

January 30, 2019

TO: Mayor Sam Liccardo and Members of San Jose City Council
Diridon Station Joint Policy Advisory Board
Board of Directors, Santa Clara Valley Transportation Authority

RE: Diridon Station Integrated Concept Plan (the Concept Plan)

Dear Mayor Liccardo, Councilmembers and Board Members:

Over 25 years ago, the Sharks took huge economic risks by committing to an arena located in what was then a blighted area outside of San Jose's downtown core. The Sharks invested tens of millions of dollars in the City-owned arena, created a world class sports and entertainment venue, and became the biggest economic driver for the successful revitalization of downtown.

Now the Sharks are facing what may be the biggest challenge to their existence in San Jose. New transit projects and surrounding developments are threatening to substantially increase demand for parking, eliminate many parking areas serving SAP Center, and reduce available travel routes to and from the arena. Although some may quip that the Sharks simply "love parking," the fact is that our business will suffer tremendous losses unless we can maintain readily accessible parking for our customers.

This is why we have been advocating for the Concept Plan to include, at the earliest stage possible, a realistic plan for incorporating the parking spaces needed to meet the demands created by each of the transit projects. This request is consistent with the commitment made by VTA in its Final SEIS/SEIR for BART Phase II (see Exhibit A), and with the commitment made by the City of San Jose in the Arena Management Agreement (see Exhibit B).

In our letter to Bill Ekern dated January 24, 2019 (attached as Exhibit D), we specifically asked that this request be fulfilled substantially as follows:

In Phase 1: The space-proofing module described in the Concept Plan scope of work must reserve space needed to build parking garages containing at least 4,000 to 6,000 spaces, to accommodate preliminary estimates of transit parking demand (see Exhibit C).

In Phase 2: An unconstrained parking demand analysis must be completed for Caltrain, BART and high speed rail (which will modify the preliminary estimates), and a specific parking plan (with specific locations) must be developed to meet such transit parking demand.

Our belief is that if the Concept Plan does not realistically analyze the parking demand generated by each of the transit projects, and does not provide for the footprint needed to satisfy that parking demand, then the Concept Plan will not be realistic. Moreover, it could lead to the same type of chaotic situation that currently plagues so many BART stations, with scores of would-be transit riders circling

around the neighborhoods looking for parking spaces that don't exist, or taking parking spaces that are needed by nearby businesses or residents (see news articles attached to [Exhibit D](#)).

This is not to say that parking demand must be met by single-purpose parking facilities. The Sharks have long advocated for a regulatory framework that requires shared use parking, and the parking lots at SAP Center are always open for transit parkers when not needed for arena events. Alternative parking arrangements such as shared use parking can be an important part of the parking solution.

We remain fully supportive of San Jose's vision for the development of the Diridon Station Area, but the Concept Plan must address the critical needs of SAP Center regarding access and parking, consistent with one of the primary objectives in the City's approved Diridon Station Area Plan, which is:

"to ensure the continued vitality of the San Jose Arena, recognizing that the Arena is a major anchor for both Downtown and the Diridon Station area, and that sufficient parking and efficient access for Arena customers, consistent with the provisions of the Arena Management Agreement, are critical for the Arena's ongoing success."

We also recognize that the Diridon area transportation and parking ecosystem will evolve over time, and we look forward to a day when our customers will have more transportation and parking alternatives. However, for the foreseeable future, the success of the SAP Center, the Sharks franchise, transit projects and surrounding development will depend on a robust parking supply with thousands of shared use spaces near the Diridon Station to support employees, residents, transit riders and arena customers.

We ask that the partner transit agencies and other stakeholders keep the above requirements and principles at the forefront throughout the development of the Concept Plan.

Sincerely,
SHARKS SPORTS & ENTERTAINMENT LLC

JimV Goddard
Executive Vice President, Government Affairs

Attachments

Cc: Bill Ekern, Diridon Project Manager, City of San Jose
Nanci Klein, City of San Jose
Eric Eidlin, City of San Jose
Jim Unites, VTA
Melissa Reggiardo, Caltrain
Kelly Doyle, California High Speed Rail Authority
Liz Scanlon, Kimley-Horn
Martin Brinkhuis, Arcadis/Bentham Crouwel

parking spaces in the vicinity of Diridon Station. The parking survey concluded that currently there are approximately 14,450 publicly-available parking spaces located within 0.5 mile of Diridon Station. This total includes approximately 2,605 on-street and 11,845 off-street parking spaces located on both private and public property. The permanent loss of approximately 715 parking spaces at Diridon Station would impact 4.9 percent of the approximately 14,450 total publicly-available parking spaces within 0.5 mile of Diridon Station. Because there remains a large number of other public parking opportunities available in the area, the impact would be considered *not adverse* and would result in a *less-than-significant impact*.

In addition, VTA has been leading the Diridon Transportation Facilities Master Plan effort with the cooperation of current and future high speed rail, heavy rail, commuter rail, intercity passenger rail, light rail, express bus, and local/limited bus transit operators, as well as with the City of San Jose. This effort is being coordinated and funded by the City of San Jose, California High Speed Rail, Caltrain, and VTA. As part of the Diridon Transportation Facilities Master Plan, VTA is planning for the long-term multi-modal access needs, including parking, for all of the transit modes.

VTA concluded the Diridon Transportation Facilities Master Plan in December 2017. VTA will begin the next phase of the station programming, the San Jose Diridon Integrated Station Concept Plan, in early 2018. The Integrated Station Concept Plan will include coordination of the short- and long-term plans and needs of the agencies for efficient rail and transit service, reviewing intermodal access to the station, assessing agencies funding capabilities, strategizing on the environmental clearance process, and providing organization models. It is anticipated that this study will be completed by early 2019. The Integrated Station Concept Plan will be jointly funded, developed, and produced by the City of San Jose, California High Speed Rail, Caltrain, and VTA through a Cooperative Agreement. The Plan will be presented to each agency's community outreach groups through their regular meetings. As part of the Diridon Station planning efforts, VTA and its partners are planning for the long-term multi-modal access needs, including parking, for all of the transit modes. Specific plans regarding the number of spaces or locations of parking will be determined during the preparation of the Integrated Station Concept Plan in 2018.

The City of San Jose's active participation in the Integrated Station Concept Plan will help ensure the Plan will be in line with the Diridon Station Area Plan and the Envision San Jose 2040 General Plan, including the Downtown Land Use and Transportation Policies, and other City policies and ordinances as applicable.

Indirect Impacts

As mentioned above, access to this station would be primarily by non-auto modes. Although approximately 715 existing publicly-available parking spaces would be permanently removed, there is a large number of other existing public parking opportunities available within 0.33 and 0.5 miles of Diridon Station, as discussed in Section 5.5.2.7, *Diridon Station (South and North Options)*. In addition, the San Jose Diridon Integrated Station Concept

Exhibit B

- (a) City shall refer to Manager all development proposals on parcels within approximately 1/3 of a mile of the Diridon Station that have off-street public parking facilities, and are in excess of 25,000 square feet. Referrals shall include the cover letter, plan set, and other relevant materials the applicant provides as part of the project submittal. Referrals shall also include notification of preliminary review applications, initial studies, and environmental impact reports (including draft and final EIR's, amendments and addenda). Staff shall provide comments received in a timely manner from Manager to the applicant and consider them in formulating initial comments the City may provide on the proposed project.
- (b) City shall require development proposals on parcels within the central and northern zone of the Diridon Plan that have off-street public parking facilities, and are in excess of 100,000 square feet of commercial space or in excess of 50,000 square feet of stand-alone retail/restaurant projects, to conduct a parking analysis for the project. City shall similarly request the same of development proposals within approximately 1/3 of a mile of the Diridon Station. These projects would be required to analyze and identify the projected parking demand, demand management strategies, and the parking supply to be provided by the project. The analysis would identify the impacts of the project on the existing parking supply within the Diridon Station Area, and suggest ways to mitigate the impact if it is deemed significant. The analysis would also include an assessment of spaces impacted or needed during construction.
- (c) For the BART and High Speed Rail transit projects, the City shall request that the lead agency conduct a project parking analysis. The analysis should include a projection of parking demand, demand management strategies, recommended parking supply solutions, and potential impacts on the existing parking supply within the Diridon Station Area, including suggested ways to mitigate the impact if it is deemed significant. The results of any parking analysis shall be provided to Manager for review and comment. City shall consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.1.2 Shared Parking for Non-Residential Development. For non-residential development that would result in the substantial loss of Available Parking Spaces, City will strive to include shared parking as a condition of development if necessary to mitigate the loss of parking. The shared parking condition would require that the development's parking facilities be available for the general public, with or without fees, at times when the parking facilities within the development are not being fully used by the development.

21.2 Transportation Matters. City shall coordinate with Manager regarding transportation projects, transportation plans, and other transportation matters in the vicinity of the Diridon Station Area or that may otherwise affect ingress to and egress from the Arena, including as follows:

21.2.1 Transportation Projects. For transportation projects such as BART and High Speed Rail, City will request that the lead agency conduct a transportation analysis that evaluates potential adverse impacts on traffic and parking in the vicinity of the Diridon Station Area,

with the objective of ensuring that appropriate mitigation measures are included to protect the Arena's operations from such adverse impacts. City shall also consider Manager's timely feedback in formulating comments that City forwards to the lead agency as part of the project development and approval process.

21.2.2 TPMP's. City and Manager shall coordinate regarding the Transportation and Parking Management Plan for the Arena as well as TPMP's for the Arena Green, BART, High Speed Rail, and other major development projects, all as set forth in Section 23 below.

21.2.3 Streets and Intersections. City and Manager shall also coordinate regarding any material changes to the design, configuration or operation of the major streets and intersections in the vicinity of the Arena to the extent that they may have a direct impact on the safe and efficient flow of vehicular, bicycle, and pedestrian traffic to and from the Arena, including Autumn Street and the intersection at Autumn Street and Park Avenue.

- (a) City shall give Manager advance notice of any such material changes, including copies of relevant plans and specifications, and shall meet with Manager in advance of any work in order to discuss Manager's input and suggestions.
- (b) The Parties shall work together in good faith with the goal of achieving the best overall function of the streets and intersections for the benefit of both the Arena and all other development in the Diridon Area.

21.3 Coordination Meetings. City and Manager agree that time is of the essence with respect to the obligations under this Agreement, and agree to use reasonable good faith efforts to meet and confer as often as necessary to prioritize and resolve parking, traffic and transportation issues in the vicinity of the Arena.

21.3.1 Meeting Participants. The City Manager's office, with the assistance of the Arena Authority, will engage the appropriate City departments and other agencies to participate in meetings with Manager as necessary, including the Department of Transportation, the Police Department, the Planning Department, the Public Works Department, SARA, and the VTA.

21.3.2 Issues to be Addressed. Issues to be addressed between the Parties shall include the following:

- (i) The operation and management of Off-Site Parking Facilities;
- (ii) The location and manner of providing the Minimum Employee Parking Requirements;
- (iii) Any Temporary Conditions that impact the Available Parking Spaces and any requested Temporary Parking Agreements;
- (iv) Preparation of the Parking Supply Report, the Parking Forecast Report, and the Schedule of Parking Solutions, and any issues related thereto;
- (v) Preparation of the Parking Utilization Report, and any adjustments to the Minimum Off-Site Parking Requirements based on the results of such Report;

Exhibit C

January 18, 2019

PARKING DEMAND PROJECTIONS FOR CALTRAIN, BART, AND HIGH SPEED RAIL AT DIRIDON STATION

	2020	2025	2030	2035	2040
Caltrain	845	862	879	896	912
BART	NA	1,610	2,585	2,585	2,585
High Speed Rail	NA	NA	2,500	3,800	3,800
Total	845	2,472	5,964	7,281	7,297
Total without High Speed Rail	845	2,472	3,464	3,481	3,497

Sources and notes:

Caltrain – Source for 2020 and 2040 values is VTA memo from George Naylor to Stacy Cocke, January 30, 2014. Values for 2025, 2030, and 2035 represent proportionate increases from 2020 to 2040

BART – Source for 2025 and 2030 is Table 3-23 from March 2010 Final EIS. For purposes of this table only, it has been assumed that values for 2035 and 2040 would be unchanged from 2030

High Speed Rail – Source for 2035 value is Table A-1 from memo dated March 2010. Since 2018 business plan indicates that service through Diridon Station could be implemented as early as 2027, a parking demand of 2,500 has been estimated for 2030. For purposes of this table only, it has been assumed that the value for 2040 would be unchanged from 2035.

All projections are estimates based on currently available data, and are subject to revision.

Exhibit D



January 24, 2019

Mr. Bill Ekern, Diridon Project Manager
City of San Jose
200 E. Santa Clara Street, 17th floor
San Jose, CA 95113

RE: Diridon Integrated Station Concept Plan (DISC Plan) Parking Analysis

Dear Bill:

BART has a well-documented history of seriously underestimating the demand for parking and failing to provide adequate parking at its stations. As a result, parking lots at many BART stations fill up early each day. Would-be riders are then forced to circle around the adjacent areas looking for parking, and either give up and drive to their destinations or end up parking on private property or neighborhood streets. The latest example occurred just this past summer at the new Antioch station, but news articles going back two decades (see attachments) report on pervasive parking problems and spillover issues due to lack of adequate planning.

The VTA and other Partner Agencies must not let that happen at Diridon – the stakes are too high! A failure to properly analyze parking supply and demand conditions, both during and after construction, will very likely lead to a grossly inadequate parking supply. This in turn will severely impact the vitality and success of the SAP Center, other businesses, the surrounding neighborhoods, and the entire downtown. It could also impact Google's ability to complete its planning process in a timely way.

In the past year, through numerous letters and face-to-face meetings, we have explained how critically important it is to have the initial work scope for the DISC Plan include an unconstrained analysis of BART parking demand. Without an honest assessment of parking demand for each of the three transit projects, it will be impossible for the Partner Agencies to make an informed decision regarding the space requirements needed for all the major elements of the Diridon Station – including vehicle parking.

The approved work scope includes the following pertinent items (with emphasis added):

- Page 20, Space Proofing Module. “An important aspect of an early stage of the project is providing enough space to ensure that the functional requirements can be met. Space proofing will not be limited to elements such as a station building, but will also comprise the track layout, ramps to different levels, road access, taxi stands, autonomous vehicles, Uber/Lyft lots, etc. As part of this activity the technical space requirements will be developed by Contractor to assure that the plans are realistic and can be realized.”

- Page 21, Vehicle Parking. “This aspect will include the sizing of parking for transit and commercial station uses using standards agreed upon in consultation with the Partners. This will also include innovative parking concepts. Up to three (3) plan drawings and associated cross sections of the parking will be completed. Taking into consideration past station-related work efforts, this work will also include a high-level analysis of vehicle parking supply and demand at the future Station, focusing on existing parking policies, parking management strategies, creative parking supply solutions (i.e., district parking) and parking needs during the various station construction phases.”

The crux of the debate is highlighted by your letter of January 11, in which you suggested that basically all parking considerations will be deferred to Phase 2. Yet, Phase 1 “will conclude with the identification of a Single Preferred Alternative.” Our belief is that unless realistic parking needs are taken into consideration during the space proofing module of Phase 1, there will be no way to determine whether adequate space can be reserved to meet the functional requirements of the Station, and any conceptual drawings will be without adequate foundation. In other words, the Single Preferred Alternative will be seriously deficient and will not provide sufficient information for Phase 2, which you explain “will then refine the thinking around specific technical areas, including parking needed to support the operations of the station.”

If only a few hundred parking spaces were needed for the transit operations, the Phase 1 urgency of addressing the total parking spaces needed would not be so great. However, as you can see from the attached table, parking demand projections previously prepared by the transit agencies indicate that the total parking demand could exceed 7,000 spaces.¹ The parking demand would be in the range of 2,500 to 3,500 spaces even if high speed rail does not occur, with Caltrain alone having a demand of nearly 1,000 vehicles.

The two attached aerial photo exhibits illustrate the approximate footprints that would be occupied by parking garages with 4,000 and 6,000 spaces, assuming a typical 350 sf per stall. We have also assumed that each garage would be eight levels, because that is the number of levels in the 1,300 space garage recommended in the 2010 BART FEIS. As you can see, a large footprint is required to accommodate this parking demand. Even if the parking is distributed in multiple locations, the total land area required would be the same.

In our meeting with you on January 18, we were encouraged by your concurrence that the space-proofing module of Phase 1 must include the conceptual dimensions of vehicle parking. However, the key issues still remain: (a) how will those dimensions be determined, and (b) in Phase 2, what will constitute “the appropriate level of analysis to determine the range of parking the station project should examine” (as stated in your letter of January 11). We propose, and request, that the scope of work include the following, in order to adequately address the vehicle parking element of the station design:

¹ While we acknowledge that updated parking demand projections may result in somewhat lower parking needs, we believe that any significant mode shift away from single occupant vehicles is highly unlikely to occur in the foreseeable future. As is shown by recent figures contained in San Jose’s 2018 General Plan Annual Performance Review (see attached excerpts), over the past decade there has been no meaningful change in commute mode shares.

Bill Ekern, Diridon Project Manager

January 24, 2019

Page 3 of 3

In Phase 1: The space-proofing module must include a “placeholder” of at least 4,000 to 6,000 parking spaces to accommodate the anticipated transit parking demand and to account for the approximate total footprint that those spaces would require. The Phase 1 work product should clearly indicate that this is a preliminary estimate of the total parking spaces needed, which estimate is subject to change in conjunction with parking demand analyses completed in Phase 2.

In Phase 2: The following three steps must be accomplished:

- (1) An unconstrained analysis of parking demand for each of Caltrain, BART and high speed rail;
- (2) Development and evaluation of several alternatives to fulfill the total expected parking demand; and
- (3) Based on the evaluation results, development of a specific recommended parking plan to fulfill the total transit parking needs, including specific locations for transit parking, the number of spaces at each location, and basic access arrangements for each location.

Given the urgency of this matter, please provide a response to this letter by Monday, January 28, so that we have time to prepare our comments for the meeting of the Joint Powers Advisory Board on January 31.

Thanks for your continued consideration regarding the importance of future parking needs at the Diridon Station.

Sincerely,

SHARKS SPORTS & ENTERTAINMENT LLC

Jim Goddard

Executive Vice President, Government Affairs

Attachments:

- Various articles regarding parking problems at BART stations
- Table entitled, “Parking Demand Projections for Caltrain, BART, and High Speed Rail at Diridon Station”
- Two exhibits showing approximate footprints of parking garages at Diridon Station with 4,000 and 6,000 spaces
- Excerpts from the City of San Jose October 2018 General Plan Annual Performance Review

Cc with attachments:

Nanci Klein, City of San Jose

Eric Eidlin, City of San Jose

Jim Unites, VTA

Melissa Reggiardo, Caltrain

Kelly Doyle, California High Speed Rail Authority

Liz Scanlon, Kimley-Horn

Martin Brinkhuis, Arcadis/Bentham Crowell

She handed a stranger \$2,220 cash in a paper bag. Her reward: a BART parking spot

By Rachel Swan

Published on Jan. 24, 2019 by SF Chronicle



Joy Hoffmann at the Lafayette BART Station parking lot where she used to pay a premium to a permit holder for use of their tag. Photo: Photos by Santiago Mejia / The Chronicle



The Lafayette BART Station parking lots fill early, as do most other lots in the system – 7 a.m. in this case, some even earlier. Photo: Photos by Santiago Mejia / The Chronicle

It was like a drug deal.

Once a year, Joy Hoffmann would arrive at a Safeway parking lot next to the Lafayette BART Station clutching a paper bag with \$2,220 cash. A white car would be idling there, with a woman waiting inside. Hoffmann would furtively hand over the bag, and the woman would give her a plastic tag to hang in her car windshield: 12 months of permitted parking at BART.

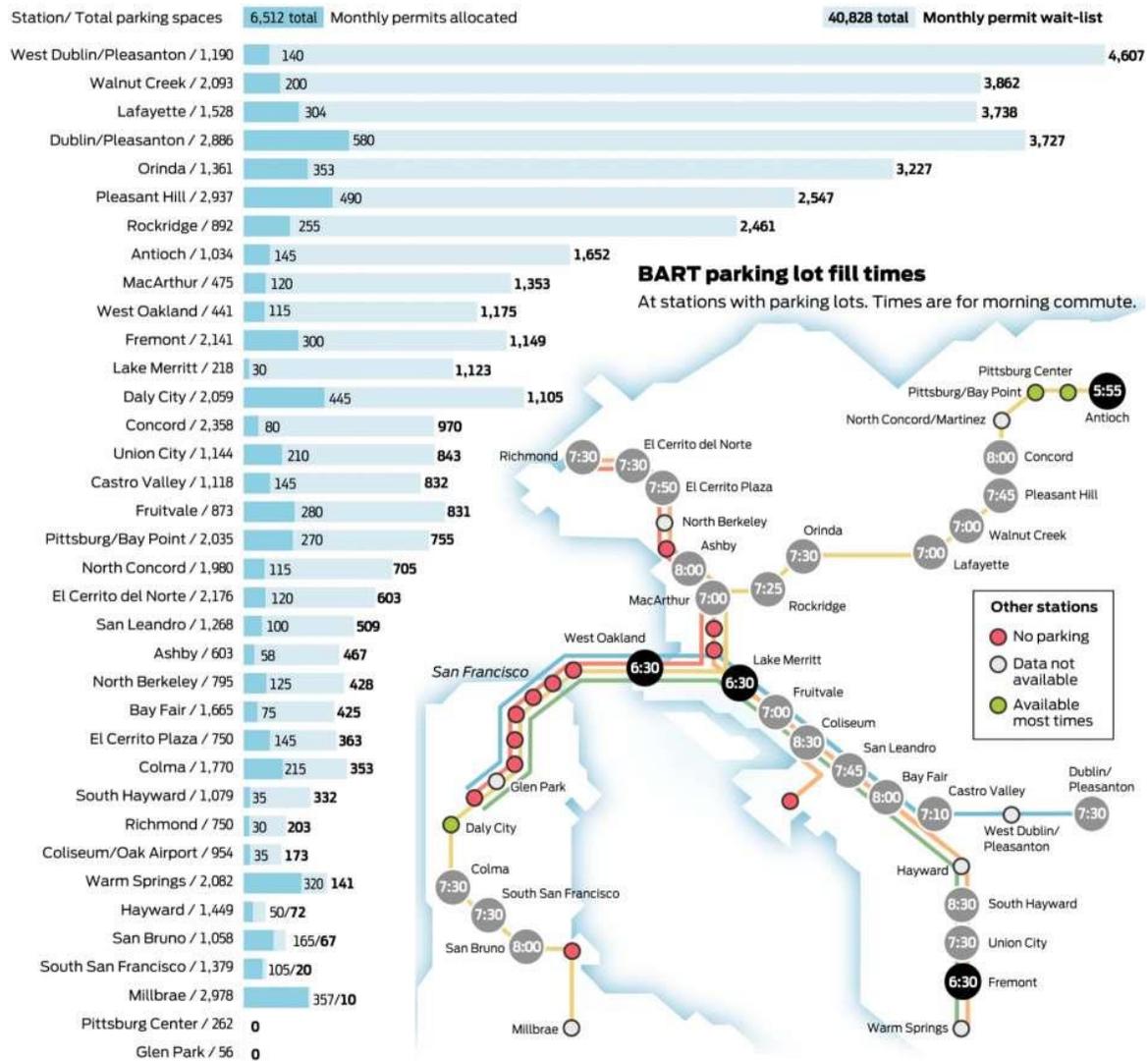
“And then I’d be jumping up and down,” said Hoffmann, a financial worker in Moraga who rode BART for 20 years from Lafayette to downtown San Francisco. She paid a huge markup for the permit — \$185 a month, compared with BART’s fee of \$105 — but the price was worth it. Before she stumbled on the subletting scheme, Hoffmann was among thousands of commuters marooned on a waiting list that never seemed to budge.

Today, the list of applicants is just shy of 41,000 people for 6,512 monthly parking spots scattered throughout the BART system. Board directors will discuss the crunch during an intensive two-day workshop that starts Thursday, where parking likely will emerge as a contentious issue.

“We’re seeing this shift to thinking about climate change, greenhouse gases, that we should eliminate cars,” said board Director Debora Allen. Her district spreads through the hills and flatlands of central Contra Costa County, where driving is essential to daily life.

The car-free vision works in San Francisco, which has robust alternatives to get from Point A to Point B, Allen said. But in suburban areas where housing is sprawled out and buses are scarce, commuters are out of luck.

Waiting for a parking spot



Source: BART

John Blanchard / The Chronicle

BART's numbers show that parking permit demand is highest in the suburbs. At West Dublin/Pleasanton Station, 4,607 people are lined up for 140 permitted spaces. Walnut Creek has 3,862 people jockeying for 200 monthly permit spots. And in Lafayette, 3,738 people linger on a wait-list for 304 monthly permits, at a station that draws commuters from as far away as Dixon and Davis (Yolo County).

Those conditions opened the door for gray market trading, which came as no surprise to some board directors, riders and city officials who are pressing for more parking. They say the situation will only get worse when BART starts filling its lots with housing under a state law enacted last year.

“BART could care less about parking,” said Lafayette Mayor Cameron Burks. He opposed the law, arguing that dense development at BART stations — without any requirement for a garage or parking structure — will only put more cars on the road. When people circle a parking lot and can’t find any space, they wind up on the freeway, Burks and others said.

BART also sets aside one-day permitted spots for people who reserve them in advance, and spaces for travelers seeking to stow their cars for several days. The vast majority of BART’s nearly 50,000 parking spaces are not reserved, and at most stations they fill up by 7:30 a.m. on weekdays.

After 10 a.m. anyone can park in permitted spots, which doesn’t help people who have to be at work hours earlier, Allen said.

The issue has created an ideological split among BART riders. Some cling to the concept that shaped BART back in 1972: suburban stations with vast parking lots that guaranteed a space for every commuter. But others see those lots as prime space for apartments, plazas and town houses — a form of urban design that would wean people off cars and reduce carbon emissions.

“If we stopped subsidizing housing for cars, we’d have enough money to subsidize housing for people,” said Jeffrey Tumlin, a principal at the San Francisco transportation consulting firm Nelson\Nygaard. “And then people wouldn’t need to drive.”

Fear of parking scarcity has made the monthly permits a valuable and sought-after commodity.

Lark Hilliard, who lives in Orinda and got a permit several years ago, said she still hangs on to it even though she no longer rides BART every day.

“I knew I’d never get it again,” she said.

That sentiment appears to be widespread. Permit turnover has been slow, said Bob Franklin, department manager of customer access and accessibility at BART. In December, he said, the agency issued just 136 permits, barely chipping away at its long queue. Anecdotally, people wait as long as two years to get a spot.

Subletting permits is against the rules, but that hasn’t stopped people from doing it. Since 2016, BART officials caught at least five permit holders who advertised on Craigslist or NextDoor, Franklin said.

“Other people on the wait-list see that and call it to our attention,” he said. “They don’t appreciate it.”

He also recalled three instances in the past three years of people putting fake parking placards in their windows.

Hoffmann said she found her dealer by posting a desperate plea on an internet discussion board. The exchange was somewhat complicated — besides paying cash in a paper bag, Hoffmann also had to give the woman her license plate number so it could be linked to the tag — but it worked for three years. Then, in 2017, Hoffmann snagged a parking space at a private lot through her job.

She urges BART to adopt a more equitable permit strategy, with incentives for people to give up their spaces.

“This is like people who sublet apartments in New York when they have rent control,” Hoffmann said. “It’s the same model.”

One solution that’s not on the table: more parking. BART doesn’t have land or money to build new structures or lots, which cost \$20,000 to \$30,000 a space. The planned surface lot at Antioch Station, scheduled to open next year with 850 spaces at a cost of \$16.4 million, will likely be BART’s last parking expansion.

Instead, the agency will focus on modernizing its carpool program so that people who share a vehicle can be guaranteed a spot. Board directors will also discuss new enforcement tools, such as license plate readers, which could free up police while clamping down on underground trading.

Board Director Lateefah Simon, whose district stretches from Richmond to downtown San Francisco, said she gained a new perspective on suburban commuting last August, when she moved from West Oakland to North Richmond.

Simon doesn’t drive, so she takes Uber or Lyft to Richmond BART each morning.

“A bus to BART would take 45 minutes, and as a single mom with multiple jobs, I don’t have that kind of time,” Simon said. “I now understand in a different way the complexities of why people need a place to park.”

*Rachel Swan is a San Francisco Chronicle staff writer.
Email: rswan@sfchronicle.com Twitter: [@rachelswan](https://twitter.com/rachelswan)*

<https://www.sfchronicle.com/bayarea/article/She-handed-a-stranger-2-220-cash-in-a-paper-bag-13556765.php?t=ef7afacd53#photo-16815495>

BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking

By [Dan Brekke](#)

Published on June 1, 2018 by KQED News



Cars parked on a roadside just outside Antioch's new BART station. (**East County Today**)

By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership.

But here's something they don't like: The 1,012-space parking lot at the new Antioch station has been filling up in a hurry every weekday. That has led late-comers to try parking just about any old where so they can catch the new train.

This week, "any old where" has included nearby bicycle lanes and roadsides with tall, dry -- and potentially very combustible -- grass.

BART held a meeting Friday to discuss short- and long-term steps it can take to provide more space for commuters and how to deal with illegal and potentially dangerous parking.

BART spokeswoman Alicia Trost said that among the questions raised at the meeting are whether it's possible to find under-used parking nearby. Among others who have floated that idea is a local resident who posted a video suggesting using a partially empty shopping mall parking lot.

Trost said BART is also evaluating whether it could build additional parking on unused portions of its Antioch property. Among the factors the agency would need to address is how much parking could be provided, how quickly and at what cost.

In the short term, though, BART is going to do what it can to shut down outlaw parking around the Antioch property.

"We are going to be blocking off the illegal spaces people were discovering this week," Trost said. She added that many of the impromptu roadside parking areas pose a high fire danger.

"People were parking on top of tall, dry grass," she said. "Hot engines can spark a fire, so that is an extreme danger."

Many drivers chose to leave their vehicles in bike lanes around the stations, prompting Antioch police to write dozens of parking citations this week.

Trost said that by putting those areas out of bounds, commuters will be prompted to drive to either the new Pittsburg Center station or the Pittsburg-Bay Point station. She said the Pittsburg Center parking lot, which has 245 stalls, did not fill up during eBART's first week. And she said that Pittsburg-Bay Point had spaces open until after 10 each morning, a situation she called "completely unheard of."

"A lot of people who were driving to Pittsburg-Bay Point are going to Antioch," Trost said. "So the idea is it will smooth out. People are going to figure out if they just cannot get to Antioch early enough" they can try the other stations.

Of the 1,000-plus parking stalls, 225 are set aside for monthly and daily passholders and for those using the Scoop carpool app. There are very long waiting lists to get reserved parking at the station, but Trost says the Scoop option has been very lightly used so far.

So far, the parking woes have not put a dent in eBART ridership. The service was projected to record about 5,600 trips a day -- the total of entries and exits at the Pittsburg Center and Antioch stations. The total trips for eBART for the first three workdays this week ranged as high as 7,441, or 33 percent over the initial projection.

Trost said that the strong first-week ridership on the new line has been matched by a decline at Pittsburg-Bay Point, the old end of the system's Yellow Line.

<https://www.kqed.org/news/11672057/barts-new-antioch-station-is-very-popular-and-doesnt-have-enough-parking>

If You Can't Park, You Can't Ride / For a BART commuter in the suburbs, every workday morning begins with a race to claim one of the precious spots in the transit system's inadequate parking lots

By Michael Cabanatuan, San Francisco Chronicle

Published 4:00 am, Sunday, January 28, 2001

It's 7:45 a.m. -- witching hour at the BART parking lot in Orinda -- but Lark Hilliard is stuck a mile away in molasses-slow traffic on Moraga Way while the last available spaces are vanishing.

Hilliard, chief financial officer for a San Francisco architectural firm, tries to arrive early enough to find a spot in the BART lot but life sometimes gets in the way. On this rainy morning, for instance, trouble with her daughter's carpool forced Hilliard to shuttle the freshman through stop-and-go traffic to Miramonte High School before fighting her way back to BART.

By the time she arrives just after 8 a.m., there's little hope but Hilliard quickly circles the lot anyway before deciding to try her second option, a city park-and-ride lot a half-mile away across Highway 24 and up a hill. She arrives as the last spaces fill. Finally, around the corner, she finds a space on a steep side street just beyond signs limiting parkers to four hours. From there, it's a brisk 10-minute walk to the BART station.

"If I can't find a space, I end up driving," she said. "And I hate driving to San Francisco."

BART's parking shortage is fast becoming the transit agency's most pressing problem. At all but three of the 29 stations that offer parking, the spaces are gone by 8 a.m. To make matters worse, many communities with BART stations have imposed commuter-hostile parking limits on streets anywhere within walking distance.

With demand for parking growing along with ridership, but money to build lots and garages scarce, BART is slowly moving toward a future in which it will charge for parking for the first time in its 28-year history. Not all parking, perhaps, but some.

A recent survey shows that BART is putting a lot of would-be passengers on the highway because they can't find parking at its stations, and is likely to lose even more if it doesn't deal with the problem.

BART surveyed 602 customers who have ridden BART regularly and parked at the stations since 1998. It found that 17 percent of those riders stay in their cars and drive to their destinations when BART lots are full. The rest park on neighborhood streets, get rides to BART, try to find spaces at other stations or figure out another way to get to the station. And if the parking shortage worsens, 27 percent said they would stop riding BART.

While BART is poised to begin small-scale experiments with paid reserved parking, satellite lots and commuter shuttles, it has no plans, no intent and no money to do what many commuters want: build big new lots or parking garages at every BART station whose lots fill early each morning.

BART's parking shortage is nearly universal. Most of the 41,666 spaces at the 29 stations with parking fill early each weekday. By 8 a.m., just three stations -- North Concord/Martinez, Richmond and Coliseum -- have empty spaces, according to a recent BART study.

BART stations have small reserves of parking spots they save for "midday" parkers that open at 10 a.m. But desperate commuters who could not find parking spots earlier in the morning often begin circling the lots or lining up outside well before the hour.

Several obstacles -- political, financial and philosophical -- stand in the way of more parking at BART.

Building parking is a pricey proposition, with a surface lot costing about \$10,000 a space and a parking garage about \$20,000 a space. Maintenance and security costs add up to about \$1 a space per year, BART officials estimate.

With government funds for parking lots scarce and BART's board of directors averse to charging for parking, that leaves BART the option of raising fares or coming up with creative solutions, such as joint ventures with private developers.

While BART directors aren't ready to start charging for every space at BART, they are moving toward levying parking fees at new lots or stations but not charging for existing parking, which has always been free.

Sometime next year, BART will test the waters with a reserved parking program at a handful of stations. In return for paying a monthly or weekly fee, a BART user will be guaranteed a parking space close to the station.

In another program, BART and the Contra Costa cities of Orinda and Moraga are considering a shuttle bus service that would pick up patrons at church and park-and-ride lots and take them to and from the Orinda station.

BART is also preparing to see if it can interest developers in either building or leasing new parking garages on BART property -- and charging whatever they want.

Travelers bound for San Francisco International Airport on BART once the extension opens in a little more than a year may also be charged to leave their cars behind. BART officials, fearing fliers could tie up valuable parking spaces for days while they travel, are leaning toward opening some long-term lots that would charge a fee. The matter of parking charges at airport extension stations has not been determined.

BART Director Dan Richard said the board seems to be headed toward a future in which it will build more parking but charge for it -- along with special parking services including reserved, long-term, perhaps even valet parking -- while existing lots and garages would remain free.

"The new parking is going to have to be provided on a different basis," Richard said.

But that's not enough for some BART directors like Roy Nakadegawa, who argues that people who don't drive to BART are paying higher fares and subsidizing the parking places for those who do. Nakadegawa would like to charge everyone who parks at BART and use the money to maintain parking -- and subsidize better transit to stations.

"The fact is, people will start paying when there is a demand," Nakadegawa said. "Why don't we take the big leap forward and just put in paid parking without putting in any additional parking?"

But Richard, voicing an opinion held by a majority of BART directors, believes it would be a mistake to start charging for parking that has always been free. "I think we'd have a revolt on our hands if we tried to take away something we have already given people," he said.

Joel Keller, a director who represents eastern Contra Costa County, contends commuters from the end-of-the-line Pittsburg/Bay Point station already pay excessive fares and can't afford an added parking charge.

"(Eastern Contra Costa) BART riders pay more for their trip than any other riders in the Bay Area," said Keller. "Any increased cost would be unfair." But Hilliard, whose last-resort parking spot was a couple of weeks later posted with a two-hour limit, says she would gladly pay for a place to leave her car.

"I wouldn't mind paying if I knew I would have a space," she said. "In fact, I'd pay almost anything."

<http://www.sfgate.com/bayarea/article/If-You-Can-t-Park-You-Can-t-Ride-For-a-BART-2958316.php>

BART parking spaces filling up quickly

By [Kelli Phillips](#) | Bay Area News Group

PUBLISHED: March 25, 2008 at 9:17 am | UPDATED: August 17, 2016 at 4:01 am



A sign is posted at the Pittsburg – Bay Point BART station for additional parking at the North Concord / Martinez BART station on Wednesday, February 27, 2008, in Pittsburg, Calif. BART riders have a hard time finding parking at the stations closest to their homes and find themselves driving to other stations. (Bob Larson/Contra Costa Times)

Jessica Morgan wants to take her mind and her car off the road, but she can't find parking.

The Walnut Creek resident enjoys riding BART to work in San Francisco, but finding an empty space at nearby stations has become increasingly difficult.

“Lately, there are times when I’ve just given up and got on the freeway,” Morgan said. “Once I drove from Walnut Creek to Lafayette and then Orinda, and there wasn’t a single parking space.”

On weekdays, more than half of BART’s 46,392 parking spaces are filled by 8 a.m., and it jumps to at least 73 percent by 8:45 a.m., according to BART parking data analyzed by MediaNews.

Parking is an issue at several stations, and while a few lot expansions are in the works, BART says just building more parking lots and garages is a costly and impractical solution.

With 441 spaces, the West Oakland station is the first to fill on weekdays at 6 a.m., while Concord (2,367 spaces) and San Bruno (1,083 spaces) are the last to reach capacity at

8:45 a.m.

Pleasant Hill, which has the most parking at 3,011 spaces, is full by 8:30 a.m.

The West Dublin station, slated to open in 2009, will add another 1,200 parking spaces along the Dublin-Pleasanton line, and the Richmond, Ashby, Pittsburg-Bay Point and West Oakland stations are negotiating for additional parking over the next several years.

But the cost is significant.

The 1,200-space garage scheduled to open this spring at the Dublin-Pleasanton station carries a \$42 million price tag — or \$28,000 per parking space, BART spokesman Linton Johnson said.

“Having more parking in general will encourage people to live further out, which means they have to drive further back in,” Johnson said.

“It’s really environmental, cost and land planning. It’s not just BART, but there are state-mandated goals to reduce greenhouse gases, and you do that by getting people out of their vehicles,” he said.

Transit-oriented development, such as the transit village in Fruitvale or proposed sites in Pleasant Hill and Walnut Creek, are putting the land around BART stations to better use, Johnson said.

“There are people who say they don’t want to live in a transit village, but there are people who would,” he said. “That frees up a parking spot for those in the suburbs because (transit village residents) don’t have to drive to the station.”

Marci McKillian of Pinole takes public transportation to hiking-club activities around the Bay Area. During a recent trip to the El Cerrito del Norte station, McKillian found parking in a nearby neighborhood.

“I parked 4 1/2 blocks away because all the closer streets were either full or four-hour parking,” she wrote via e-mail. “It was no problem to walk down to the station, but after hiking for almost five miles, another 4 1/2 blocks up El Cerrito hills was a bit much for an 83-year-old.”

The Walnut Creek station’s 2,089 spaces and Lafayette’s

1,509 are taken by 8 a.m., and the 1,406-space lot in Orinda reaches capacity 30 minutes later.

Lots are filling faster each morning, but it’s not deterring patrons. The transit agency saw a ridership increase of 23,000 between this February and last.

“Our parking hasn’t increased that much, but we’re seeing lots and lots of new riders,” Johnson said. “The cost and convenience of commuting drives our ridership, and gas prices are one of the most volatile factors.”

With a gallon of unleaded going for \$3.50 or higher, more people are turning to BART instead of turning the ignition.

BART’s average weekday ridership is about 360,000 people, up from 301,000 three years ago. “Even with this monstrous ridership increase, people are finding other ways to get to BART,” Johnson said.

The transit agency is also encouraging those who can to carpool, walk or bike to nearby stations. BART is installing more than 2,000 electronic bike lockers systemwide, and it’s working with County Connection and AC Transit to better inform riders of the “Bus to BART” option.

“There are only a couple of routes that don’t hit a BART station,” said County Connection spokeswoman Mary Burdick.

The bus agency is working to produce schedules that are more user-friendly to BART riders.

“There’s a perception that our schedules don’t mesh,” Burdick said. “We’re not going to meet every train, but to make (the schedule) more understandable, we’ve added the train (times) our buses are scheduled to meet.”

AC Transit has 14 park-and-ride lots where BART riders can catch a bus to stations in Castro Valley, Fremont, Oakland and Richmond. “Part of our plan is to provide an available service for riders to get to BART,” AC Transit spokesman Clarence Johnson said.

Linton Johnson said BART is trying to devise “all kinds of ways to help those who don’t have to take their car to BART,” but the agency realizes it’s crazy to expect people to just “ditch their cars.”

Some motorists, such as Jonathon Peacock, have found ways around the parking issue, at least for now.

The Pittsburg resident lives 10 minutes from the Pittsburg-Bay Point station, but he doesn’t bother looking for a space because the lot is full by 7:40 a.m. “I don’t leave until about 9 a.m., and parking is long gone by the time I’m looking,” he said.

Instead, Peacock, who takes BART to the Montgomery station in San Francisco, slugs through Highway 4 traffic to the North Concord-Martinez station.

The detour adds 15 minutes to his commute, but it guarantees him an empty spot. But, even there, the number of available spaces is shrinking, he says.

“It’s getting bad lately,” Peacock said. “The lower lot is in three pieces. I was finding a space in the middle of the second portion, but now I find myself parking three-fourths of the way down the third portion. I’m going to have to start leaving earlier.”

For those who have to drive, BART does offer a limited number of “single-day parking permits” at 11 stations and “monthly parking permits” at those stations and 21 others.

Monthly permits range from \$30 to \$115.50 per month, while single-day permits go for \$3 to \$6.

On Thursday, monthly permits were sold out at 22 of the 32 stations, including all seven in Contra Costa County, and single-day permits for the Walnut Creek station were sold out through April 2.

These permits guarantee the user a parking space at a specific location before 10 a.m. Monday through Friday.

Some motorists become so frustrated with parking that they risk a ticket by parking illegally. BART’s Board of Supervisors voted March 13 to raise fines for permit violations from \$25 to \$40.

“A \$25 fine is a bargain. It’s cheaper than paying the bridge toll and trying to park in downtown San Francisco,” Linton Johnson said. “We’re hoping the higher fines will eliminate some parking poachers.”

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<http://www.eastbaytimes.com/2008/03/25/bart-parking-spaces-filling-up-quickly/>

Barriers Stop BART Overflow Parkers From Using Stoneridge Lot

Posted: Thursday, April 16, 2015 12:00 am

Stoneridge Mall has begun chaining off its parking lot each night after business hours, and opening it up again after 9:30 a.m. the next day in an effort to better control parking spaces for its customers and employees.

The mall lot is located close to the Pleasanton side of the West Dublin/Pleasanton BART station. Commuters have been using the Stoneridge lot when parking fills up in the BART parking ramp before 10 a.m. Spaces tend to be available after 10 a.m. in the BART structure.

Mall manager Mike Short said in a prepared statement to The Independent that convenient parking is "an amenity we want to preserve for those who are actively doing business at the center. A controlled parking program ensures the best spaces are available for Stoneridge shoppers and employees anytime of the day, any day of the week."

Short said, "There are signs posted indicating Stoneridge Shopping Center is private property. These signs have always been there."

A Pleasanton resident told The Independent that when her daughter, who goes to law school in San Francisco, showed up at BART on the morning of April 6, she found chains across the Stoneridge parking entrances. She drove on to San Francisco, and paid a high parking fee there. Subsequently, the daughter has been getting rides to BART from her mother.

The mother contacted Pleasanton Vice-mayor Karla Brown, who passed the mother's e-mail on to BART, and sent one of her own. Brown said that she, too, has been unable to find parking in the BART lots, and "had to resort to driving to San Francisco in my car."

"I know many other drivers that have been stuck in the same position, and used their car instead of the preferred BART transportation," said Brown.

BART district secretary Kenneth Duron replied to Brown that he will share the e-mails with the board, and ask the BART Office of External Affairs and the Customer Access Department to investigate and respond.

The Independent talked to BART spokesperson Jim Allison on April 10. He said that he was not aware of the situation, but would look into it.

Allison said that BART averages 400,000 riders daily. Parking spaces are provided for fewer than 10 percent of that number.

"It's a natural tension. People want to drive to the station. Could we build a space for all, or encourage ride-sharing, cycling, buses, by limiting the amount of parking. It's a debate that goes

on at the nine-member BART board, which has members from downtown San Francisco and the suburbs," said Allison.

BART tracks parking usage every six months, and reevaluates it at every station. BART looks at permit spots, and daily fees. There is a \$3 cap at all stations, except West Oakland, where it is \$7.

At the West Dublin station, there are 722 parking spaces inside the Dublin structure, and 468 on the Pleasanton side. The structures are split between daily users and monthly permit holders. It's possible to buy a permit for a specific day for \$6 on-line, said Allison. He said that "guarantees" a parking spot in the rush time up to 10 a.m.

If vehicles are illegally parked in the permit area, BART checks regularly for violators, said Allison.

http://www.independentnews.com/news/barriers-stop-bart-overflow-parkers-from-using-stoneridge-lot/article_5c4602ba-e42b-11e4-a776-938a45e20df2.html

January 18, 2019

**PARKING DEMAND PROJECTIONS FOR CALTRAIN, BART, AND HIGH SPEED
RAIL AT DIRIDON STATION**

	2020	2025	2030	2035	2040
Caltrain	845	862	879	896	912
BART	NA	1,610	2,585	2,585	2,585
High Speed Rail	NA	NA	2,500	3,800	3,800
Total	845	2,472	5,964	7,281	7,297
Total without High Speed Rail	845	2,472	3,464	3,481	3,497

Sources and notes:

Caltrain – Source for 2020 and 2040 values is VTA memo from George Naylor to Stacy Cocke, January 30, 2014. Values for 2025, 2030, and 2035 represent proportionate increases from 2020 to 2040

BART – Source for 2025 and 2030 is Table 3-23 from March 2010 Final EIS. For purposes of this table only, it has been assumed that values for 2035 and 2040 would be unchanged from 2030

High Speed Rail – Source for 2035 value is Table A-1 from memo dated March 2010. Since 2018 business plan indicates that service through Diridon Station could be implemented as early as 2027, a parking demand of 2,500 has been estimated for 2030. For purposes of this table only, it has been assumed that the value for 2040 would be unchanged from 2035.

All projections are estimates based on currently available data, and are subject to revision.

Untitled Map

Write a description for your map.

Legend

420'

420'

APPROXIMATE FOOTPRINT
Eight level parking garage with 4,000 spaces

Based on 350 square feet per space



Untitled Map

Write a description for your map.

Legend

510'

510'

APPROXIMATE FOOTPRINT
Eight level parking garage with 6,000 spaces

Based on 350 square feet per space

Google Earth



500 ft



ENVISSION SAN JOSE 2040

**2018 GENERAL PLAN
ANNUAL PERFORMANCE
REVIEW
FOR FY2017-18**

OCTOBER 2018

Department of Planning, Building and Code Enforcement
Planning Division



MAJOR STRATEGY #11 - DESIGN FOR A HEALTHFUL COMMUNITY

The General Plan supports the physical health of community members by promoting walking and bicycling as travel options, encouraging access to healthful foods, and supporting the provision of health care and safety services. Specifically, the Land Use and Transportation Chapter includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable. One such policy includes reducing the automobile commute mode share to no more than 40 percent by 2040, with goals to increase various other modes accordingly (see Figure 18).

Figure 18. Commute Mode Split Targets for 2040

COMMUTE TRIPS TO AND FROM SAN JOSÉ		
MODE	2008	2040 GOAL
Drive alone	77.8%	No more than 40%
Carpool	9.2%	At least 10%
Transit	4.1%	At least 20%
Bicycle	1.2%	At least 15%
Walk	1.8%	At least 15%
Other means (including work at home)	5.8%	See Note 1

Source: 2008 data from American Community Survey [2008].

Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

In order to measure the proportion of commute travel using modes other than the single-occupant vehicle, data was collected from the American Community Survey (ACS) for the most recent available data (years 2012 through 2016) for San José. As shown in Figure 18, there has not been a meaningful change in commute mode shares within the past six years. Out of the five targets set for commute modes, only the Carpool Target has been met. It should also be noted that 11.3% of San José residents work outside of Santa Clara County.

Figure 19. San José Commute Modes, Workers 16+ Years, 2012-2016

Mode	Year					
	2007-11	2008-12	2009-13	2010-14	2011-15	2012-16
Drove alone	78.0%	77.8%	77.5%	77.7%	77.1%	76.3%
Carpooled	10.6%	10.8%	11.3%	11.1%	11.3%	11.6%
Public transit (excluding taxicab)	3.4%	3.5%	3.5%	3.7%	3.9%	4.1%
Walked	2.0%	1.8%	1.7%	1.6%	1.6%	1.6%
Bicycle	0.9%	0.9%	0.9%	0.9%	1.0%	0.9%
Other means	1.4%	1.3%	1.3%	1.2%	1.2%	0.8%
Worked at home	3.7%	4.0%	3.9%	3.9%	3.9%	4%
Work outside Santa Clara County	11.2%	11.2%	11.1%	11.1%	11.3%	11.3%

Source: United States Census Bureau, American Community Survey, 5-year Estimates, Table S0801

Reflective of development patterns and access to public transit, residents living in Downtown San José use a higher percentage of alternative transportation modes compared to citywide statistics, as shown by the table below.

Figure 20. Commute Modes for Downtown Block Groups, Workers 16+ Years, 2013 - 2016

Means of Transportation	2009-2013	2010-2014	2011-2015	2012-2016
Drove alone	61.7%	60.6%	63.3%	63.1%
Carpooled	5.4%	5.7%	3.9%	5.1%
Public transportation (excluding taxicab)	15.7%	13.4%	14.8%	15.8%
Walked	7.5%	9.2%	7.3%	8%
Bicycle	2.1%	2.7%	2.9%	1.9%
Taxicab	0.5%	0.5%	0.7%	0.4%
Worked at home	4.6%	4.8%	5.0%	4.3%
Other means	2.2%	3.2%	2.0%	0.8%

Source: American Community Survey, 5-Year Estimates, B08301



Other measures of determining whether San José is achieving a balanced transportation network include WalkScore, BikeScore, and TransitScore. These annual online

assessments measure a geographical area's walkability, bikeability, and access to public transit. According to this year's analysis, San José has a WalkScore of 51 out of 100 (somewhat walkable), a BikeScore of 59 out of 100 (bikeable – some bike infrastructure), and a TransitScore of 41 out of 100 (some transit). The City's BikeScore increased by two points, and the WalkScore and TransitScore stayed the same from the previous year.

The Santa Clara Valley Transportation Authority's (VTA) Next Network project is a redesign of the transit network and is one component of VTA's Transit Ridership Improvement Program. The Transit Ridership Improvement Program is an effort to make public transit faster, more frequent and more useful for Santa Clara County travelers. The Next Network project concerns VTA's transit operations and seeks to 1) better connect VTA transit with the Milpitas and Berryessa BART stations; 2) increase overall system ridership; improve VTA's farebox recovery rate. VTA's implementation of the Next Network project will support the commute mode split targets of the General Plan.

Bay Area Bike Share. In 2013, Bay Area Bike Share was introduced as a pilot program for the region. In December 2015, City Council unanimously approved plans to expand San José's bike share program to 1,000 bicycles with 100 parking stations over the next two years. In 2017, Motivate, the bike share operator, reinvented their bike share system with FordGo Bike and replaced existing equipment with new stations and bicycles. In 2017, the City received 23 new bike share stations and currently hosts 45 bike share stations. During 2018, the City will add 38 more stations to its