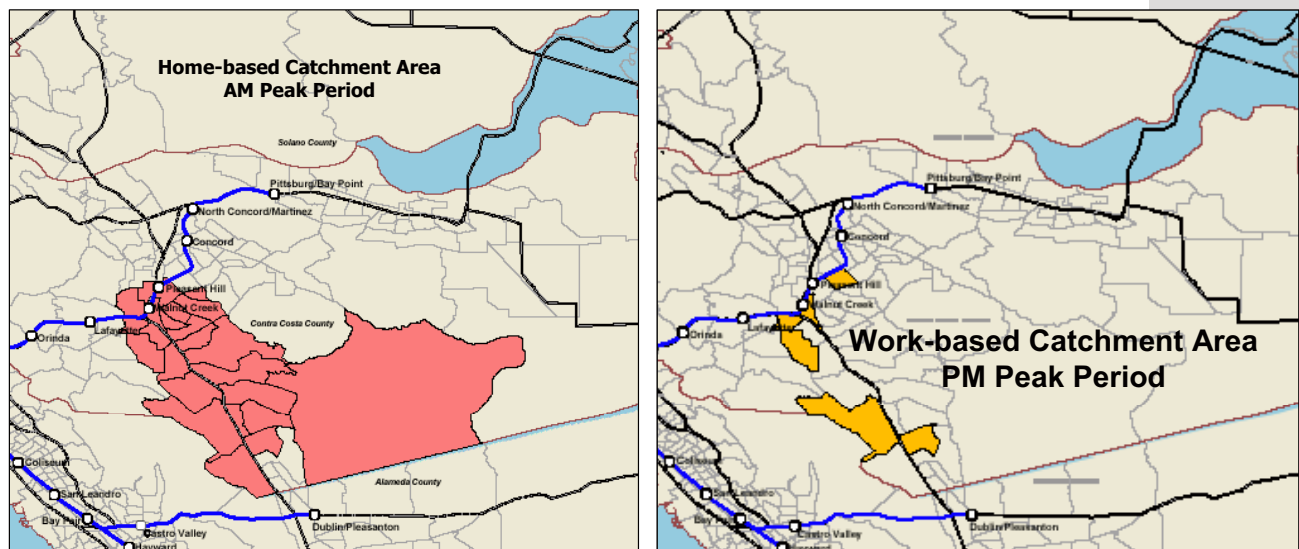
assumptions when planning for access and capacity improvements. It is recommended that this report be viewed as a work-in-progress that must be revisited as the development becomes more clearly defined.

3.0 Existing Conditions

3.1 Station Setting

The Walnut Creek BART Station is a magnet for suburban commuters throughout central and southwest Contra Costa County. Walnut Creek has the second-highest number of peak period AM boardings (1,897) in the BART system. Situated at the edge of Downtown Walnut Creek at the heart of the "Golden Triangle" office district, the station is located at the intersection of I-680 and SR24, two of the highest volume highways in Northern California. A mix of high-density office and residential buildings, big box retail, and downtown retail and entertainment uses characterizes Land uses surrounding the station. However, the larger station vicinity is dominated by low-scale single-family homes. The station is also the focal point of several transit lines and regional bike lanes.

Figure 3: Station entry catchment areas for the AM Home-based peak period and PM work-based peak period. Home origins tend to come from the I-680 corridor and communities east of the station. Reverse commuters are accessing job sites in Walnut Creek and San Ramon.



3.2 Station Riders

As Figure 2.1 above demonstrates, the Walnut Creek Station draws riders from a broad range of origins including southwards along the I-680 corridor and eastward along the Ygnacio Valley Road corridor. The combination of a large amount of parking, easy freeway access and three extra morning trains attract morning riders.

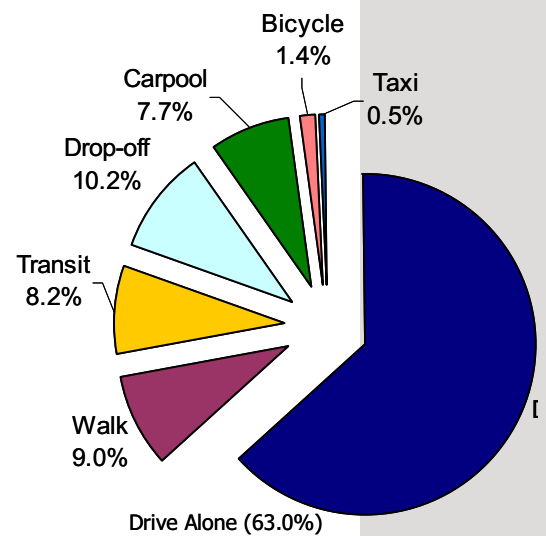
3.3 Mode Split

The only indication of how passengers travel to the station is derived from the 1998 Passenger Survey performed by BART. Because this information is dated, BART will be performing a new mode split survey at the station in the near future, to coincide with environmental analysis of the proposed station joint development proposal. 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, 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.

3.4 Existing Ridership

There were 5,646 station weekday entries at the Walnut Creek Station on a typical weekday in April (April 27, 2004). Close to 1,900 (or 34 percent) of those entries are between the hours of 7:00 and 10:00 AM. In addition, just over 15 percent of the station exits occur during the same time frame. As a result, there are great demands placed on the access network feeding the station during this concentrated period of the day. And it is not only the access network that experiences strain. As mentioned before, Walnut Creek has the second-highest rate of AM peak period

**Figure 4: Mode Split
Walnut Creek Station**

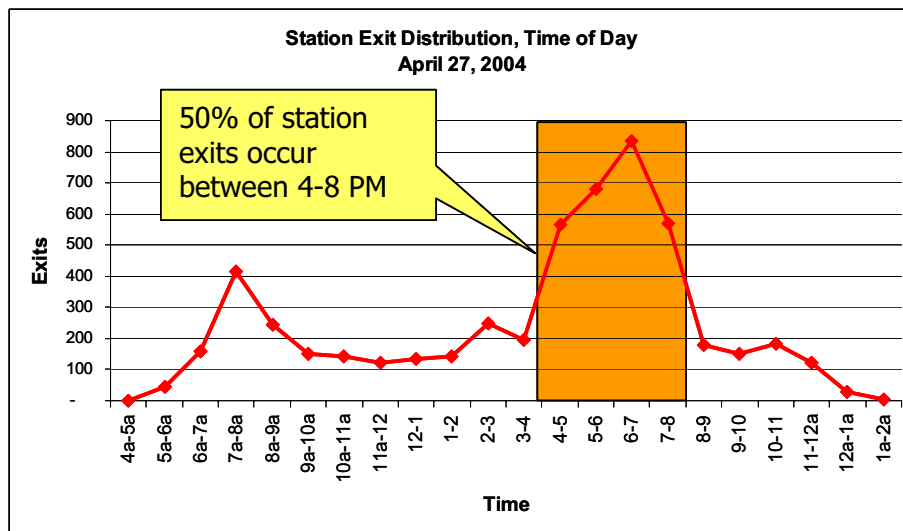
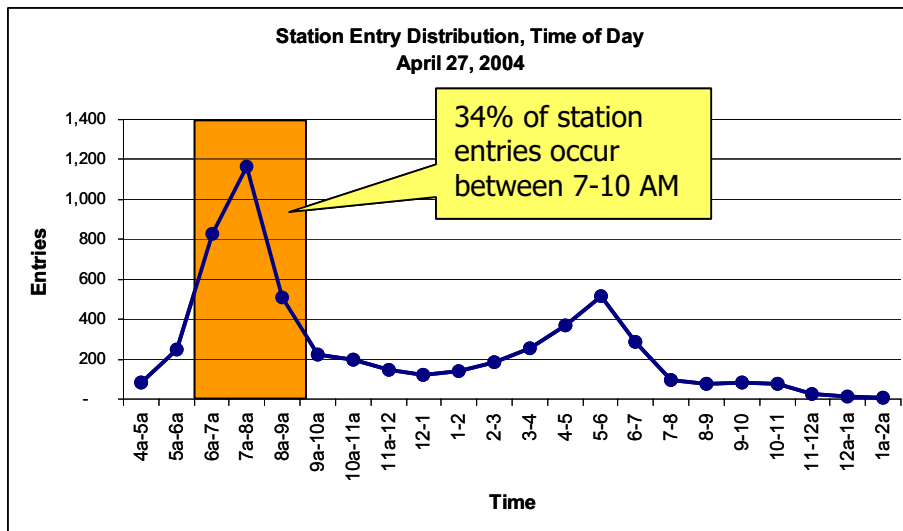


Source: BART Passenger Facility Survey, 1998

boardings in the BART system. The capacity plan, following this chapter, was developed in an effort to address this volume of passengers.

There is an expectation that ridership at the Walnut Creek station will continue to grow as further build-out in the Golden Triangle and downtown occurs. In addition, development along the I-680 corridor such as in Dougherty Valley will further increase ridership at the station. It is estimated that there will be a 40 percent increase in average daily riders at the station by 2025.

Figure 5: Station entry and exit distribution, 2004. Close to 33 percent of AM entries occur in the 3-hour peak period (7:00-10:00). The PM peak period experiences a wider distribution. Source: BART, 2004



3.5 Projected Ridership

The estimation of future capacity and access needs at the Walnut Creek station were based on forecasts of future ridership determined by the Core Stations Capacity Study as detailed in Chapter 5: Capacity Plan. These projections (presented below) anticipate a 40.8% growth in ridership from 2004 to 2025, from approximately 11,106 average daily entries and exits in 2004 to 18,747 in 2025. It should be noted that this represents an "unconstrained" forecast of future growth that is not limited by parking or other access constraints.

The BART SRTP forecasts a more modest 17.3% increase in the interim year of 2014. However, for purposes of this plan, it should be noted that 2025 is considered the horizon year.

Table 4: Projected Ridership, 2014, 2025.

Source	BART SRTP		Core Stations Capacity Study	
			with San Jose Extension	w/o San Jose Extension
Year	FY2004	FY2014	2025	2025
Entries & Exits	11,106	13,428	18,747	18,626
Growth over FY2004		17.3%	40.8%	40.4%

Notes

- 1) Ridership figures are for all day entries and exits
- 2) Source for FY2004, FY2014 Figures: BART's Short Range Transit Plan (April, 2004). Figures represent average weekday ridership
- 3) Source for 2025 Ridership Figures: SVRT DEIR (October, 2004).

4.0 Station Area Development

4.1 Recommendations

BART respects the authority of local municipalities to develop and implement their own visions for land use surrounding a station. In addition, BART strives to be supportive of communities that incorporate the particular demands of mass transit on local land use and transportation infrastructure. These recommendations, as elaborated in the balance of Chapter 3, therefore serve to reinforce and support the land use vision for the station and station area already established by the City of Walnut Creek.

Table 5: Station Area Development Recommendations

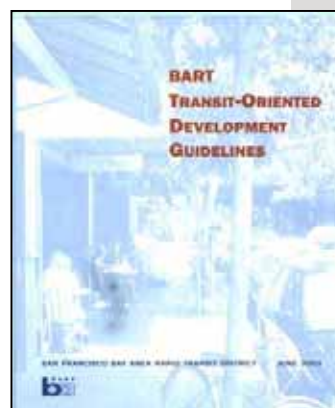
Plan	Land Use Recommendation	S/M/L Term
North Main Street/Ygnacio Road Specific Plan, City of Walnut Creek	Improve pedestrian environment between BART station, Golden Triangle and Downtown.	M
Walnut Creek Test Site, Shaping Our Future	Allow for greater residential and employment density in Downtown and Golden Triangle.	L
BART station development proposal, BART	Develop mixed-use project to provide residences and retail adjacent to BART station.	S
General Plan Update, City of Walnut Creek	On-going	N/A

4.2 Introduction

BART supports the creation of transit-oriented development on its own property as well as within close proximity to its stations. The recently completed *BART Transit-Oriented Development Guidelines* was a document developed by BART staff to provide developers and communities with a resource for identifying development that benefits both BART stations and surrounding communities. The document identified several goals that can be accomplished by a successful transit-oriented development project:

- Enhance customer safety and convenience,
- Create an attractive, dynamic station area,
- Increase ridership and revenues for BART,

Figure 6: BART Transit-Oriented Development Guidelines



- Take advantage of development opportunities and revenue generation for local jurisdictions, and;
- Improve system and station operational efficiency.

4.3 On-site Land Use and Development

The Walnut Creek BART Station will be the site of a mixed-use development that will ultimately change the 5.3 acres of surface parking on either side of the existing parking structure into an urban complex with shops, apartments and offices. This joint development proposal, currently in the planning stages, will be carried out by a development partnership known as Walnut Creek Transit Village Associates, led by BRE Properties. The development was defined on a conceptual level through a proposal submitted to BART and developed with City of Walnut Creek staff input. The City of Walnut Creek will act as the lead when the project enters into the environmental stage.

Based on the most recent planning discussions, a brief summary of the project is presented in the figure at right. As currently proposed, the project would be one of the highest density developments in Contra Costa County with close to 80 residential units per acre. It should be noted that at the time of publication of this document, the City of Walnut Creek was undergoing a General Plan update and considering modifying height restrictions in designated areas of the City, including the BART station property.

For the purposes of this plan, it is assumed the development will be completed within the next 3-5 years. This would have a significant affect on the station's access and overall character as well as provide a boost in ridership, particularly home-origin AM peak trips.

Many issues related to the interaction between the proposed development and the station will be analyzed in-depth during the environmental process. The Access Plan chapter identifies several of the most

Figure 7: Summary of Walnut Creek Transit Village Proposal

Walnut Creek Transit Village

- 5.3 total acres
 - 2.0 southwest surface lot
 - 3.3 northwest surface lot
- 440 residential units
- 33,000 square feet of retail
- 8,700 square feet of office
- 1,373 structured parking spaces
 - 549 replacement spaces for BART patrons

significant areas of need, including: designing a more efficient passenger drop-off zone, bus ingress and egress to the bus intermodal, bicycle circulation from the street to the future Bicycle Pavilion, and the possibility of adding pedestrian amenities such as public art. Capacity issues are discussed in detail in the Station Capacity chapter but the environmental analysis will also analyze the project's impact on crowding on platforms, stairs and escalators and fare gates as well as ticket vending machines.

4.4 Off-site Land Use and Development

The Walnut Creek BART Station was originally designed as a suburban station serving an area of low-density single-family homes. It has become a regional magnet for commuters throughout Contra Costa County due to its easy freeway access, ample parking and development of the immediate station vicinity. The office district known as the "Golden Triangle", immediately east and north of the station was largely developed in the 1980s and is today one of the most desirable corporate enclaves in the San Francisco Bay Area. Downtown Walnut Creek is a thriving retail and entertainment district with stores, restaurants and the Dean Leshner Center for the Performing Arts. Finally, the North Main/Ygnacio Road area between the station and Downtown will be improved over the coming years as a result of a specific plan recently completed by the City of Walnut Creek.

There are several other significant areas of development that are within the "commuter shed" of the station and act as destinations for BART riders exiting the station in the AM peak period. Diablo Valley College is within 5 miles from the station as is John Muir Medical Center and Kaiser Hospital. The Shadelands Business Park is a regional employment center that is equidistant from the Walnut Creek and Pleasant Hill BART stations. In addition, the Walnut Creek station serves Bishop Ranch, a major employment center on the I-680 corridor in San Ramon approximately 12 miles to the south.



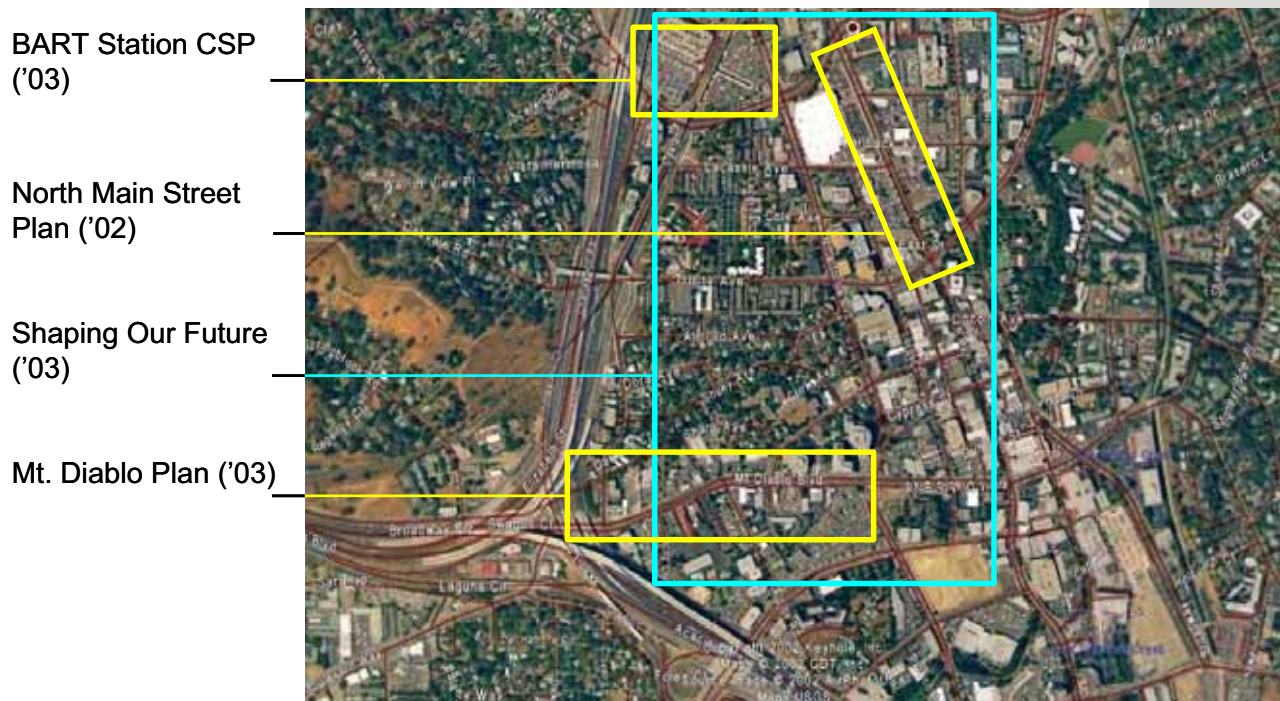
Figure 8: Walnut Creek "Golden Triangle" Office District

Walnut Creek Comprehensive Station Plan

While City of Walnut Creek land use policies and initiatives have created intensive land uses in the immediate vicinity of the station, the larger area is characterized by low-density residential subdivisions. Significant residential populations access the station from neighborhoods east of the station, along the Ygnacio Valley Road corridor, and southwards from the communities of Danville, Alamo and San Ramon.

The Walnut Creek BART Station has benefited from the City's policies to encourage high density, transit-oriented development for both commercial and residential properties. The City continues to engage in positive planning initiatives: City staff was supportive and integral participants in the recently-completed Shaping Our Future effort to create a long-term vision for Contra Costa County growth; a General Plan update process kicked off in 2003 and the City is examining transportation and land use in the BART station area, and: a Specific Plan for the district between the Golden Triangle and Downtown was

Figure 9: Recent and ongoing planning efforts occurring around the Walnut Creek BART station



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

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

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.

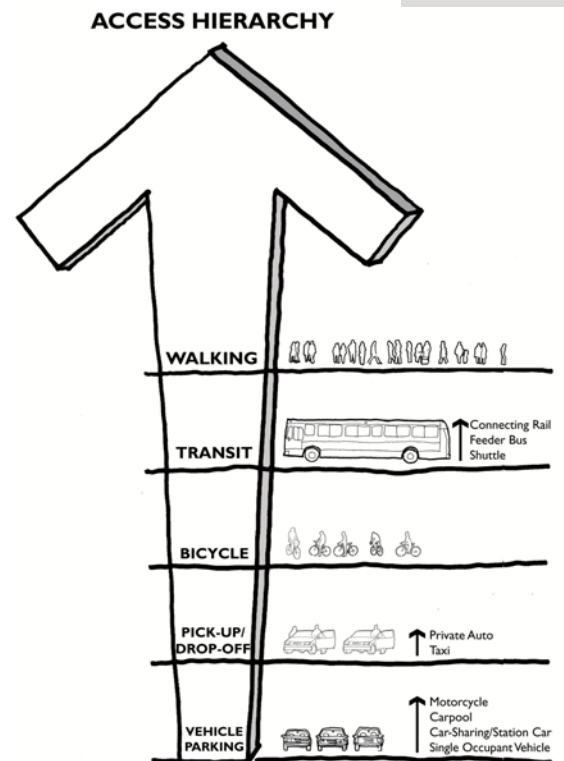
In accordance with these goals, the BART Board directed staff to initiate a program of Comprehensive Station Plans and Access Plans for all stations throughout the BART system. The first generation of plans was completed in fiscal year 2002 with Comprehensive Station Plans for Balboa Park, Pleasant Hill 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.

Figure 10: BART Access Hierarchy



Source: BART Access Guidelines, 2003

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

Mode	1998 Mode Share	2005 Targets	2010 Targets
Walk	23%	24%	24.5%
Bike	2%	2.5%	3%
Transit	21%	21.5%	22%
Drop-off, Carpool, Taxi	16%	19%	19.5%
Drive Alone	38%	33%	31%

* 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:

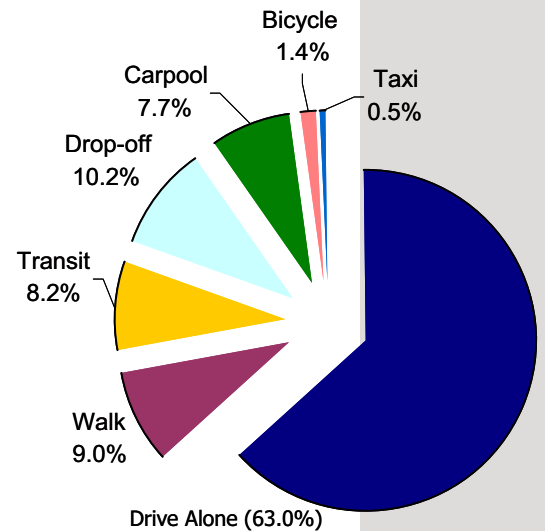
- Review of Local and Regional Plans
 - North Main Street/Ygnacio Road Specific Plan, City of Walnut Creek (2002)
 - Shaping Our Future Test Site Study, Shaping Our Future (2003)
 - Mt. Diablo Boulevard Specific Plan, City of Walnut Creek (2003)
 - Short Range Transit Plan, The County Connection (2004)
 - General Plan Update, City of Walnut Creek (On-going)
- Review of BART Policies and Plans
 - BART Bicycle Access and Parking Plan, BART (2002)

- BART Access Guidelines, BART (2003)
- BART Transit Oriented Development Guidelines, BART (2003)
- Input from BART Departments and Partner Agencies
 - BART Departments: Customer Access, Operations, Transit System Development, Real Estate, Maintenance & Engineering, Capacity, Police, AFC, Safety
 - City of Walnut Creek
 - Central Contra Costa County Transit Authority (CCCA)
- Outreach to Station Stakeholders
 - BART Access Task Forces and Bicycle Task Force
 - City of Walnut Creek Bicycle Task Force

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.

Figure 11: Mode Split, Walnut Creek Station

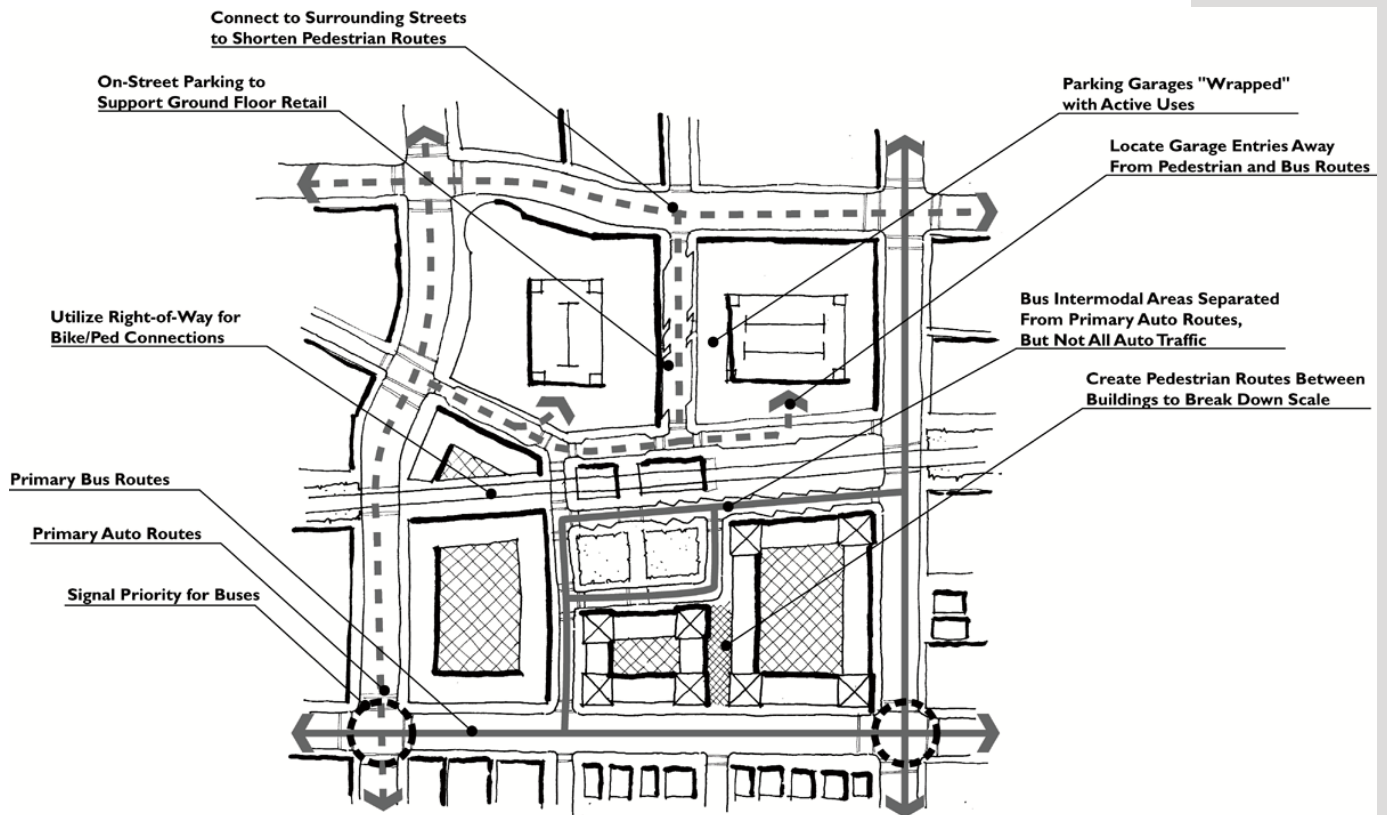


Source: BART Passenger Facility Survey, 1998

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

Figure 13: Plan Objectives

North Main Street | Ygnacio Road Specific Plan Project Objectives

Goal 1: Improve the pedestrian circulation system between the BART station and Golden Triangle, Downtown Walnut Creek including Broadway Plaza, and the Plan area

Goal 2: Improve the pedestrian friendliness and overall visual quality of streetscapes and landscapes located within the Specific Plan

- *Establish sidewalks throughout the Plan area*
- *Narrow intersections to reduce the walking distance between sides of the street*
- *Install traffic calming devices such as bulb-outs to control traffic movement along North Main Street, creating an environment hospitable for walking and safe and efficient for driving*
- *Install clearly marked crosswalks*

Source: North Main Street/Ygnacio Road Specific Plan, 2003

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

Figure 14: Wayfinding signs can help direct pedestrians, bicyclists and motorists to and from the station and area destinations. The examples below come from Massachusetts.

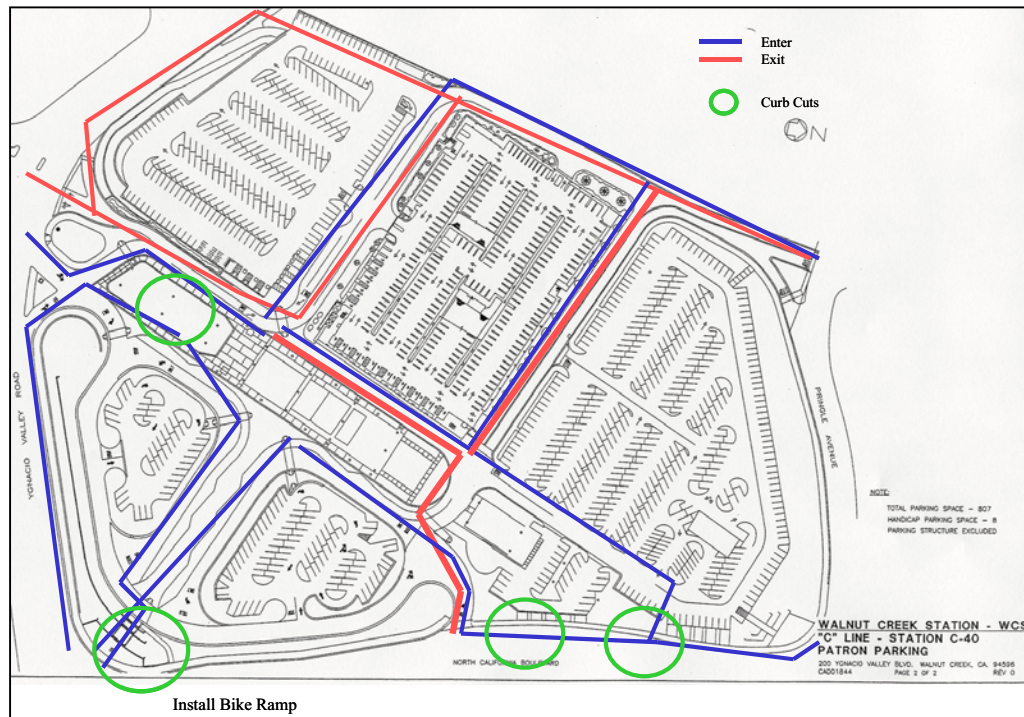


Source: pedbikeimages.org

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



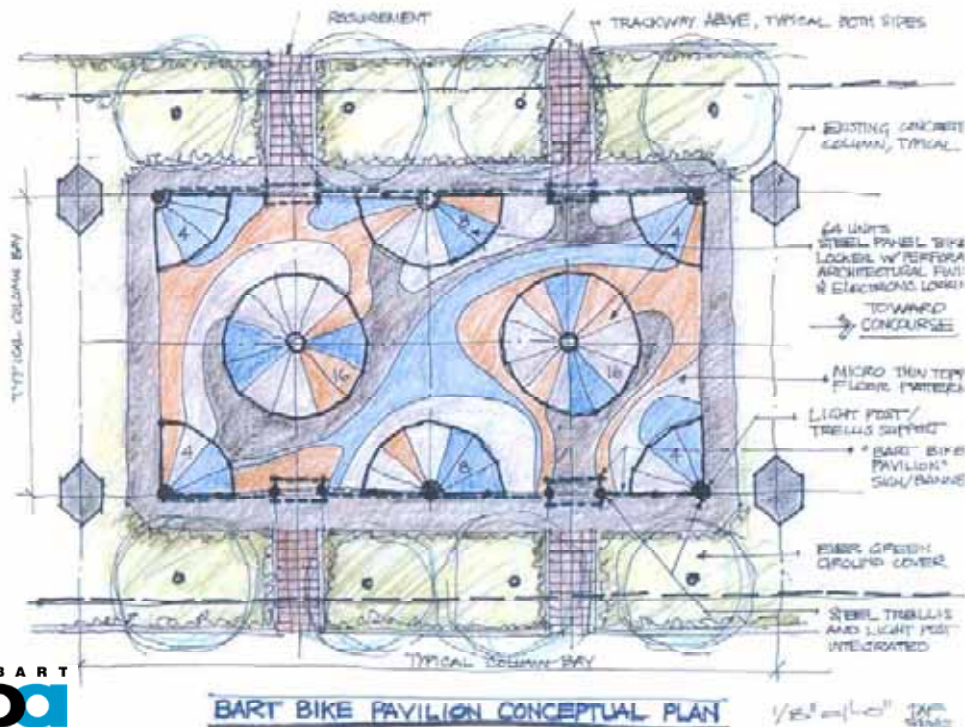
Based on input from the City of Walnut Creek Bicycle Advisory Task Force and BART's own Bicycle Advisory Task Force, there is a significant need for better east-west bicycle connections to the BART station. In particular, there is a "gap" that needs to be closed linking the Iron Horse Trail, which is 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

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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

Figure 17: Bicyclist accessing the station from a Class I dedicated bike path.



Figure 18: Walnut Creek Bus Intermodal Facility



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Ramon. Service runs generally from 6:00 AM to no later than 8:00 PM.

Table 9: Transit Routes Serving Walnut Creek BART

Route	Primary Destinations	Peak Frequency	Off-Peak Frequency	Hours of Operation	Avg. Weekday Boardings
Local Routes					
101	Rossmoor, <u>BART Walnut Creek</u> , Kaiser Hospital, John Muir Medical Center	15-20 min	30 min	6:40AM 6:10PM	715
102	Diablo Valley College, Sun Valley Mall, Pleasant Hill Road, <u>BART Walnut Creek</u> , Kaiser Hospital, San Miguel Drive	30 min	30 min	6:42AM 6:57PM	581
104	"The Free Ride" -- <u>BART Walnut Creek</u> , Downtown Walnut Creek, Broadway Plaza	15 min	15 min	7:45AM 7:30PM	779
105	<u>BART Walnut Creek</u> , Broadway, Creekside Drive	30 min	30 min	6:30AM 6:35PM	227
115	Treat Blvd, Concord BART, Pleasant Hill BART, <u>BART Walnut Creek</u>	20 min	30 min	5:35AM 7:55PM	1,090
116	Martinez AMTRAK, BART Pleasant Hill, <u>BART Walnut Creek</u>	30 min	30 min	5:40AM 8:42PM	968
121	<u>BART Walnut Creek</u> , Kaiser Hospital, Alamo, Danville Park-N-Ride, San Ramon High School, San Ramon Transit Center, BART Dublin/Pleasanton	30 min	30 min	5:35AM 8:40PM	1,225
930	Hillcrest Park-N-Ride, Kirker Pass Road, Ygnacio Valley Road, Mitchell Drive Park-N-Ride, Shadelands, John Muir Medical Center, <u>BART Walnut Creek</u>	30 min	60 min	5:27AM 6:36PM	226
Express Routes					
960	Mitchell Drive Park-N-Ride, <u>BART Walnut Creek</u> , Shadelands, John Muir Medical Center, Danville Park-N-Ride, Bollinger Canyon Road or Crow Canyon Road, Bishop Ranch, San Ramon Transit Center	30 min	60 min	5:27AM 6:36PM	226
70	BART Dublin Pleasanton, <u>BART Walnut Creek</u> , Pleasant Hill BART, AT&T, Stoneridge Las Positas, Stoneridge Willow	60 min	--	5:51AM 5:18PM	--

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



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:

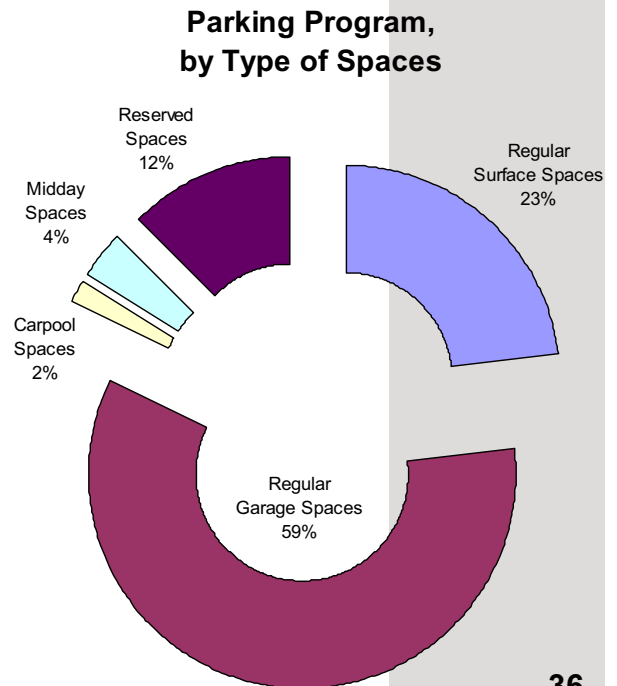
- Explore additional opportunities for shuttles serving the station from employment sites and nearby residential areas.
- Implement late night "owl" service on selected lines.
- Encourage County Connection to provide more frequent service to residential communities east and south of the station.
- Support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

Figure 20: Station parking, by type



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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

Figure 21: Passenger Drop-off zone. Queuing is most acute in AM peak period when traffic can back onto city streets



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 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



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Table 10: Access Plan Recommendations

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

(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

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Mode	Recommendation and Description	S/M/L Term	Lead	Funding Tier
BICYCLE Key Access Bike Routes	Bicycle lanes on east-west route(s) between station and Iron Horse Trail – Work cooperatively with City as recommendations of the North Main Street/Ygnacio Road Specific plan are implemented to include bicycle facilities.	M	City	Tier 3
	Bicycle lanes on east-west route(s) between station and residential areas along Ygnacio Valley Road – Work cooperatively with City to identify secure bicycle routes on or parallel to Ygnacio Valley Road, east of the Iron Horse Trail.	M	City	Tier 3
	Improve bicycle environment and access routes between station and residential areas west of station – Support efforts by the City and/or Caltrans to upgrade lighting and pedestrian safety at the Ygnacio Valley Road undercrossing.	M	City, Caltrans	Tier 3
	Explore recommendations for improved bicycle circulation within BART station property – Explore feasibility of implementing recommendations of City of Walnut Creek Advisory Task Force.	M	BART, Developer	Tier 3
Bike Facilities/ Amenities	Develop Bicycle Pavilion on-site – 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.	S	BART	Tier 1
	Bike Station – Work with vendors and development partners to identify a site on station property that can serve as a bike station.	L	Developer	Tier 2
	Bike Lockers – 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.	M	BART, City	Tier 3
Information	Wayfinding Signs – Develop wayfinding signs for pedestrians and bicyclists.	M	BART, City	Tier 2

(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

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Mode	Recommendation and Description	S/M/L Term	Lead	Funding Tier
TRANSIT				
Transit Service	Increased Local Bus Service – Increased frequencies are needed on local routes serving residential areas south and east of the station.	M	Transit Operators	Tier 3
	Increase late night service to/from Station – 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.	M	Transit Operators	Tier 3
	Support increased express bus service – 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.	S	Transit Operators	Tier 2
Transit Facilities	Real time arrival information – Use GPS technology and Next Bus to provide real time arrival information for buses with a stop at the BART station.	S	BART, Transit Operators	Tier 2
	Accommodate private shuttles at station – Ensure adequate space is provided for private shuttles serving nearby institutions or businesses.	S	BART, Developer	Tier 2
	Assess impact of increased express bus volume – Work with bus operators to determine infrastructure needs at the station.	M	BART, Transit Operators	Tier 1

(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

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Mode	Recommendation and Description	S/M/L Term	Lead	Funding Tier
AUTO				
BART Parking	Increase Midday Parking – Explore strategies for increasing midday parking opportunities. Examples of midday parking programs include: attendant parking, midday reservations, satellite parking facilities	S	BART	Tier 2
	Redesign Carpool Program – 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	S	BART	Tier 1
	Additional Parking Spaces – Restripe existing garage to gain more spaces.	S	Developer	Tier 2
	Community Parking District Feasibility - Explore the feasibility of creating a community parking district and using the generated revenue for access improvements.	S	City	Tier 2
	Increase Carpool Spaces - Increase spaces dedicated to carpools according to demand. Consider merging remaining midday and carpool spaces.	S	BART	Tier 2
	Support Carsharing start-up operations - Work with carsharing organization and funding agencies to provide adequate space to establish carsharing start-up operations at the station.	S	BART	Tier 2
	Redesign Passenger Pick-up/ Drop-off Zone – Work with Walnut Creek Transit Village Associates to redesign circulation and program of the existing passenger drop off zone.	S	BART, Developer	Tier 2
	Kiss & Ride Facilities			

(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

6.1 Recommendations

This Capacity Concept Plan presents the results of analysis required to meet projected ridership volumes in 2025. Satisfying station codes for emergency egress is the primary driver of proposed improvements such as new stairways, escalators and increased platform width. There are also elements to the capacity plan that are intended to improve the passenger experience such as additional fare gates, elevators, restroom facilities and public art. The table below summarizes the capacity plan recommendations.

A more detailed presentation of these elements and the costs is included in the balance of the chapter along with Appendix A: Capacity Concept Plan Costs.

Table 11: Summary of Capacity Concept Plan Recommendations

Capacity Recommendation	S/M/L Term
Create a second paid area	L
Enlarge the existing paid area	L
Add two escalators to each platform to increase vertical circulation	L
Add two new ADA-compliant elevators within the original paid area	L
Add emergency-only egress stairs to the north end of each platform	L
Double the number of fare gates, ticket vending machines and AddFare equipment	L
Widen both platforms	L
Capacity Plan Estimated Cost	\$34.1 million

It should be noted that the information presented in this chapter represents the results of analysis of needed capital improvements for the Walnut Creek station. As such, this should be viewed as the first step in a phased approach to understanding and treating station-level capacity issues. More in-depth analysis is needed, particularly in areas such as demand management and potential operations solutions. However, this plan does represent a "worst case" scenario, whereby BART would be required to make capital improvements

necessary to meet building codes, particularly for emergency egress.

6.2 Introduction

The purpose of the Station Capacity Plan is to:

- Anticipate and accommodate the capacity needs of a station as ridership grows over time;
- Inform pending and future development of the station area so as not to impede station expansions in the future;
- Identify construction priorities and develop a conceptual understanding of the costs and time required to accomplish improvements; and
- Coordinate the timing and implementation of the capacity improvements with other projects and development activities that may occur in order to minimize disruption to the BART customer.

It is anticipated that the result of these efforts will be an improved customer experience leading to increased ridership of the BART system.

This conceptual plan is the result of an intensive examination of capacity issues at the Walnut Creek BART station by an interdisciplinary team of BART staff and consultants, referred to here as the Plan Team. In addition to the on-site evaluation, the Plan Team reviewed Station Capacity Plans developed previously for other stations, along with on-going systemwide capacity studies. A recently completed study evaluating potential impacts of the proposed San Jose extension on the "core" BART system, described below, is used here as the basis for anticipating future capacity needs.

6.3 Core Stations Capacity Study

In early 2003, BART completed a study of station capacity needs for the core system of 39 stations in Alameda, Contra Costa and San Francisco counties. The "Core Stations Capacity Study," conducted jointly with VTA as part of the Silicon Valley Rapid Transit

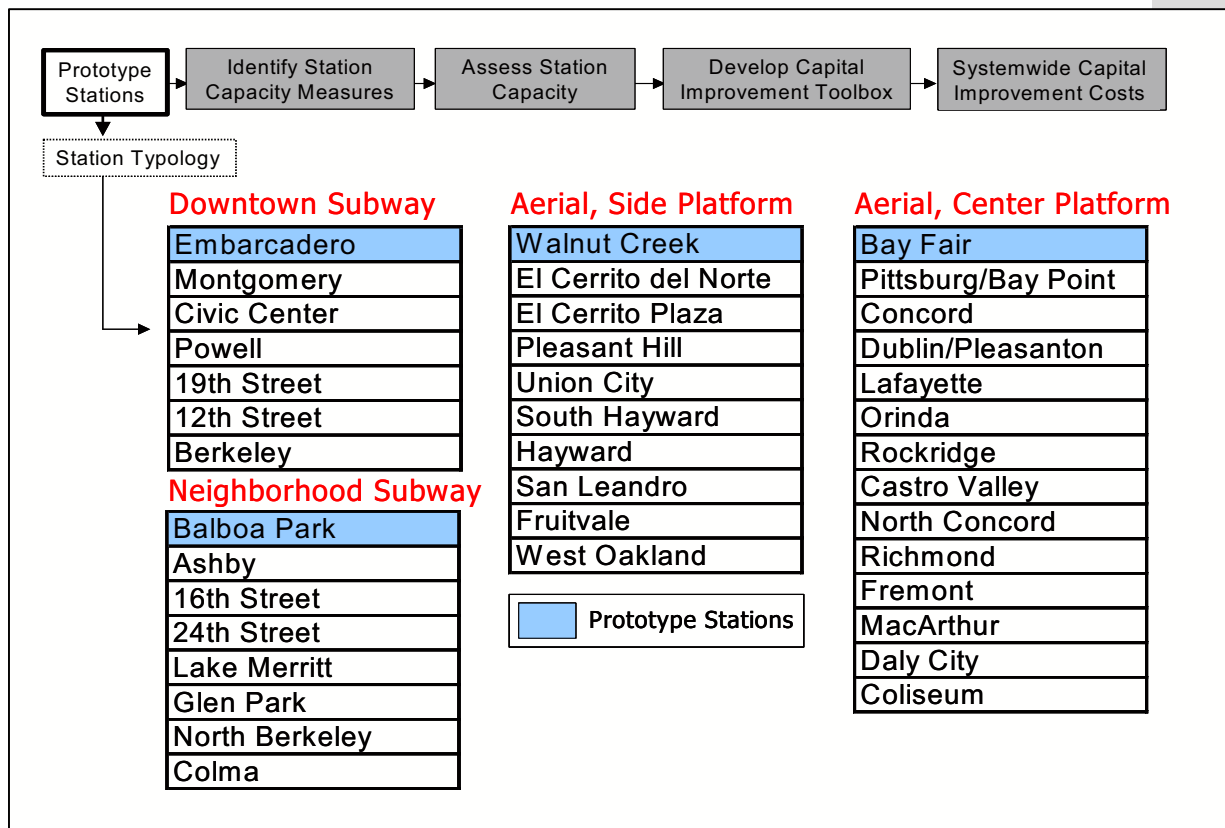
Figure 23: Walnut Creek Station Platform, looking north



Project, analyzed station capacity performance based on patronage projections for 2025 with the addition of the extension. The goal of the study was to determine station capacity performance at each of the existing 39 core stations and develop a systemwide capital improvement program to bring stations into compliance with code regulations and BART's own capacity criteria. Cost estimates for proposed capital improvements were also developed as part of the study effort.

Patronage projections for the horizon year 2025 generated specifically for the San Jose extension are higher than BART's own, trend-line based 2025 forecast. It also should be noted that the 2025 projections used in this analysis are unconstrained and do not account for limits in parking or other access conditions. As a result, the Core Stations Capacity Study provides a conservative estimate of station capacity needs. The analysis of 2025 station capacity needs was based upon two conditions producing

Figure 24: Core Stations Capacity Study Methodology, showing prototype stations



ridership estimates: the core system "baseline estimate" including the recently approved 5.4 mile extension to Warm Springs, and the second with the proposed Silicon Valley BART extension to Santa Clara. The extension into Santa Clara County adds approximately 80,000 passengers per average weekday to the baseline estimate using the same 2025 horizon year.

When analyzing station capacity, two sets of patronage projections are necessary, "line load" and "station load." Line load projections refer to the number of passengers on a train passing through a station. Line load volumes are important when measuring platform, stair and escalator capacity which must be sized to manage normal passenger entry and exit patterns but also be capable of accommodating passengers forced to off-load a train or evacuate a station in the event of a delay or emergency. Station load projections are defined as the number of passengers entering and exiting a station. Station level projections are necessary to determine the size and count of Automatic Fare Collection equipment such as fare gates, addfare machines and ticket vending machines. Station level passenger volumes also contribute to calculations of platform, stair and escalator capacity based upon established performance goals.

The Core Stations Capacity Study relied upon a methodology that analyzed station capacity needs on a systemwide basis and developed in-depth capital improvement programs at four prototype stations: Embarcadero, Balboa Park, Walnut Creek and Bay Fair. Capital improvements derived from the

prototype station analyses were then applied to other existing stations with similar characteristics and anticipated growth to develop a conceptual estimate of systemwide capacity impacts and costs.

The analysis of station capacity was based upon measures of capacity and congestion established by the National Fire Protection Association (Section 130), the California Building Code, industry best practices and BART's own standards. These measures govern three

station design elements: platforms (side and center), vertical circulation (stairs and escalators), and AFC equipment (fare gates, addfare machines, ticket vending machines). The table below summarizes station capacity measures.

Table 12: Capacity Codes and Requirements

Element	Guideline	Source
Vertical Circulation Required for: Maximum Total Platform Exit Time	Must exit trainload and occupant load from platforms within 4 minutes (platforms act as a corridor under an Emergency Scenario)	NFPA 130 (2000), CBC (1998)
Vertical Circulation Required for: Time from Most Remote Point to a Point of Safety	Must exit trainload and occupant load from most remote point of platform to designated point of safety within 6 minutes	NFPA 130 (2000), CBC (1998)
Platform Delay Scenario: 12 minutes delay or one missed headway (whichever is greater) plus off-load train (in peak direction track)	5 square feet per passenger (off-load of train)	Industry Standard, BART practice
AFC Gates	No more than 60-second delay at fare gate with one gate per array out of service in peak direction. No queue long enough to interfere with stair and escalator operations.	BART adopted Standard

Source: BART Planning Department 2003

To adequately understand how a station functions and operates from a capacity standpoint, it requires on-site study of passenger behavior and analysis of specific station characteristics. Because the Core Stations Capacity Study used prototype stations to extrapolate capital improvements and costs onto the entire system, the study represents a theoretical estimate of capacity solutions at all but the four prototype stations themselves. The information contained in the Core Stations Capacity Study therefore is a starting point for the detailed analysis that follows.

6.4 Current and Projected Ridership

The estimation of future capacity and access needs at the Walnut Creek station were based on forecasts of future ridership determined by the Core Stations

Capacity Study as detailed in Chapter 5: Capacity Plan. These projections (presented below) anticipate a 40.8% growth in ridership from 2004 to 2025, from approximately 11,106 average daily entries and exits in 2004 to 18,747 in 2025. It should be noted that this represents an "unconstrained" forecast of future growth that is not limited by parking or other access constraints.

The BART SRTP forecasts a more modest 17.3% increase in the interim year of 2014. However, for purposes of this plan, it should be noted that 2025 is considered the horizon year.

Table 13: Projected Ridership, 2014, 2025.

Source	BART SRTP		Core Stations Capacity Study	
			with San Jose Extension	w/o San Jose Extension
Year	FY2004	FY2014	2025	2025
Entries & Exits	11,106	13,428	18,747	18,626
Growth over FY2004		17.3%	40.8%	40.4%

Notes

- 1) Ridership figures are for all day entries and exits
- 2) Source for FY2004, FY2014 Figures: BART's Short Range Transit Plan (April, 2004). Figures represent average weekday ridership
- 3) Source for 2025 Ridership Figures: SVRT DEIR (October, 2004).

6.5 Conceptual Walnut Creek BART Expansion Plan

The Walnut Creek BART station is an active station which functions as a regional transportation hub, drawing riders from the I-680 and the Ygnacio Valley Road corridors. The station also serves as a destination for reverse commuters accessing jobs in the

"Golden Triangle" business district, Downtown Walnut Creek and job centers in San Ramon.

The Walnut Creek BART station is an aerial side platform station. The station sits at the intersection of North California Boulevard and Ygnacio Valley Road, adjacent to I-680. A set of stairs and one escalator on each side of the paid area provide access to the two platforms. Elevators are located outside of the paid area. There are currently nine faregates at this station (seven reversible, one entry-only and one exit-only), situated in one array facing the southwest direction. Banks of AFC equipment are situated facing east and west, immediately outside the fare gate array. A 1,210-space parking structure lies to the west of the station, with approximately 879 surface parking spaces in three separate lots. A temporary police command facility, approximately 2,000 square feet, is located south of the ticket machines, directly in front of the elevators and fare gate in the free area of the station apron. Bike lockers and racks are located behind the police facility. Behind the paid area, to the north, sits an office and customer service center for the County Connection bus service.

The bus intermodal facility is a concrete platform that extends from the station directly eastward towards the corner of North California Boulevard and Ygnacio Valley Road. The facility is designed with 11 sawtooth bus bays and a canopy covering its length along with concrete benches. The primary user of the facility, County Connection, is satisfied with the design in terms of passenger drop-off and pick-ups as well as bus access and egress routes into the station.

While this study analyzes conditions in the year 2025, certain deficiencies are already evident at Walnut Creek, and will take priority in phasing the capacity expansion program proposed later in this report.

- There is a significant level of congestion on the platforms, both during the afternoon (PM) offboarding and morning (AM) boarding. The station's ample parking, central location and proximity to I-680 combine with bus transfers to create a substantial ridership level.

Figure 25: Walnut Creek Parking Structure



- Queuing for the one escalator is significant, particularly in the PM peak when full trainloads empty onto the outbound platform (Platform 1). Escalators at the station are heavily used and as a result tend to break down more frequently and require more maintenance attention.
- Queuing behind the fare gates in the paid area causes an unacceptable level of congestion especially during the evening peak.
- The existence of elevators and a fare gate outside the paid area invite fare evasions and exacerbate maintenance and vandalism issues associated with elevators.
- The station is a significant destination point for riders working nearby, shopping in Downtown or transferring to buses serving employers at Bishop Ranch. Pedestrian connections from the station to the surrounding area could be improved.

6.6 Joint Development Context

A joint development proposal is currently being prepared by Walnut Creek Transit Village Associates that will dramatically alter the station area and increase ridership at the system. Walnut Creek Transit Village Associates, led by BRE Properties, has an executed Option Agreement (ENA) with BART to develop property at the station. The current proposal, which will soon be submitted to the City of Walnut Creek to act as the lead on the Environmental Impact Report. Although the development is still going through design and programming, it is anticipated there will be approximately 440 residential units, and nearly 8,700 square feet of office and retail 33,000 square feet of retail. There will also be 1,373 parking spaces accommodated in the new development with 549 of those spaces dedicated to BART patrons. The development will be located on the surface lots north and south of the parking structure, immediately west of the station. The replacement and additional parking required will be located in an underground parking facility.



Figure 26: Views from the platform towards the southwest surface parking lot (top) and the northwest parking lot (bottom). These are the future sites of the joint development proposal by Walnut Creek Transit Village Associates

The analysis of capacity and functionality considered the proposed development plan presented by Walnut Creek Transit Village Associates. The Plan Team met with the Developer in the process in order to understand the development proposal and the interaction between the project and the future station expansion. However, as the development proposal is still being developed, there will likely need to be future modifications to the station expansion based on yet-to-be defined details of site circulation and design.

6.7 Station Capacity Needs

Based on an analysis of peak loading factors in both the AM and PM periods, the following capacity needs were determined for Walnut Creek station in 2025:

Table 14: Walnut Creek Station Capacity Needs

Station		Additional Vertical Circulation Required (inches)	Additional Platform Width Required (square feet)	Automatic Fare Collection Equipment		
				Fare Gates	Ticket Vending	AddFare
Walnut Creek	Platform 1	214	3,430	5	2	1
	Platform 2	266	5,320			

6.8 Proposed Station Capacity Plan

Once the station capacity needs were determined, the Plan Team met with BART officials, City representatives and users of the station in an effort to better understand how to most efficiently address station expansion elements. The resulting design exercise produced the following recommendations:

- Creation of a second station paid area
- Enlargement of the existing paid area
- Adding two sets of stairs to each platform to increase vertical circulation
- Adding two escalators to each platform to increase vertical circulation
- Adding two new ADA-compliant elevators within the original paid area

- Emergency egress-only stairs are added to the north end of each platform
- Adding fare gates, ticket vending machine and AddFare equipment
- Expanding both platforms to accommodate projected growth in ridership as well as additional vertical circulation elements

All improvements will meet current Station Design Criteria, and ADA accessibility requirements.

6.8.1 Expansion of the Paid Area

Station paid areas must be sufficient to handle passenger flow from the fare gates to the platforms and in the opposite direction. In addition, paid areas must house passenger amenities such as restrooms, transit transfer machines and parking validation machines. Walnut Creek station, because of its central location in Contra Costa County, also houses a BART Police Command Facility and the County Connection Customer Service Center. Station Agent booths and staff facilities such as break rooms and meeting rooms are also needed, particularly at high volume stations where more staff is required. Finally, paid areas must serve as landing points for stairs, escalators and elevators from the platform.

Like many stations constructed relatively early in BART's development, Walnut Creek has a very small concourse paid area. The small footprint of the paid area currently results in congestion during commute hours. There is little space for patron amenities because even such basic elements as benches and trash receptacles are potential obstacles. In emergency situations, the limited capacity of the paid area may be a choke point.

Existing elevators are located outside the paid area, directly in front of the Police Command Facility. Persons wishing or needing to use the elevators must first pass their ticket through a fare gate located in the free area midway between each elevator before and after using the BART system. However, the elevators are not electronically linked to the fare gate so there is nothing preventing passengers from using the elevators

without processing their fare. As mentioned earlier, the location of the elevators and the train control equipment prevent expansion of the paid area to the north.

The solution for expanding the paid area at Walnut Creek station is site-specific in that it attempts to accommodate passenger and non-passenger pedestrian movement between major generators such as the future joint development, bus intermodal facility, Downtown Walnut Creek, the Golden Triangle offices and the station itself. It also represents a departure from other aerial, side platform expansion plans recently completed for stations such as Pleasant Hill, El Cerrito del Norte and Union City. In those stations, the capacity plan simply expanded the paid area enough to add future vertical circulation elements. But with Walnut Creek, pedestrians traveling between the future joint development on the west side of the station and downtown, the Golden Triangle and the bus Intermodal on the east side of the station would be inconvenienced by having to circumvent the BART station paid area.

As a result, the Plan Team designers have proposed a second paid area, a mirror image of the existing paid area, that will contain the necessary vertical circulation elements, fare gates and station agent's booths. The new paid area will be located immediately facing the existing paid area. It will also contain a set of stairs and escalators on each platform. The existing paid area will then be expanded northward with a new set of extra-wide, 88-inch stairs providing more vertical circulation.

There is precedent for two paid areas in the BART system with examples at high-volume stations beneath Market Street. An added benefit in this design allows the station to be under construction with very little impact to existing operations or patrons using the station during the construction period.

6.8.2 Vertical Circulation

Vertical circulation elements (stairs, escalators and elevators) serve two important and interconnected

Figure 27: Escalator to Platform 1



functions at BART stations: moving passengers between the fare gates and the platforms and evacuating passengers in the event of an emergency. Currently, vertical circulation at the Walnut Creek BART station inadequately addresses both of these fundamental needs. The addition of more vertical circulation elements to the platform will also ease passenger congestion in boarding and alighting trains. Studies of passenger behavior show that trains are more evenly loaded when vertical circulation is distributed along the length of the platform.

In the proposed plan, emergency evacuation is improved by the addition of a set of 88-inch stairs located at the north end of each platform and landing in the free area. These stairs would be used in emergency circumstances only. In addition, new ADA-compliant elevators will be installed on the north end of both platforms to serve the existing paid area and provide redundancy in case the existing pair of elevators is not in service. The new paid area will have a set of standard 66-inch stairs along with escalators for each platform. Finally, emergency egress-only stairs are necessary at the far northern end of both platforms to provide adequate evacuation capacity in the event of an evacuation. These stairs will be closed to the public during normal operations.

6.8.3 Platform Widening and Shelter

The proposed capacity expansion plan includes the uniform widening of both platforms to ameliorate crowded conditions and to accommodate the additional width required by adding additional vertical circulation.

Ridership projections for the year 2025 indicate the need for approximately 3,430 square feet of additional area for Platform 1 (outbound direction). Platform 2 (inbound towards San Francisco) will require approximately 5,320 square feet. Because the particular constraints of the platform structure make local or asymmetrical widening relatively difficult, this proposal recommends widening the entire length of both platforms.

Figure 28: Platform 1



Observation of Walnut Creek passengers shows that patrons tend to concentrate in the wider, covered central area of the platform when waiting to board trains. During commute hours, queues form at each car boarding point. Because the platform width is limited, the queues arrange into parallel lines that eventually obstruct access to the ends of the platform. This pattern results in uneven boarding, and also can be hazardous to those queuing closest to the platform edge. Widening the entire length of both platforms to ameliorate crowding will enhance patron comfort and safety.

Windscreens and canopies are currently limited to the central platform area, covering the existing stairs and escalators. The addition of windscreen and canopy cover extending the entire length of the two platforms will also encourage passengers to move toward the ends of the platforms. The windscreen and canopy configuration will meet NFPA recommendations to prevent smoke from being trapped in the platform area.

6.8.4 Fare Collection

BART's own standard for exiting queues at fare gates states that the wait to exit the station should not exceed 60 seconds. This capacity plan recommends an additional five fare gates to accommodate the demand generated by the 2025 ridership projections. Creating a new paid area will provide space for a second fare gate array. In addition, two additional ticket vending machines and one AddFare machine will be needed for the second paid area.

6.8.5 Station Design and Space for Public Art

With dramatic changes planned for both the station itself and the station property, there will be significant opportunity to incorporate better aesthetic design and identify locations for public art. The transit station environment is a focal point for many communities as thousands of residents and visitors pass through the station every day. While BART stations are functional and even beautiful in their own way, the opportunity presented by a station expansion also provides the potential to incorporate design improvements that



Figure 29: Downtown Walnut Creek: ample landscaping and high quality materials

more accurately reflect the community that surrounds the station.

In the case of Walnut Creek station, there are two communities that border the station with strong identities: the Golden Triangle business district and downtown Walnut Creek. The Golden Triangle is characterized by high quality office development, housing corporate tenants and business services such as law firms, financial services and accountants. Downtown Walnut Creek is a regional destination for shopping and entertainment with a strong sense of urban design with public fountains, distinctive street furniture and a mix of modern and historic buildings.

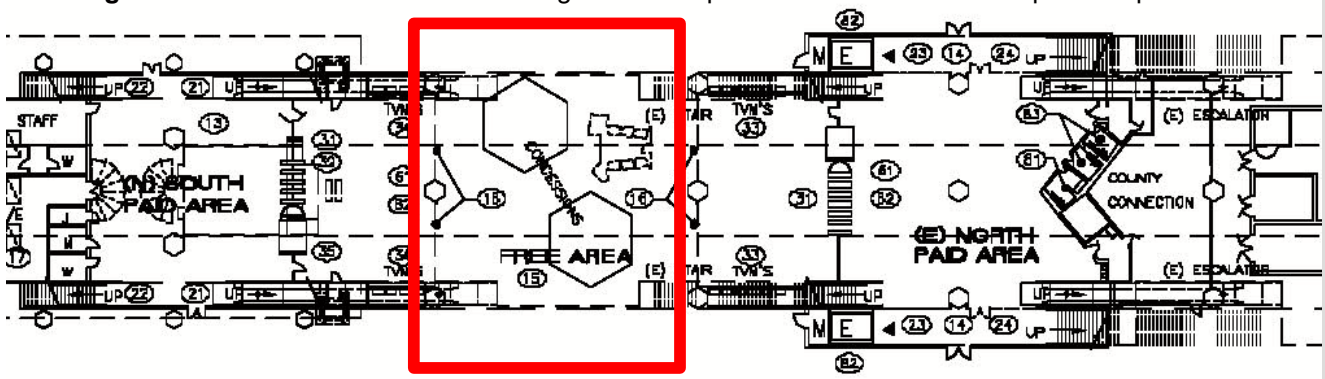
In terms of station design, acknowledging these surrounding features could express itself in a station that presented clean lines such as the office buildings in the Golden Triangle. On the other hand, new station design could take downtown Walnut Creek as inspiration and create attractive areas for pedestrians featuring high-quality materials and finishes. As the station expansion plan evolves, BART will be prepared to work with Walnut Creek communities to establish a design that reflects the needs and desires of the station's users and neighbors.

Several areas in and around the station would be appropriate for public art. The area between the existing and future paid areas is an obvious focal point in the future with all passengers funneling through opposing fare gates arrays. The existing plan reserves this space for vendors but public art can also be incorporated or even replace that use. Another area is the plaza between the parking garage and the station. Patrons parking in the existing or future parking structures would pass through this brick plaza where fountains or other amenities can be placed. Landscaping would also be appropriate in this area. Finally, the entrance to the station at the corner of North California Boulevard and Ygnacio Valley Road should be a focal point for patrons exiting at the station and walking to Downtown or Golden Triangle offices. It is also marks a natural division of uses between the bus Intermodal facility and city streets.



Figure 30: Passageway between the station and the parking structure is a good location for public art

Figure 31: The area between the existing and future paid areas could be a focal point for public art



6.8.6 Facilities for BART Staff

The existing restricted concourse area affords no space to expand and improve facilities for BART employees. Staff facilities (agent's booth, staff restroom, break area) at Walnut Creek station fall far short of current BART design criteria. Providing suitable facilities, fully compliant with accessibility criteria, is one of the goals of this capacity plan.

New staff and public facilities, designed to current BART standards, are proposed for the new paid area. These facilities include break rooms for station agents, utility rooms, public and staff restrooms and a Station Agent's booth. Because the existing paid area will also be expanded, it is an opportunity to upgrade the existing staff and public facilities. New or temporary restrooms and staff facilities must be provided prior to removal of existing facilities.

BART has a need to house line operations supervisory staff at the Walnut Creek station to ensure better communication between train operators, station agents and management. Currently, supervisors work at BART headquarters in Oakland. It is possible that as part of the future joint development, BART staff will be provided office space above the ground floor in one of the two complexes west of the station.

6.8.7 Police

Currently a police substation is housed in a portable building on the apron area south of the existing paid area. This facility serves as the Command Center for central Contra Costa County because of its location. It is anticipated that a permanent facility will be constructed south of the new paid area by the private development team once the joint development is approved. If there is no funding for capacity improvements in place once the joint development moves forward, the Police facility will have to be constructed in a location to allow for a future second paid area.

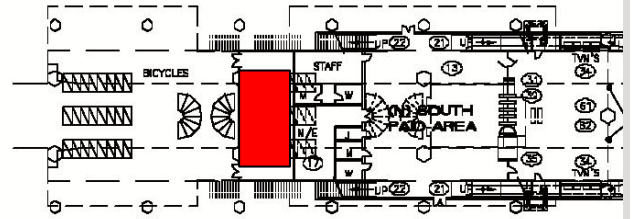


Figure 32: Location of new Police Command Facility (in red) south of new paid area

6.8.8 ADA Accessibility

All proposed improvements would meet the Americans with Disabilities Act (ADA) accessibility requirements. Extensive renovation of existing facilities will address a broad range of accessibility features, including:

- Wider, accessible fare gates
- An accessible pathway from buses to fare gates
- Fully accessible public and staff restrooms
- New fully accessible elevators
- Signage
- Fire alarm strobes and voice enunciators

6.8.9 Bus Intermodal Facility

The density and volume of bus activity adjacent to the station is critical at this BART station. As noted earlier, the Walnut Creek station serves as a focal point for County Connection operations. Future funding for a network of express buses linking BART stations and employment sites throughout the county has strong support in Contra Costa County's transportation sales tax renewal. New express bus activity will only increase demands on the bus Intermodal facility. Based on meetings with County Connection staff, the layout and capacity of the bus Intermodal facility should be sufficient to handle future growth. However, there are many "unknowns" in planning for bus activity at the station and this issue must be revisited after the express bus improvements are made operational.

6.8.10 Passenger Drop-off (Kiss-and-Ride) Facility

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 southeast 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 responsibility for developing a better vehicle drop-off system will fall on the developer. 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.



Figure 33: Passenger drop-off zone

6.8.11 Bicycle Access and Storage

Currently, the apron south of the police command station includes bicycle lockers and racks. Walnut Creek's relatively flat terrain, high quality bike routes, and excellent weather combine to make it an ideal station to draw bicyclists from as much as a five mile radius. In recognition of this potential, BART applied for and received a grant to design and construct a "Bicycle Pavilion" which will be an attractive, landscaped area for bicycle storage. The new Bicycle Pavilion will be located immediately south of the future police facility. Funding for construction is scheduled for fiscal year 2006.

Bicyclists accessing the station tend to originate from the south and east. Clear paths into the core of the station property and to the Bicycle Pavilion are a priority for access improvements at the Walnut Creek station. New signage will be placed to help direct bicyclists through the bus Intermodal facility and the new development.

6.9 Cost Estimates and Assumptions

The estimated cost for all the improvements presented in the Walnut Creek station concept plan is \$34.1 million.

This section presents estimates for constructing capacity improvements at Walnut Creek station in order to meet expected capacity needs in 2025. This estimate was originally produced in early 2003 as part of a systemwide study of the impacts of extending the BART system into Santa Clara County. Cost estimates were prepared by M. Lee Corporation.

An important note concerns the strengthening of columns and footings, which are assumed to be complete prior to 2025 therefore that cost is not included in this estimate. Items mentioned above that are not included in this estimate include: public art and station design, bicycle pavilion and costs associated with the pending joint development. Further detail concerning these estimates can be found in BART's Stations Capacity Study (May 2003).

Cost Estimates are presented in Appendix A: Capacity Plan Cost Estimates.

7.0 Appendices

Appendix A: Conceptual Plan Cost Estimates

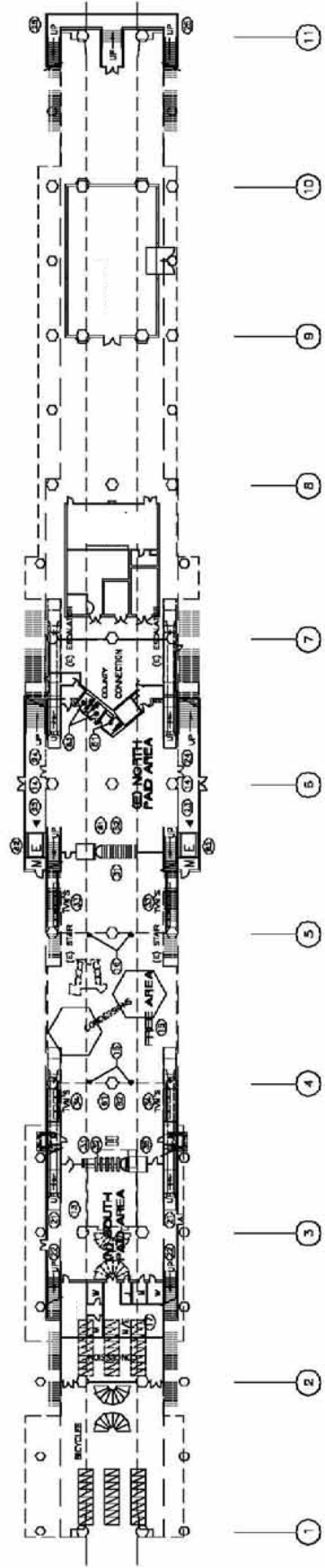
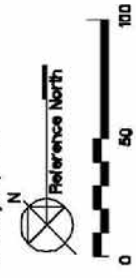
Elem Code	Item Description	Total Cost	Capacity	Platform Widening	Vertical Circulation	Automatic Fare Collection	Notes
1.0	Site Work						
	Temporary fence	70,632	70,632	-	70,632	-	
	Traffic barrier during construction	27,591	27,591	-	27,591	-	
	Traffic signs etc	12,263	12,263	-	12,263	-	
	New concrete paving incl'd curb/gutter - allow	235,440	235,440	-	235,440	-	
	Modification of bus parking	98,100	98,100	-	98,100	-	
	Planting and landscaping around station/parking lot	73,575	73,575	-	73,575	-	incl'd sprinkler system
	Relocate existing outdoor and parking lot lightings	132,435	132,435	-	132,435	-	
	S/T	650,035	-	-	-	-	
2.0	Demolition						
	Remove existing pavement for platform widening	55,181	55,181	55,181	-	-	incl'd curb and gutter
	Remove existing conc elevator shaft and elevator	392,400	392,400	-	392,400	-	54' h x 8'7" x 8'-6", 70cy/ea incl'd pit
	Remove/relocate BART police office	73,575	73,575	-	73,575	-	approx 500 sf
	Remove screen wall on paid area for expansion	119,192	119,192	-	119,192	-	45' x 36'h x 2 locations
	Remove existing floor for new concourse paid area	129,786	129,786	-	129,786	-	concrete and brick paving, 63' x 210
	Remove existing platform concrete guard rail	144,207	144,207	144,207	-	-	61/2" thk 3'-1" high x 210' x 4
	Remove existing platform SLPA structure	51,503	51,503	51,503	-	-	4 locations, north and south platform
	Remove and disconnect existing power supply	73,575	73,575	-	73,575	-	elevators, lighting etc
	Other misc. - allow	73,575	73,575	-	73,575	-	
	Allow for asbestos abatement	490,500	490,500	-	490,500	-	
	S/T	1,603,494	-	-	-	-	
3.0	Station Area						
3.1	Platform Level						
	Platforms concrete structure (widen platforms)	4,187,256	4,187,256	4,187,256	-	-	platform #1 4156sf + #2 6582 sf
	Support system: columns/pile caps/drilled piers	1,128,150	-	-	-	-	assume required drilled piers/each fnd and walls
	Platform guard rail, concrete 6-1/2"thk x 3'-11"high	506,122	506,122	506,122	-	-	1170' x 3'-11'h
	Guard wall for escalator and stairs (on platform)	194,238	194,238	-	194,238	-	4' h x 6" thk
	Expansion joint	121,399	121,399	121,399	-	-	
	Platform floor waterproofing w/honslip resist fin.	197,512	197,512	197,512	-	-	
	S/T	6,334,678	-	-	-	-	
3.2	Concourse Level						
	Floor for new paid area and widen concourse	487,067	487,067	-	487,067	-	63' x 200' + 640 sf for N. paid are
	Ceiling finish on new paid area	324,711	324,711	-	324,711	-	incl'd free area
	New exterior wall on north paid areas	1,397,435	1,397,435	-	1,397,435	-	concrete w/steel frame w/glass
	New exterior wall on south paid and free areas	1,524,474	1,524,474	-	1,524,474	-	
	Mech rooms finish	78,480	78,480	-	78,480	-	
	Ancillary room finish on new paid area	551,813	551,813	-	551,813	-	finishes
	Plumbing for rest rooms	147,150	147,150	-	147,150	-	
	New roll-up grille - elec. operate	44,145	44,145	-	44,145	-	47'3" x 8'3"h grille
	Roll-up grille box above faregate array	73,575	73,575	-	73,575	-	panel fin incl'd support and backing
	Relocate existing bicycle pavilion	257,513	257,513	-	257,513	-	incl'd conc slab
	Modification of existing canopy	88,290	88,290	-	88,290	-	north paid area
	Barrier rail and service gates at new faregate arrays	24,525	24,525	-	24,525	-	
	Relocate existing TVM enclosures	98,100	98,100	-	98,100	-	
	New concessions	662,175	-	-	-	-	up to utility rough-in
	Existing floor repair on paid area - allow	73,575	73,575	-	73,575	-	

Appendix A: Conceptual Plan Cost Estimates (cont'd)

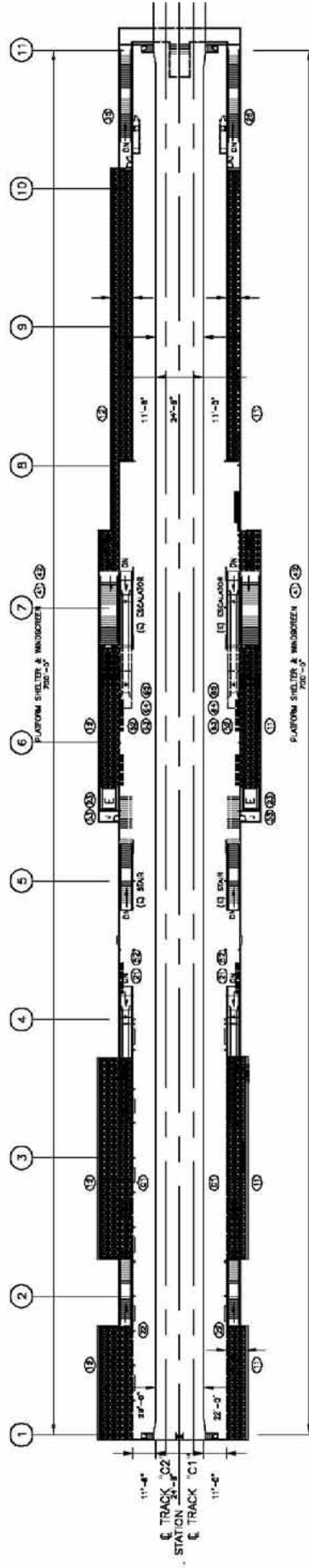
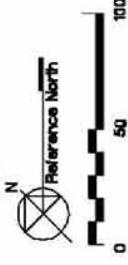
Elem Code	Item Description	Total Cost	Capacity	Platform Widening	Vertical Circulation	Automatic Fare Collection	Notes
	Additional power distribution	613,125	613,125	-	613,125	-	
	Lighting on new area	227,298	227,298	-	227,298	-	
	Area outdoor lightings at bicycle pavilion, walkway, stairs etc	103,005	103,005	-	103,005	-	
	P.A. system incl'd CCTV and telephone	196,200	196,200	-	196,200	-	
	Sanitary sewer and storm drain connection	245,250	245,250	-	245,250	-	incl'd permit
	Water service connection	63,765	63,765	-	63,765	-	13000 sf x \$2
	Fire sprinkler system	113,649	113,649	-	113,649	-	New paid area and new platform area
	HVAC	324,711	324,711	-	324,711	-	
	HVAC unit and fan on agent booth	-	-	-	-	-	
	Signage, graphic - allow	367,875	367,875	-	367,875	-	new signage and graphic only
	S/T	8,087,904	-	-	-	-	
4.0	Vertical Circulation	-	-	-	-	-	
4.1	Concourse paid area to platforms (two locations)	-	-	-	-	-	
	New elevators - two stops	1,324,350	1,324,350	-	1,324,350	-	
	New escalator, 26' rise	1,471,500	1,471,500	-	1,471,500	-	
	New elevator shafts incl'd pit	833,850	833,850	-	833,850	-	stainless frame w/1/2" temp.glass
	New escalator pits and soffit	490,500	490,500	-	490,500	-	
	New stair, 88" wide	1,471,500	1,471,500	-	1,471,500	-	metal pan w/concrete fill
	New stairs at south paid area	882,900	882,900	-	882,900	-	
	New emergency stairs and enclosure, 26' rise	1,716,750	1,716,750	-	1,716,750	-	66" wide 26' rise,
	Power supply to new escalators and elevators	147,150	147,150	-	147,150	-	
	Local fire sprinkler sys. under escalators and stairs	147,150	147,150	-	147,150	-	
	S/T	8,485,650	-	-	-	-	
5.0	Fare Collection	-	-	-	-	-	
	New agent booth - complete	331,088	331,088	-	331,088	-	new agent booth
	F & I for AFC Equipment	-	-	-	-	-	1497585
	TVM	1,373,400	1,373,400	-	-	1,373,400	
	AFM	618,030	618,030	-	-	618,030	
	Fare gates	380,138	380,138	-	-	380,138	
	Cabinet including patch panels	204,048	204,048	-	-	204,048	
	Design and Engineering incl'd spare parts	1,097,212	1,097,212	-	-	1,097,212	
	Power and compressed air raceway to equipment	137,340	137,340	-	-	137,340	4 TVM arrays, 2 AFC and 2 gate arrays
	S/T	4,141,255	-	-	-	-	

Appendix B: Concept Plan Diagrams

WALNUT CREEK STATION
 CONCOURSE LEVEL PLAN
 January 20, 2003



WALNUT CREEK STATION
 PLATFORM LEVEL PLAN
 January 20, 2008



Appendix C

Walnut Creek Journal
Thursday, March 25, 2004

TALK BACK

Do you ride BART? If so what's your impression of it? If not, why not?

Kevin Wilk -- I ride BART frequently. I find it essential for commuting to San Francisco, and very efficient. Compared to other cities' public transportation, BART is clean, often on-time, and reliable. This is one of the best examples of public transportation in the country, and a model of what is possible in many other metropolitan areas. The only complaint I would have is trying to find parking after 8 a.m.

Brenda Barnhart -- I use BART to go to San Francisco and Berkeley with friends when our parents can't drive us. And even if we have licenses we can't afford to park anywhere in the city. Now BART prices are going up, but that probably won't stop my friends and I from taking it. I like BART, I went to Europe this summer and our transportation system is so sad and tiny compared to those in Amsterdam and Paris. Thank goodness we have BART, or else transportation options would be even more pitiful.

Donna Lynn Rhodes -- I do not take BART on a regular basis, however, on occasion, I do take BART into the city for work or to shop. Once you get past the frustrating charade of trying to find somewhere to park, it's fine. The trains are on time, comfortable and clean. BART offers a good alternative to driving -- the whole point of public transportation.

Clint Collier -- Not if I can help it! It is too expensive, parking is non-existent for the casual rider like myself who doesn't arrive at 6 a.m., and the station managers act like "how dare you bother me with a question" when you are able to find one to ask for assistance. And now they have locked the bathrooms to boot.

Roger Sperling -- I was a "charter rider" of BART (I still have my 30-year-old "first ticket") and commuted on it for 15 years. I found it the best alternative to driving my car through the Caldecott Tunnel and across the Bay Bridge. I am not riding the system regularly now but have seen mass transit in other cities here and in Europe and I think BART is among the best. However, it needs to fulfill the original promise to "circle the Bay" to be a true regional system.

Jim McClaskey -- I'm blessed to both live and work in Walnut Creek. But I ride BART any time I go to San Francisco if my ultimate destination is within walking distance of Market Street. They adhere pretty closely to the posted schedule. But I don't understand the filth on the seats and in the downtown stations. Washington, D.C.'s Metro system and Singapore's MRT system, both sisters to BART, are far cleaner and better maintained. BART's elevators and escalators also seem to break down more frequently than other venues.

Nona Mock Wyman -- I do not ride BART, as I live and work in Walnut Creek. But I have taken it about four times. I found it confusing. First, you have to have a crispy bill. Next, it is confusing to figure out which direction to head, which escalator to take and where to stand for the correct car!

Appendix C

Do you ride BART? If so what's your impression of it? If not, why not?

Page 2 of 2

Barbara Schuh -- Yes, I ride BART every chance I get. It is great. I recently started taking BART to the SF airport, a simple easy trip. I also have a friend in a wheelchair. We take BART from Pleasant Hill to Pac Bell Park on a regular basis throughout baseball season. We have one transfer from BART to Muni and get dropped off right in front of the park. It couldn't be easier.

Philip Parker -- I used to ride BART but have stopped. Management's decision to (1) raise prices, (2) reduce the amount they clean the trains and (3) run less frequently is blatantly ridiculous. We are left with a high priced product that's dirty and inconsistent. Plus it's the highest costing transit system in the U.S. Isn't public transportation supposed to encourage people to get out of their cars? BART drives people into their cars.

Jill Cody -- Yes, I ride BART when going into SF as much as possible. I enjoy reading a book while others are fighting traffic on the freeways. However, the trains could definitely use some upgrading and a huge bottle of "Febreze" for the saturated odor problems! Safety is a concern and I would like to see more BART police on the trains.

Walt Parsons -- Being retired on a fixed income I ride BART very rarely. Since I usually ride it on off-peak times BART does an excellent job of getting me to where I want to go.

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