

Inner East Bay
Comprehensive Operational Analysis (COA)

Station Profiles
September 2011

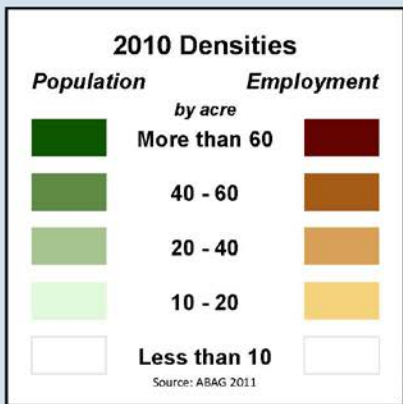


BART Station Profiles

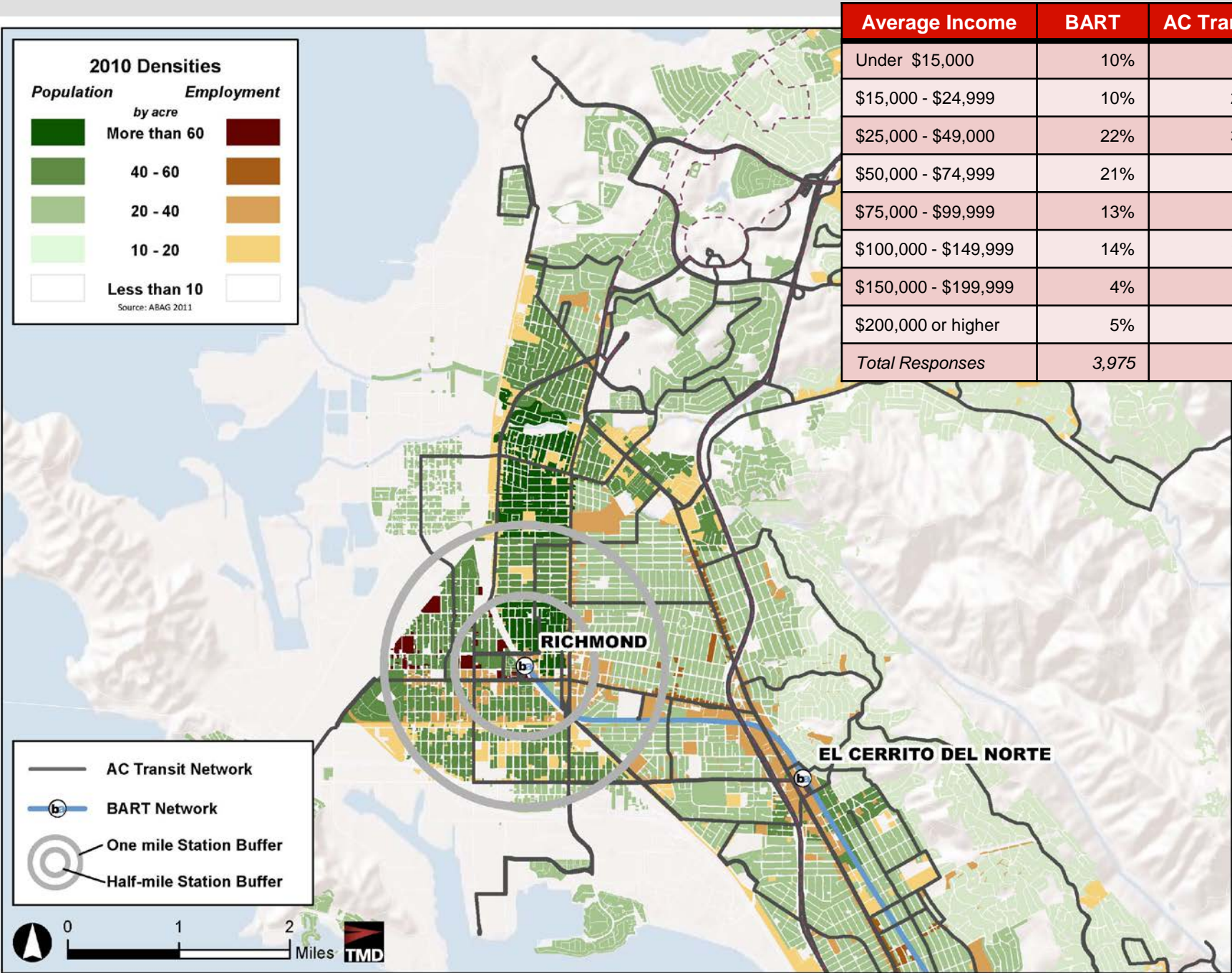
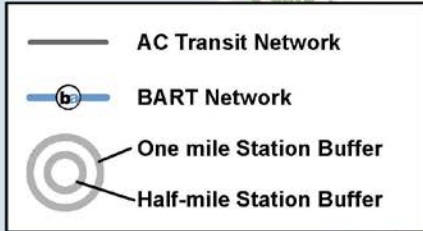
- Station profiles were created for the 21 Inner East Bay BART stations from Richmond to Fremont, including West Oakland and Rockridge
- The profiles provide a detailed representation of market and service characteristics, as well as access modes and interface between the AC Transit and BART networks
- Each profile includes the following information:
 - Population Demographics and Densities
 - Passenger Activity and Productivity
 - Station Access Mode and Parking Capacity
 - BART Travel Patterns

Station Profile

Richmond

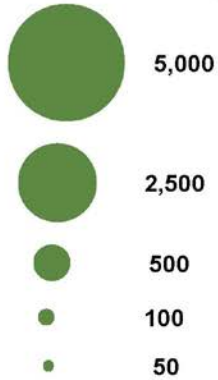


Average Income	BART	AC Transit
Under \$15,000	10%	15%
\$15,000 - \$24,999	10%	25%
\$25,000 - \$49,000	22%	30%
\$50,000 - \$74,999	21%	15%
\$75,000 - \$99,999	13%	5%
\$100,000 - \$149,999	14%	10%
\$150,000 - \$199,999	4%	0%
\$200,000 or higher	5%	0%
<i>Total Responses</i>	3,975	20

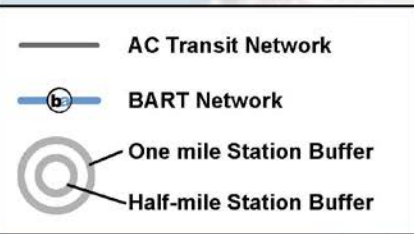


Note: AC Transit and BART incomes are based on entry station.

**Average Weekday
AC Transit Boardings**

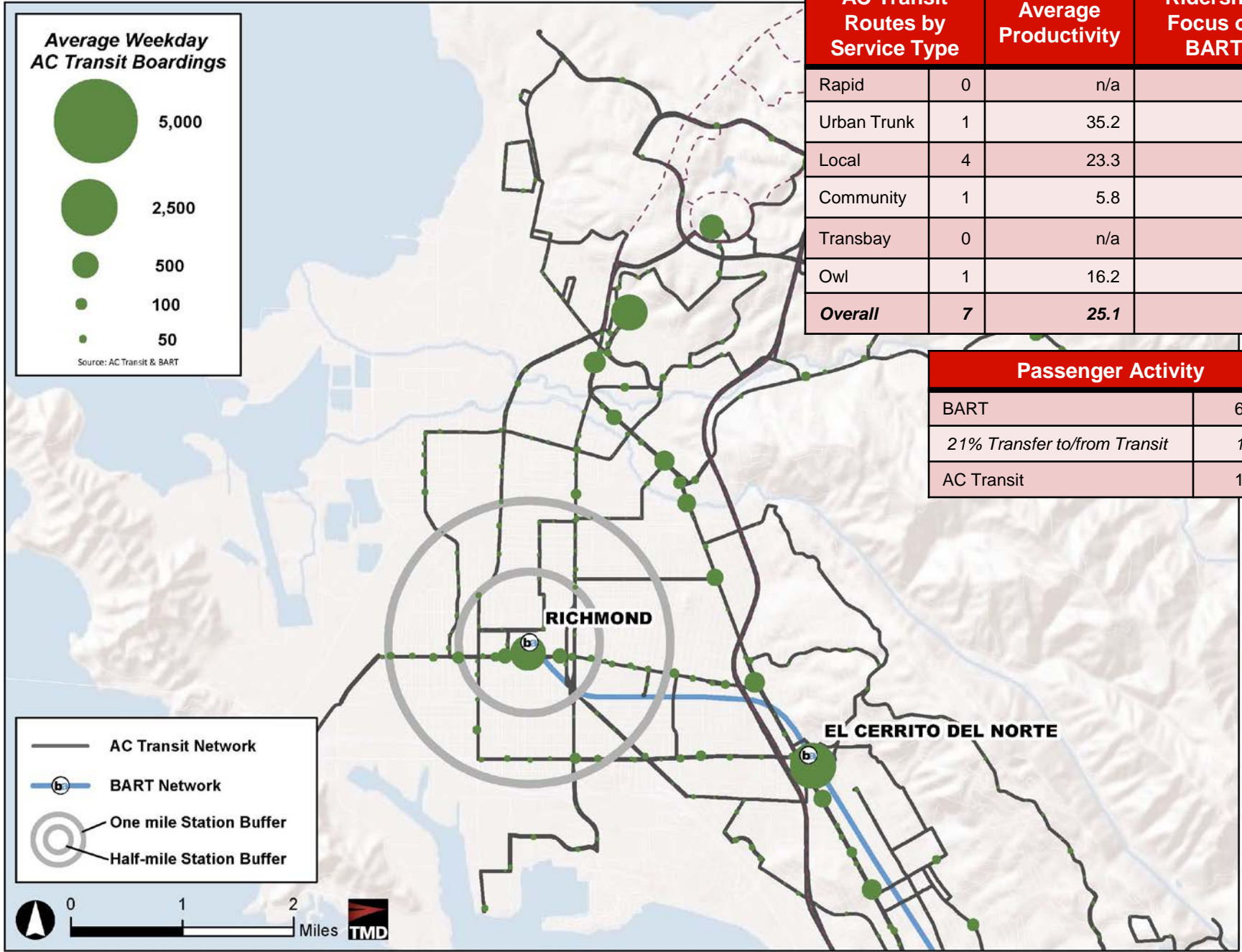


Source: AC Transit & BART



AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	1	35.2	4%
Local	4	23.3	12%
Community	1	5.8	12%
Transbay	0	n/a	n/a
Owl	1	16.2	5%
Overall	7	25.1	9%

Passenger Activity	
BART	6,940
21% Transfer to/from Transit	1,457
AC Transit	1,633



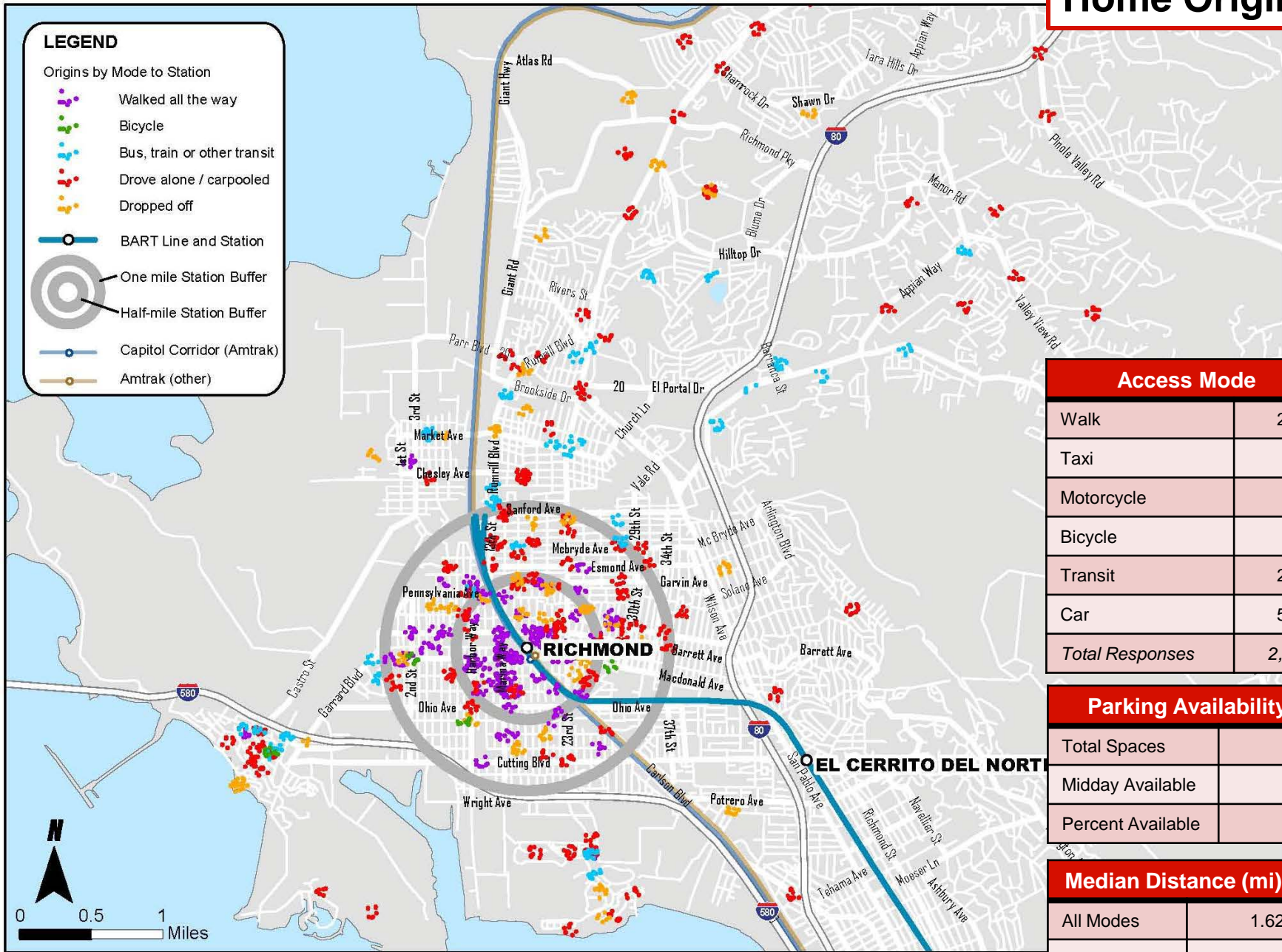
Home Origin

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

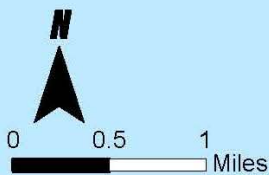
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)



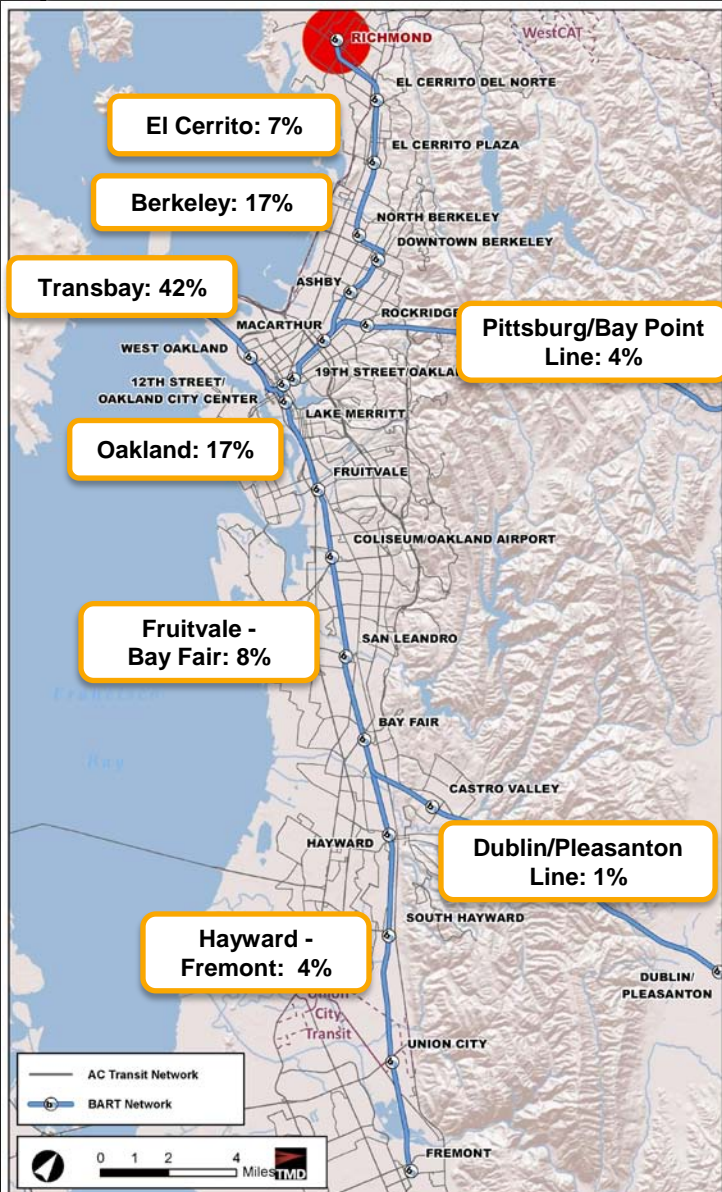
Access Mode	
Walk	24%
Taxi	0%
Motorcycle	0%
Bicycle	2%
Transit	21%
Car	53%
Total Responses	2,686

Parking Availability	
Total Spaces	626
Midday Available	0
Percent Available	0%

Median Distance (mi)	
All Modes	1.62
Car	2.06



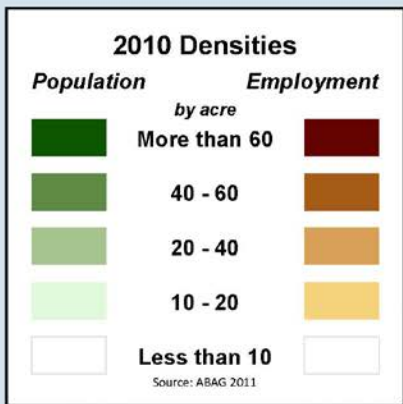
Travel Patterns



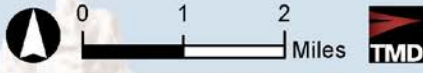
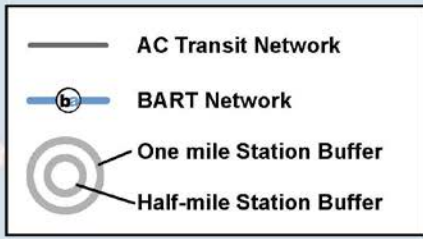
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	53%	54%	54%
Outer East Bay	5%	5%	5%
Transbay	42%	41%	41%

Station Profile

El Cerrito del Norte

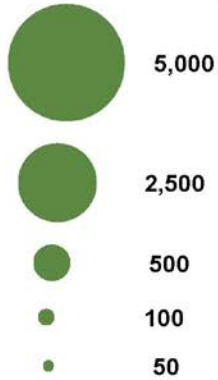


Average Income	BART	AC Transit
Under \$15,000	7%	70%
\$15,000 - \$24,999	8%	20%
\$25,000 - \$49,000	19%	0%
\$50,000 - \$74,999	21%	0%
\$75,000 - \$99,999	16%	10%
\$100,000 - \$149,999	18%	0%
\$150,000 - \$199,999	7%	0%
\$200,000 or higher	4%	0%
<i>Total Responses</i>	5,621	10

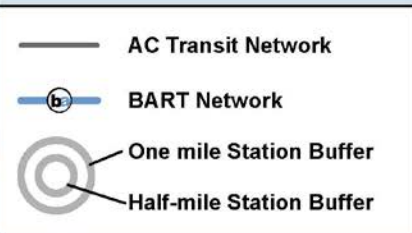


Note: AC Transit and BART incomes are based on entry station.

**Average Weekday
AC Transit Boardings**

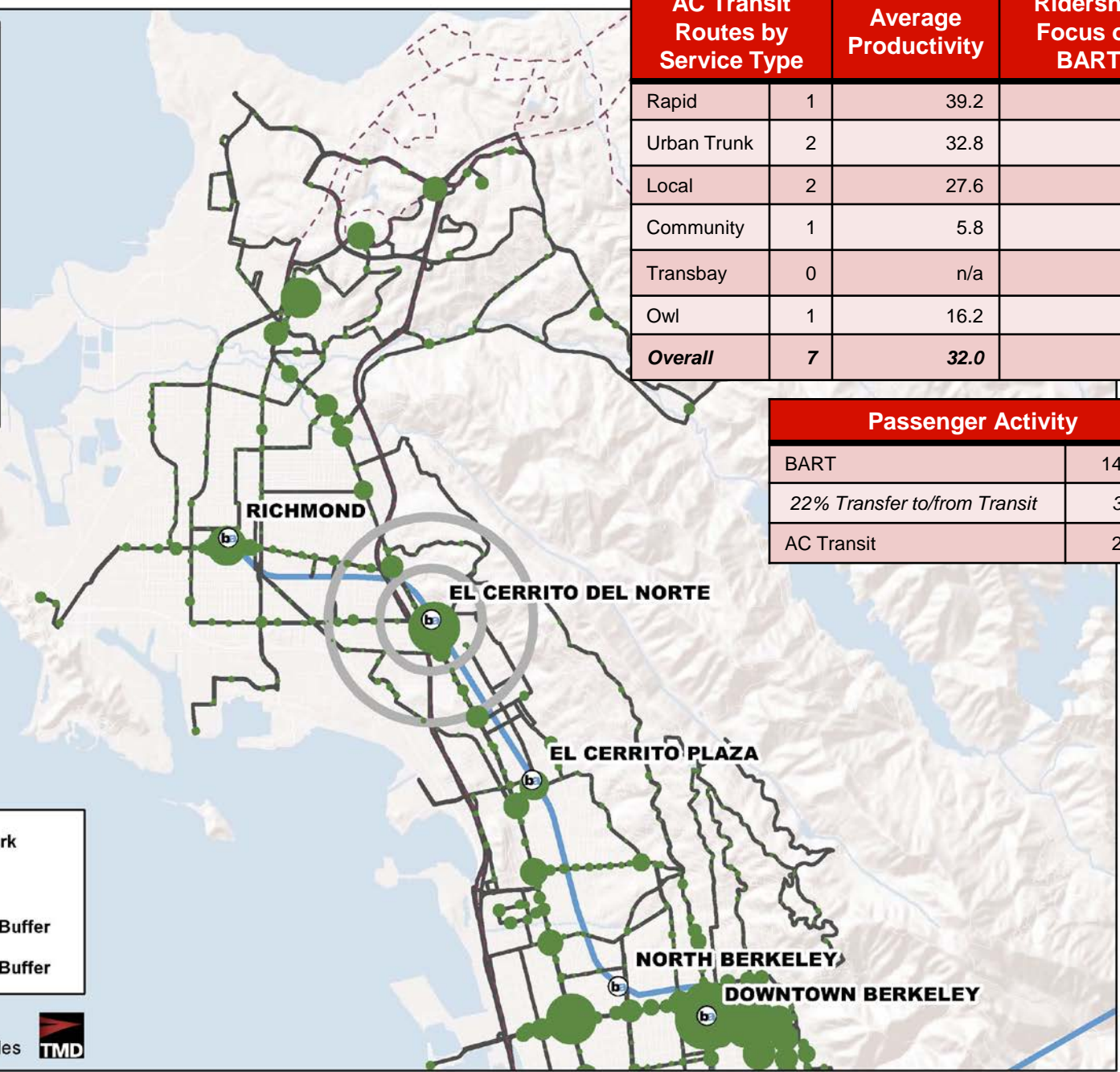


Source: AC Transit & BART



AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	39.2	9%
Urban Trunk	2	32.8	6%
Local	2	27.6	13%
Community	1	5.8	23%
Transbay	0	n/a	n/a
Owl	1	16.2	4%
Overall	7	32.0	8%

Passenger Activity	
BART	14,871
22% Transfer to/from Transit	3,272
AC Transit	2,810



Home Origin

Access Mode

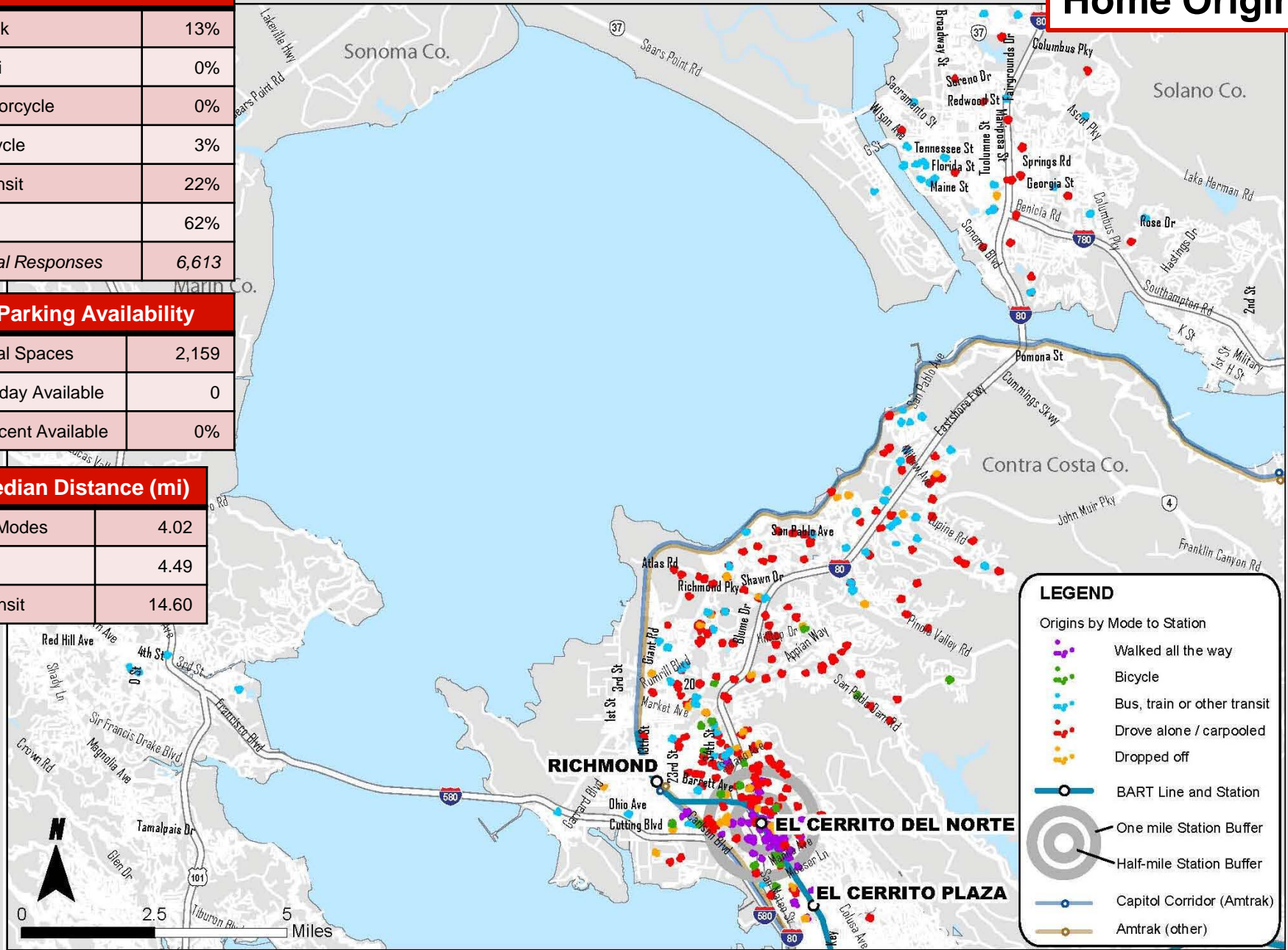
Walk	13%
Taxi	0%
Motorcycle	0%
Bicycle	3%
Transit	22%
Car	62%
Total Responses	6,613

Parking Availability

Total Spaces	2,159
Midday Available	0
Percent Available	0%

Median Distance (mi)

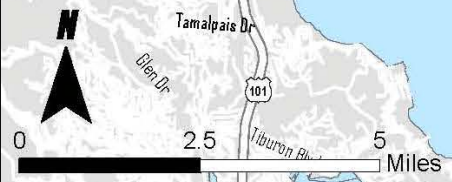
All Modes	4.02
Car	4.49
Transit	14.60



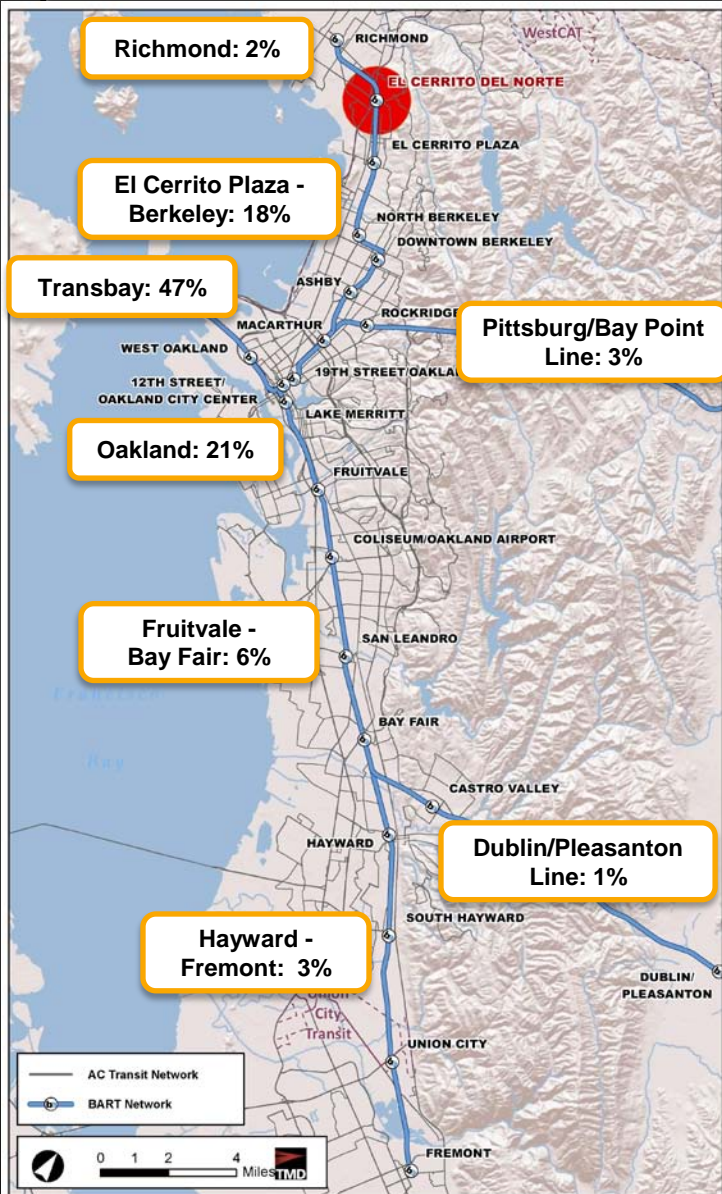
LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)



Travel Patterns

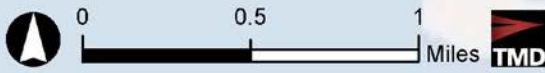
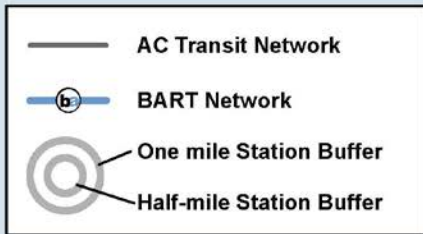
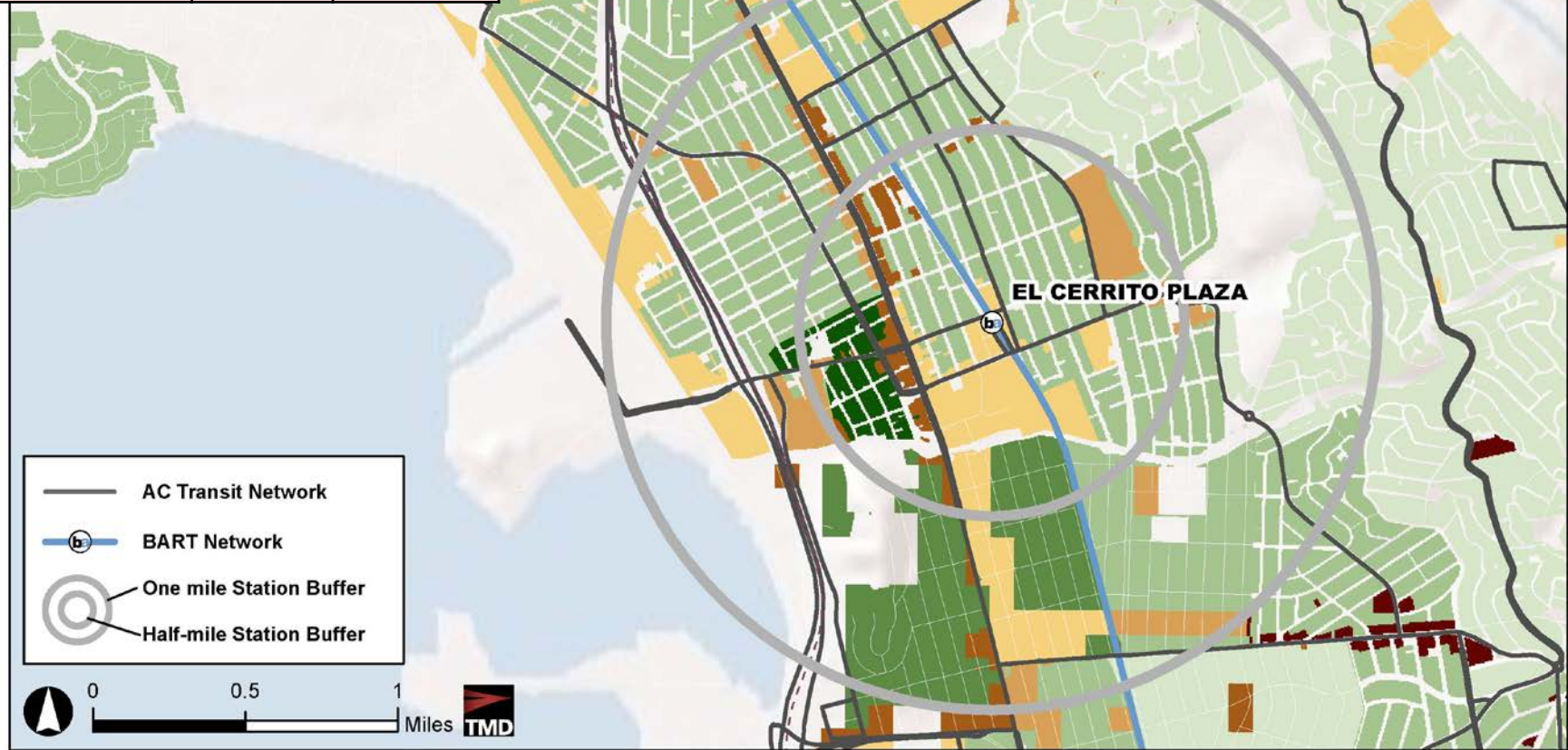
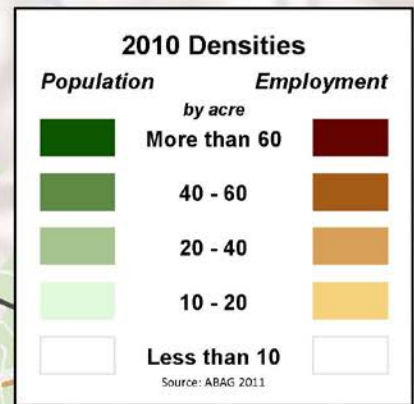


Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	51%	48%	50%
Outer East Bay	3%	4%	3%
Transbay	46%	48%	47%

Station Profile

El Cerrito Plaza

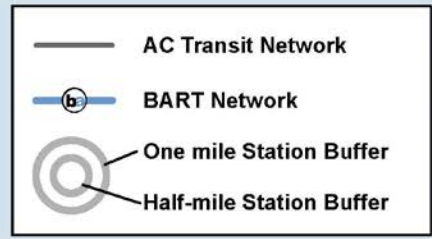
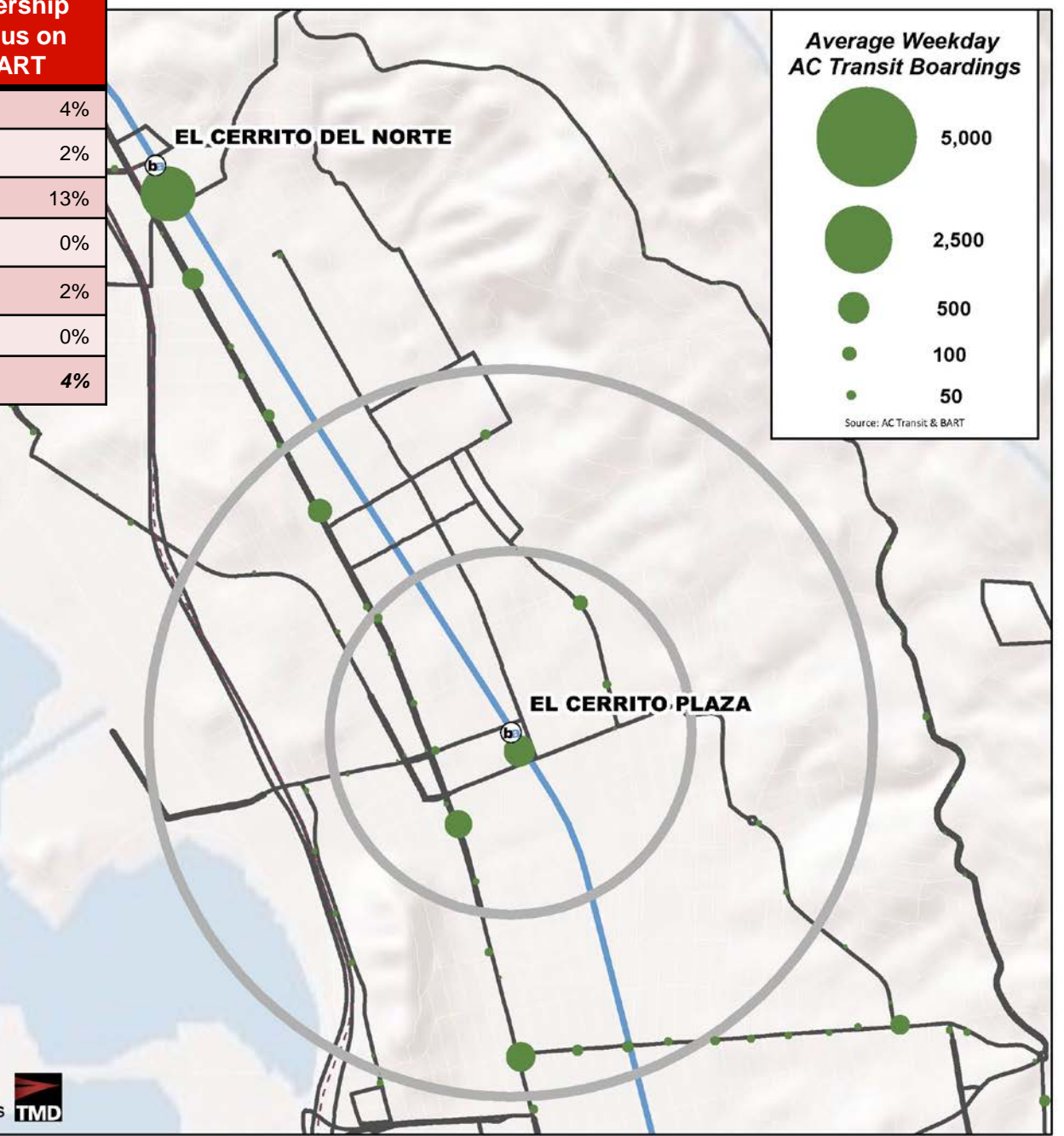
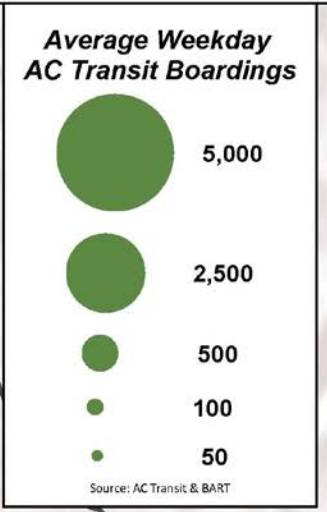
Average Income	BART	AC Transit
Under \$15,000	6%	17%
\$15,000 - \$24,999	6%	17%
\$25,000 - \$49,000	14%	50%
\$50,000 - \$74,999	17%	17%
\$75,000 - \$99,999	16%	0%
\$100,000 - \$149,999	21%	0%
\$150,000 - \$199,999	11%	0%
\$200,000 or higher	8%	0%
<i>Total Responses</i>	5,109	6



Note: AC Transit and BART incomes are based on entry station.

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	39.2	4%
Urban Trunk	2	32.8	2%
Local	2	18.3	13%
Community	0	-	0%
Transbay	3	19.2	2%
Owl	0	-	0%
Overall	8	30.8	4%

Passenger Activity	
BART	8,637
1% Transfer to/from Transit	86
AC Transit	1,417

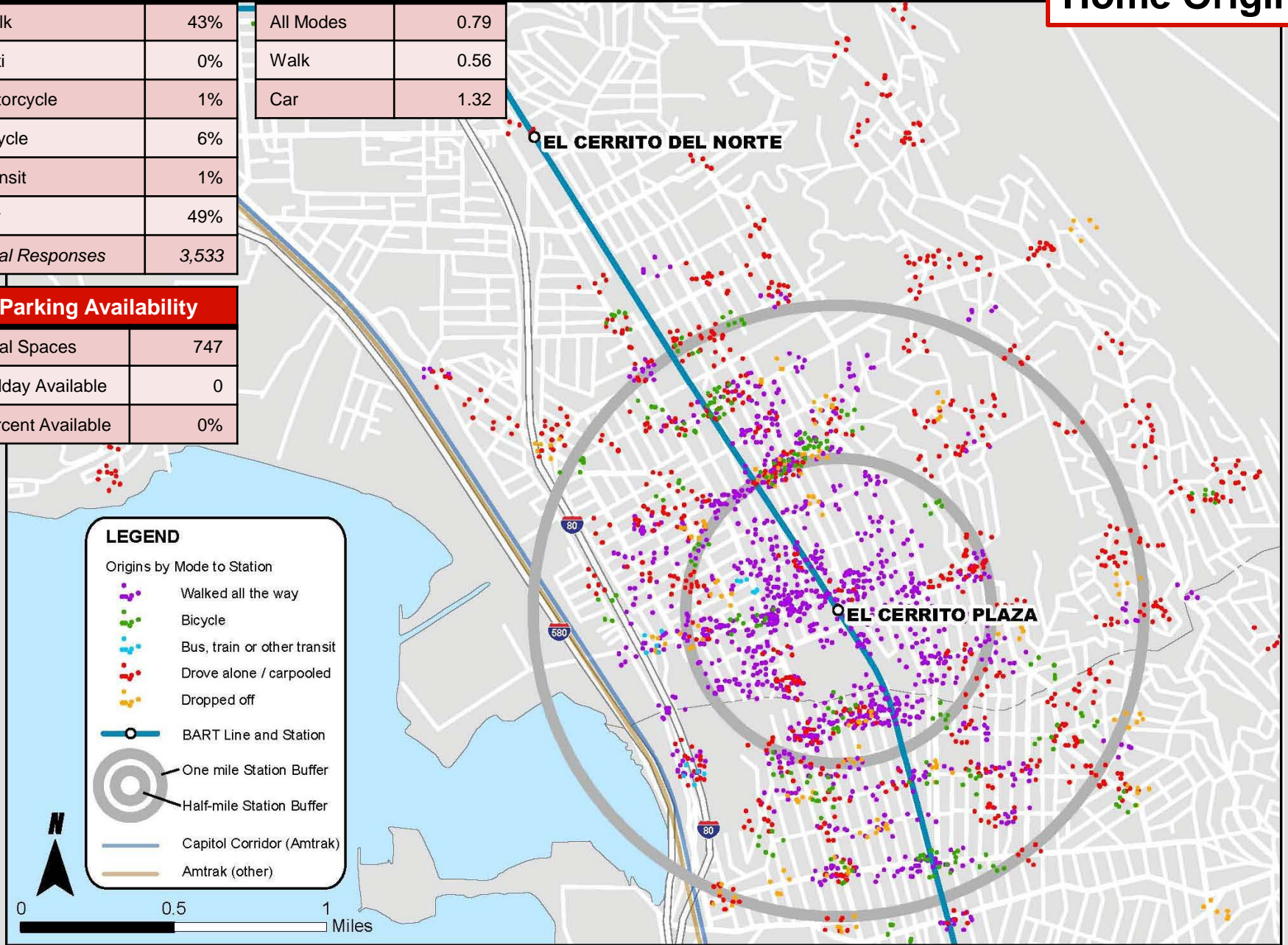


Home Origin

Access Mode	
Walk	43%
Taxi	0%
Motorcycle	1%
Bicycle	6%
Transit	1%
Car	49%
<i>Total Responses</i>	3,533

Median Distance (mi)	
All Modes	0.79
Walk	0.56
Car	1.32

Parking Availability	
Total Spaces	747
Midday Available	0
Percent Available	0%

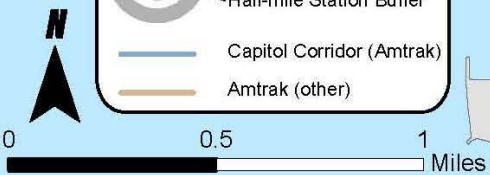


LEGEND

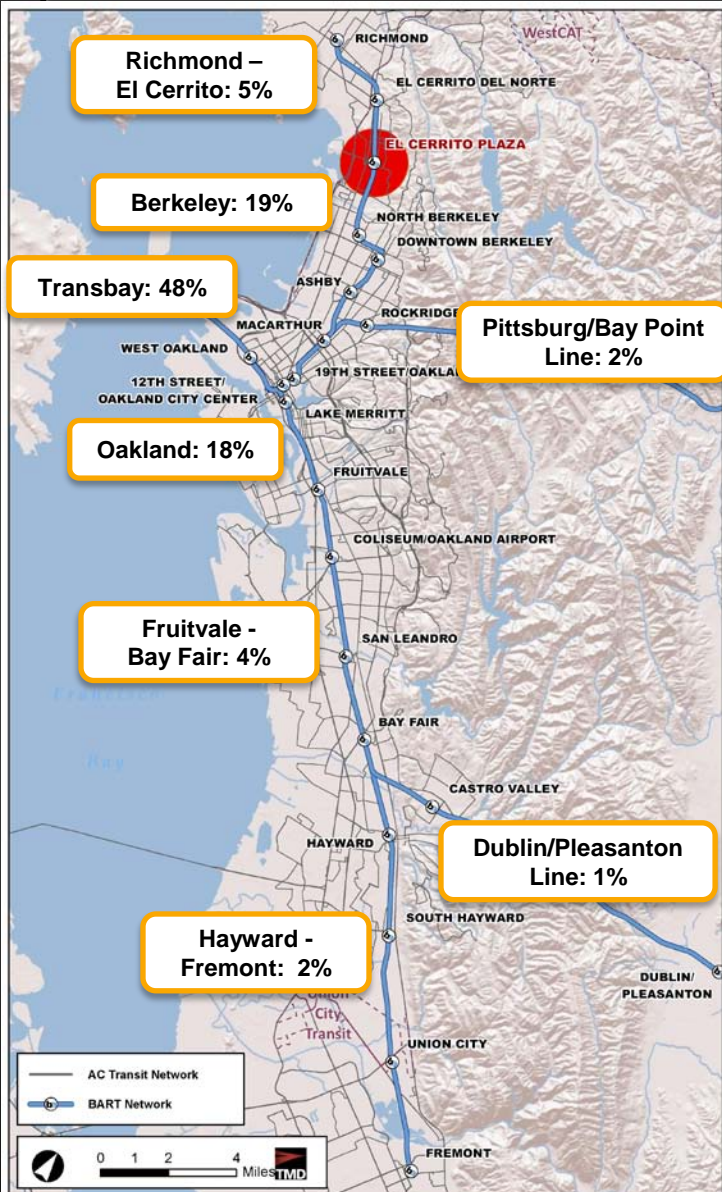
Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpoled
- Dropped off

- ○ BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)



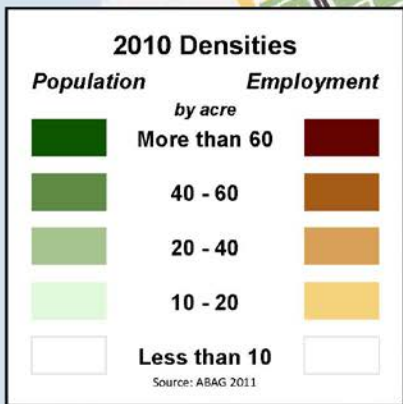
Travel Patterns



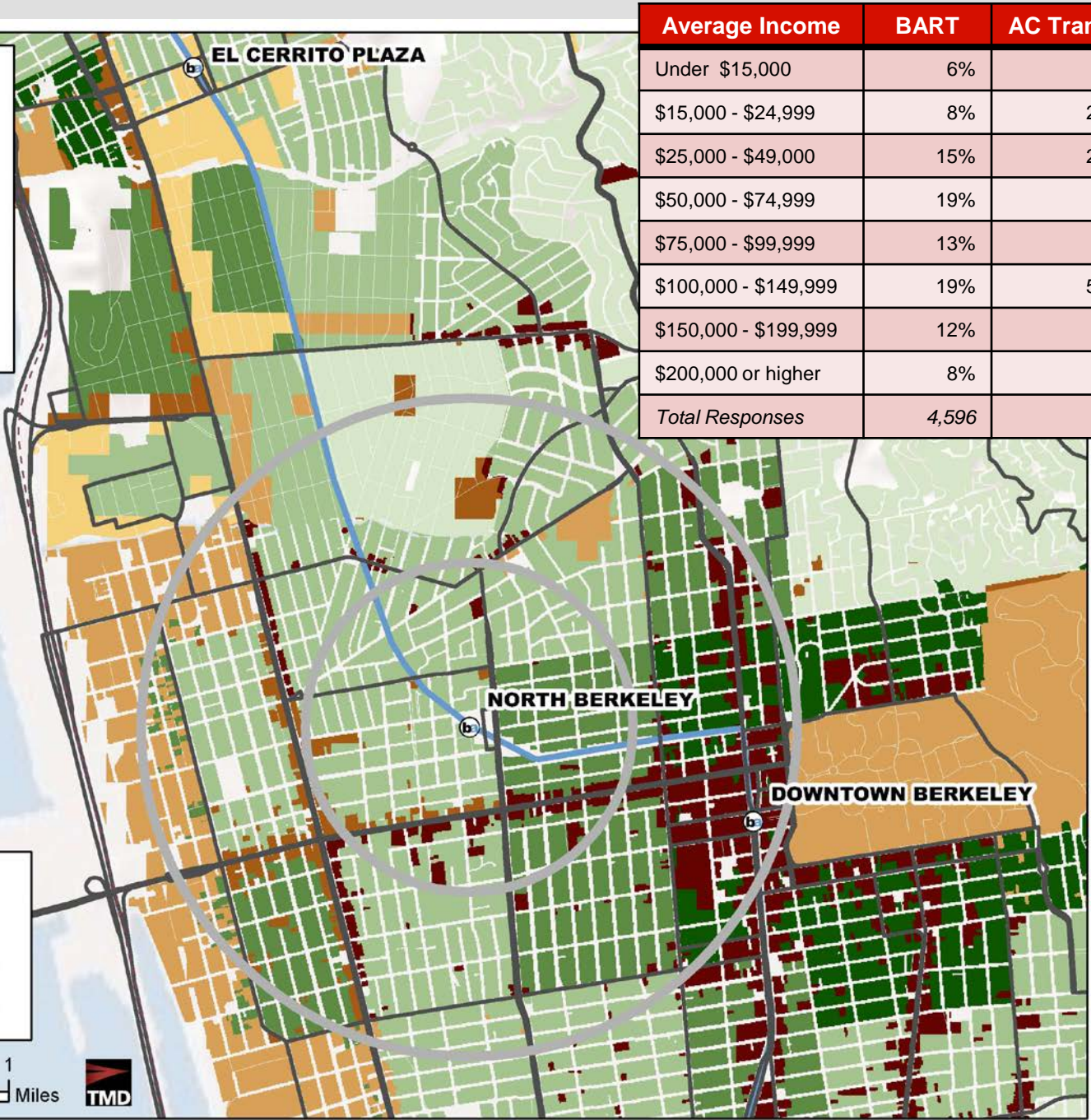
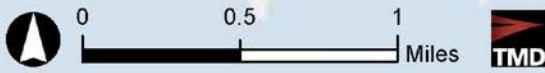
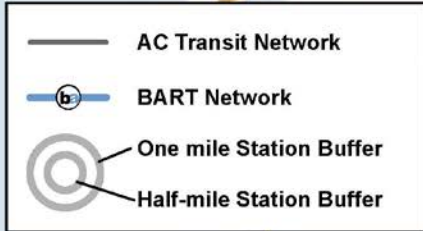
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	46%	51%	49%
Outer East Bay	3%	3%	3%
Transbay	51%	46%	48%

Station Profile

North Berkeley

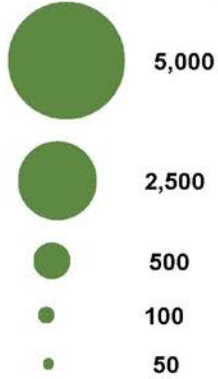


Average Income	BART	AC Transit
Under \$15,000	6%	0%
\$15,000 - \$24,999	8%	25%
\$25,000 - \$49,000	15%	25%
\$50,000 - \$74,999	19%	0%
\$75,000 - \$99,999	13%	0%
\$100,000 - \$149,999	19%	50%
\$150,000 - \$199,999	12%	0%
\$200,000 or higher	8%	0%
<i>Total Responses</i>	4,596	4

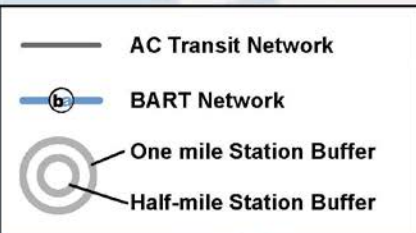


Note: AC Transit and BART incomes are based on entry station.

**Average Weekday
AC Transit Boardings**



Source: AC Transit & BART



EL CERRITO PLAZA

NORTH BERKELEY

DOWNTOWN BERKELEY

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	1	40.5	2%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	0	n/a	n/a
Overall	1	40.5	2%

Passenger Activity	
BART	7,901
21% Transfer to/from Transit	79
AC Transit	66

Home Origin

Access Mode	
Walk	43%
Taxi	0%
Motorcycle	0%
Bicycle	8%
Transit	1%
Car	47%
Total Responses	2,962

Median Distance (mi)	
All Modes	0.85
Walk	0.58
Car	1.38

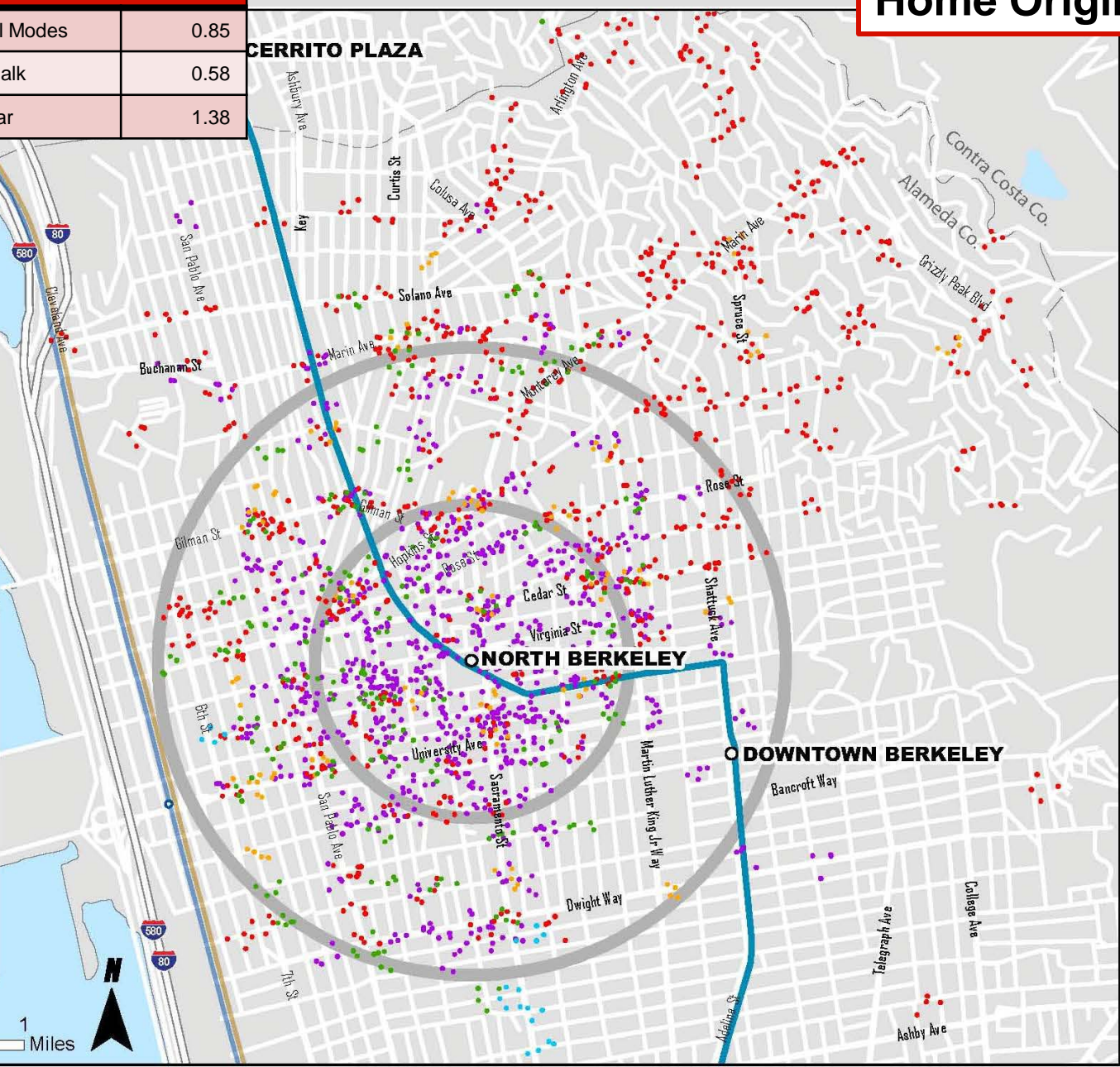
Parking Availability	
Total Spaces	792
Midday Available	12
Percent Available	1.5%

LEGEND

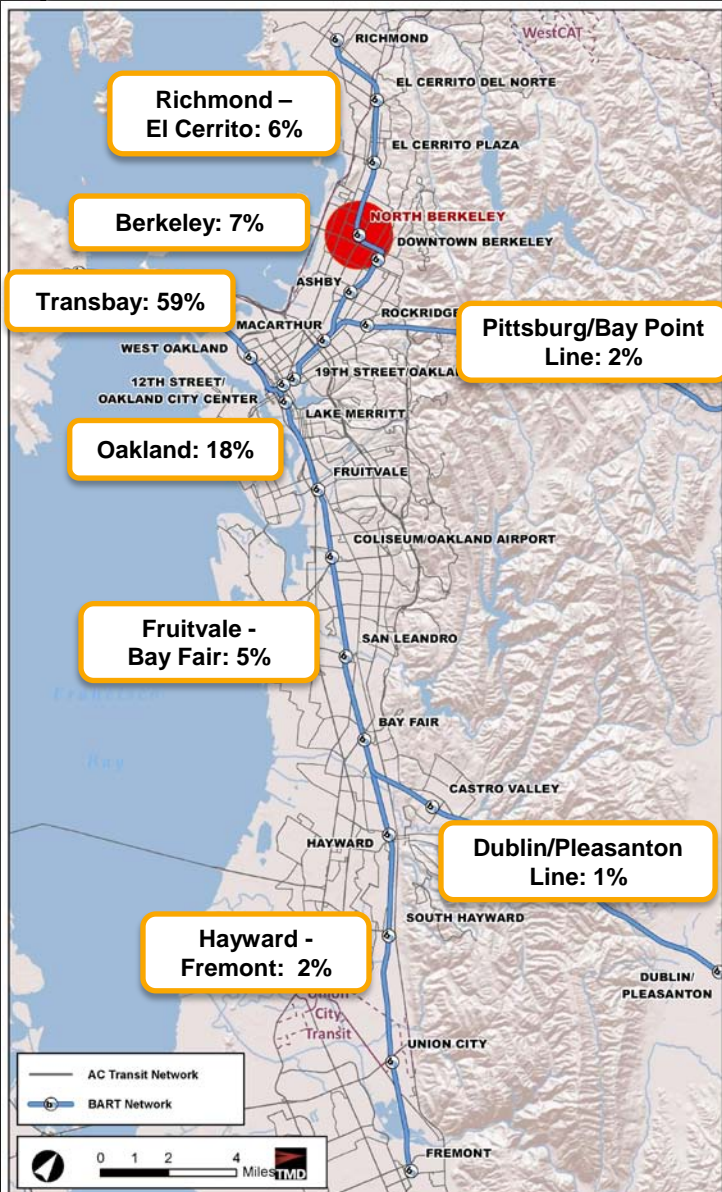
Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)



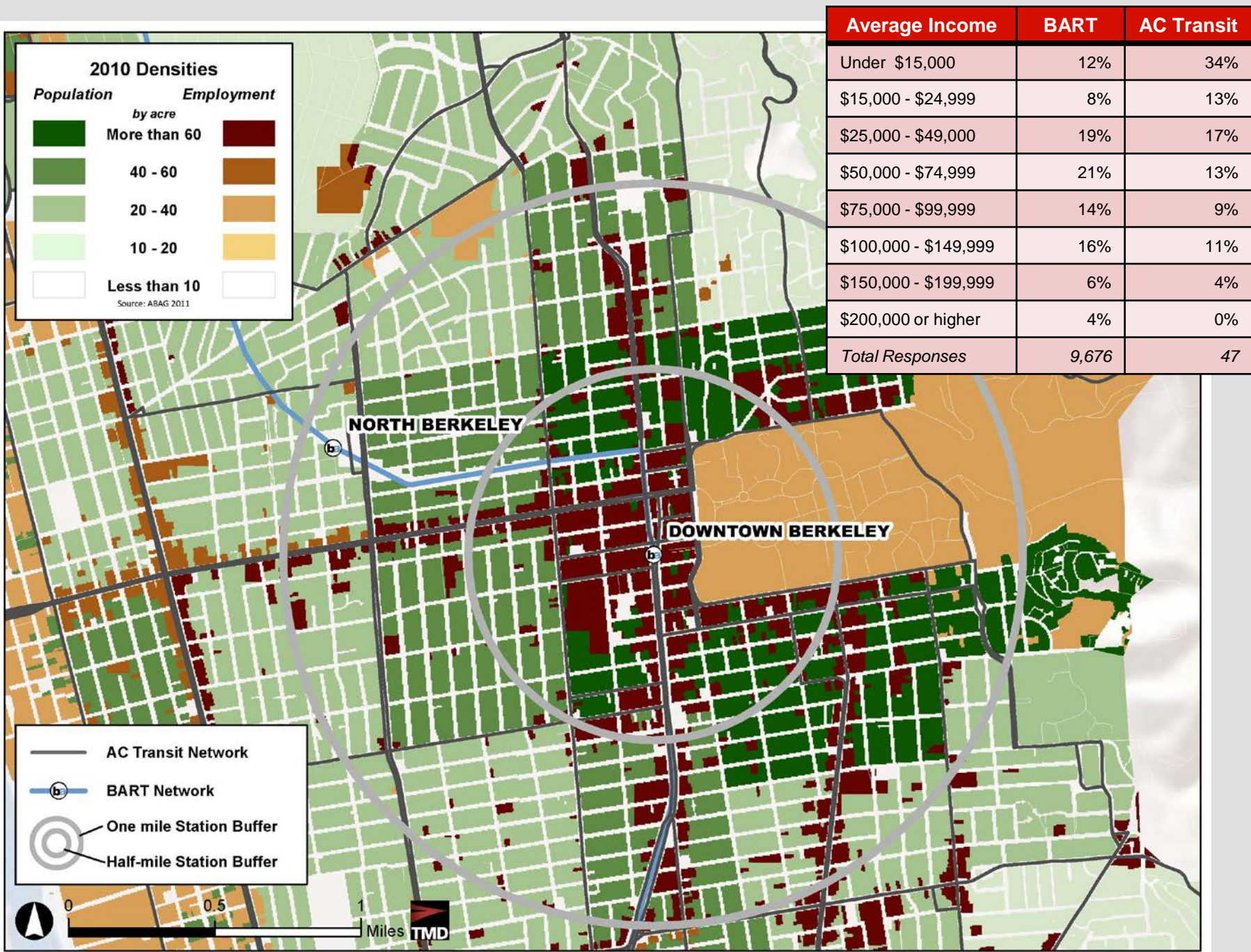
Travel Patterns



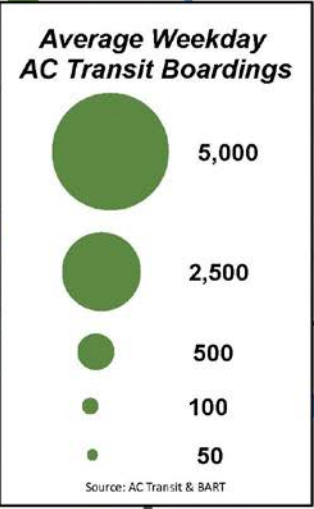
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	38%	39%	39%
Outer East Bay	3%	3%	3%
Transbay	59%	58%	58%

Station Profile

Downtown Berkeley

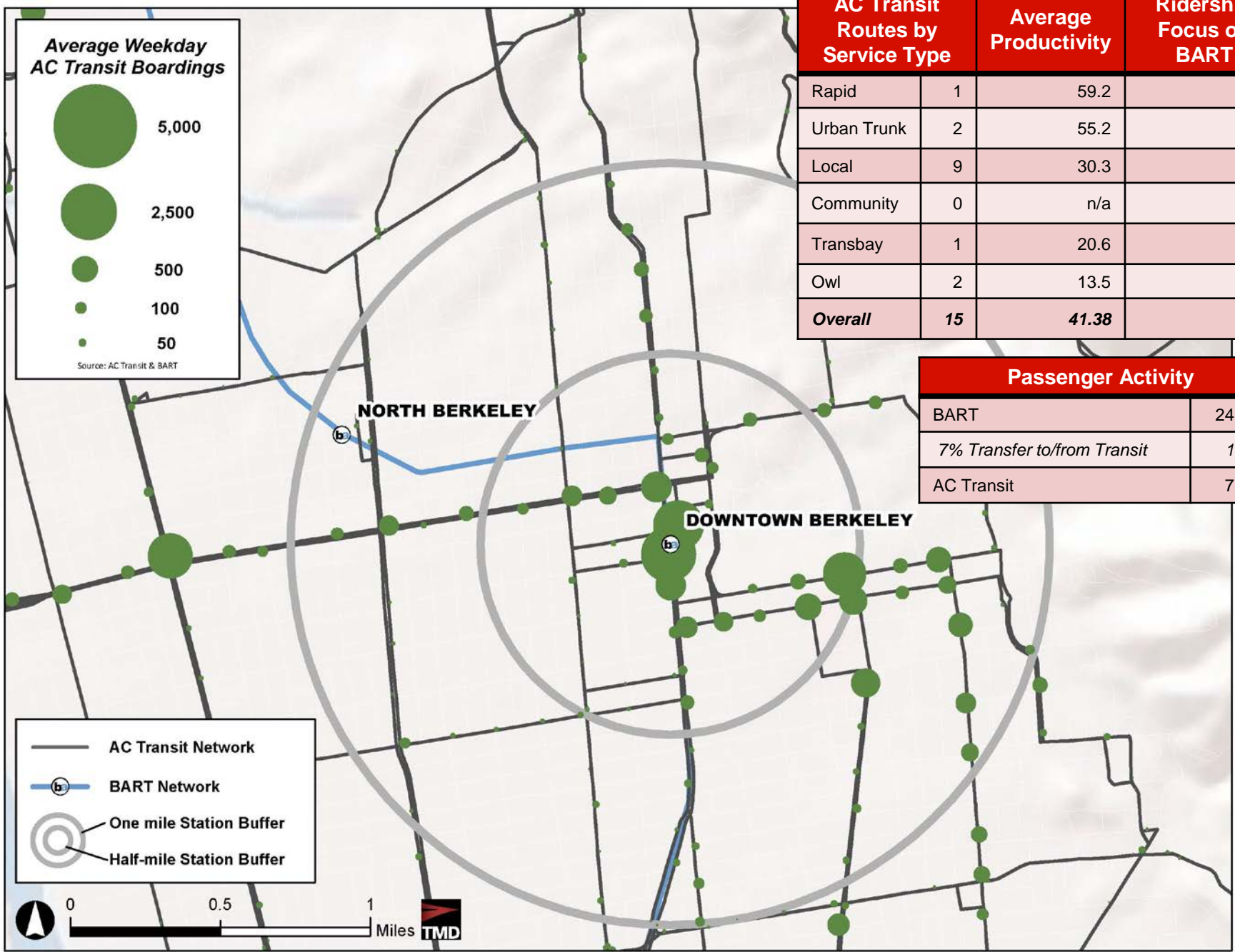


Note: AC Transit and BART incomes are based on entry station.



AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	59.2	5%
Urban Trunk	2	55.2	7%
Local	9	30.3	10%
Community	0	n/a	n/a
Transbay	1	20.6	8%
Owl	2	13.5	5%
Overall	15	41.38	8%

Passenger Activity	
BART	24,164
7% Transfer to/from Transit	1,622
AC Transit	7,933



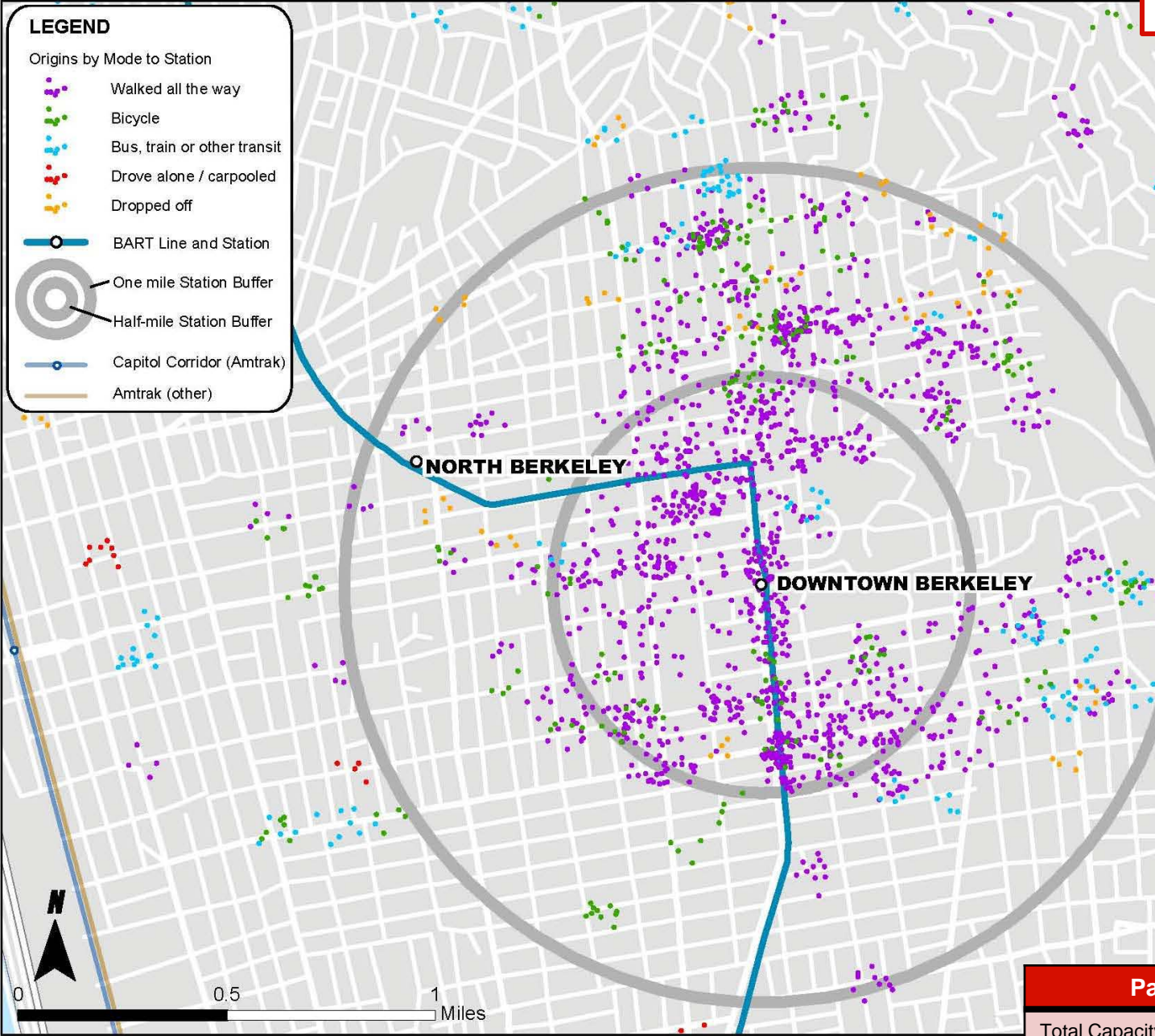
Home Origin

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

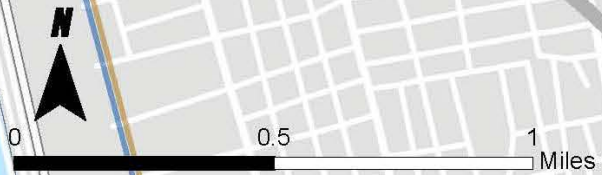
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)



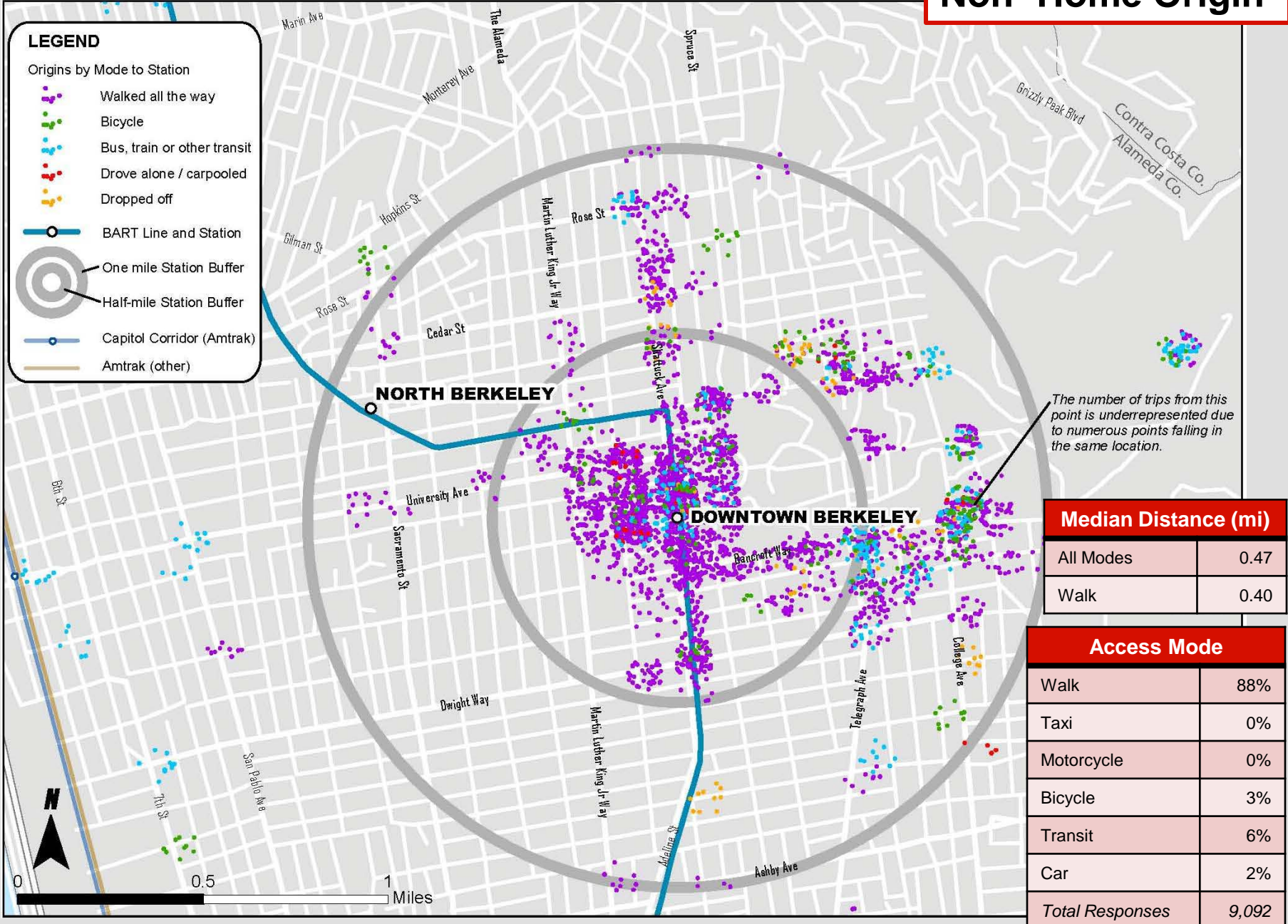
Median Distance (mi)	
All Modes	0.67
Walk	0.58

Access Mode	
Walk	71%
Taxi	0%
Motorcycle	0%
Bicycle	10%
Transit	9%
Car	10%
<i>Total Responses</i>	<i>2,837</i>

Parking Availability	
Total Capacity	0 spaces



Non-Home Origin



LEGEND

Origins by Mode to Station

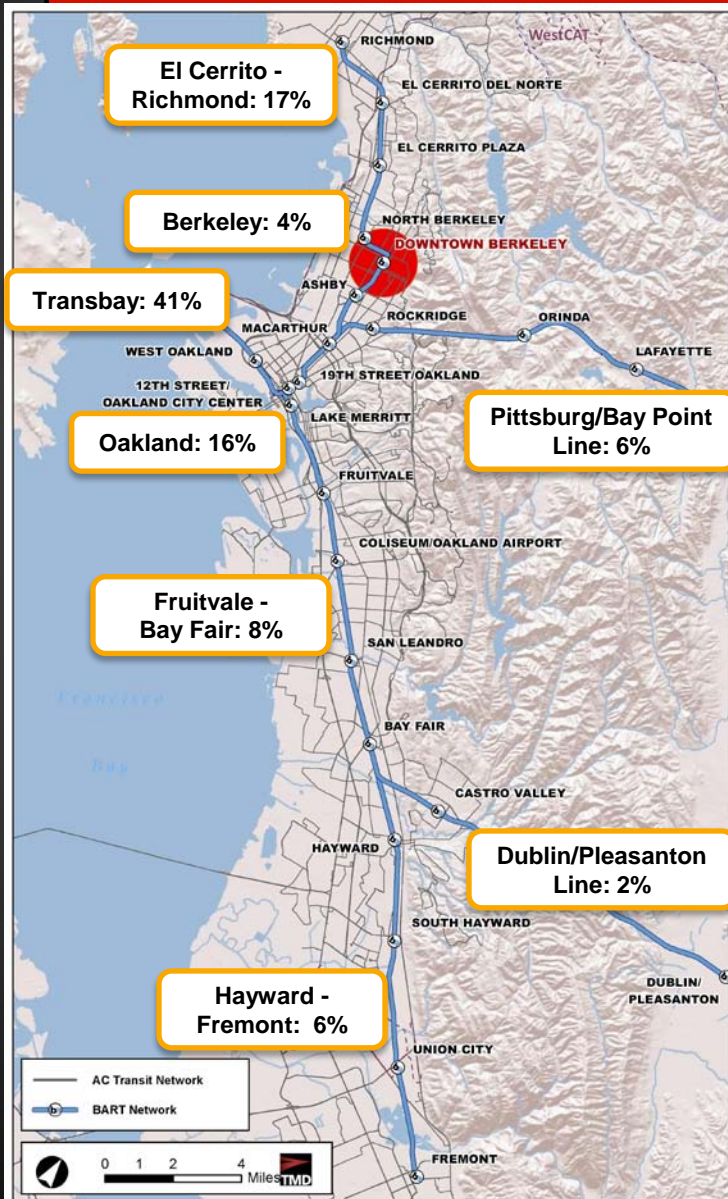
- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

The number of trips from this point is underrepresented due to numerous points falling in the same location.

Median Distance (mi)	
All Modes	0.47
Walk	0.40

Access Mode	
Walk	88%
Taxi	0%
Motorcycle	0%
Bicycle	3%
Transit	6%
Car	2%
Total Responses	9,092

Travel Patterns

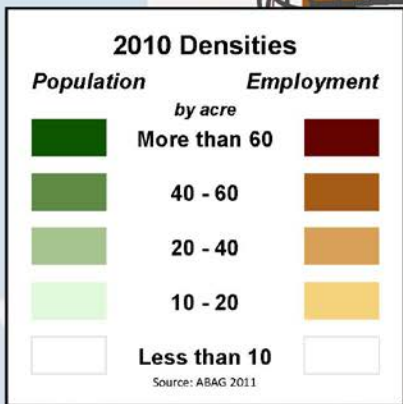


Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	53%	50%	51%
Outer East Bay	10%	7%	8%
Transbay	38%	43%	41%

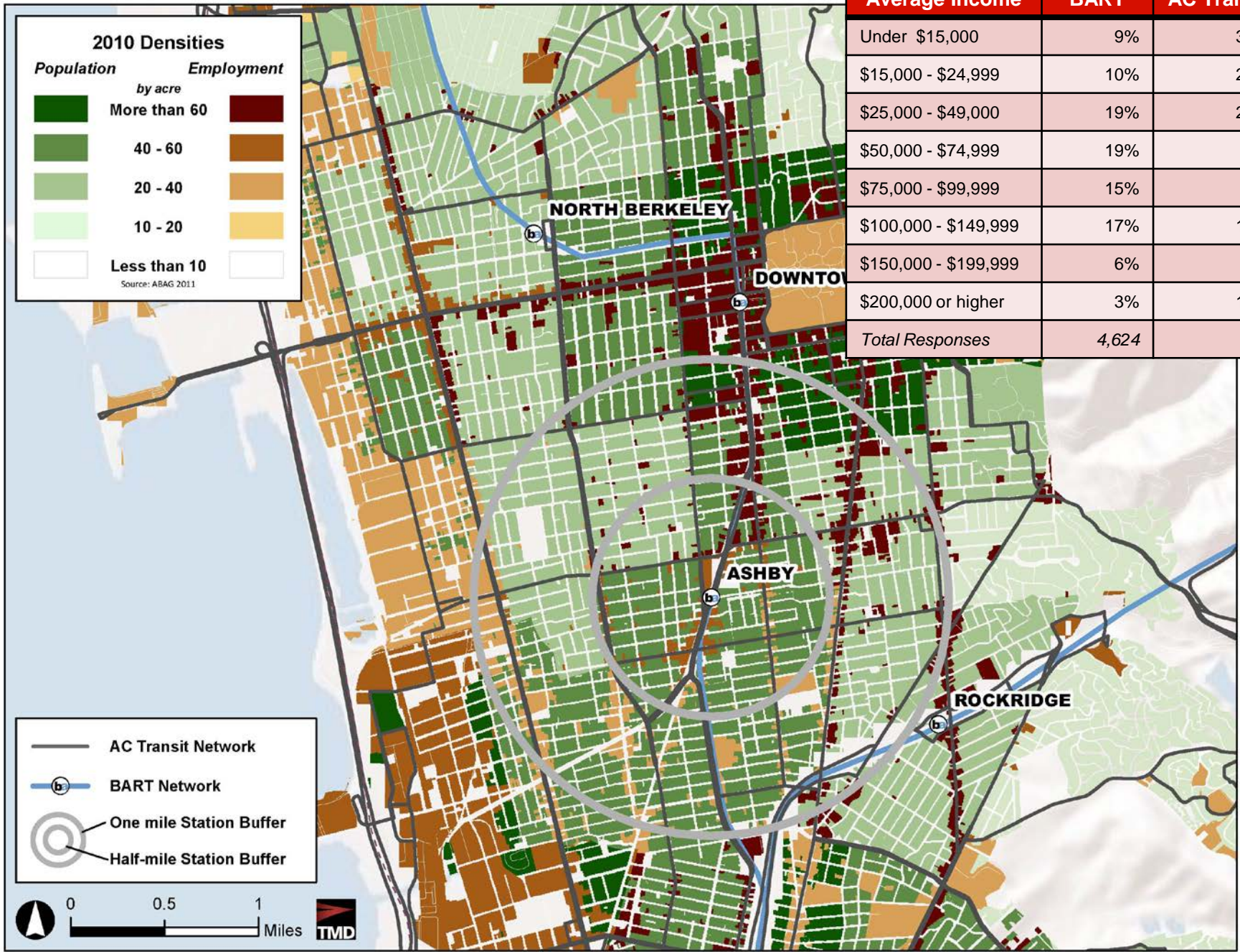
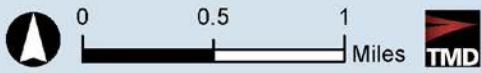
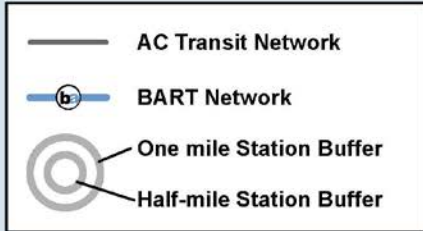
Station Profile

Ashby





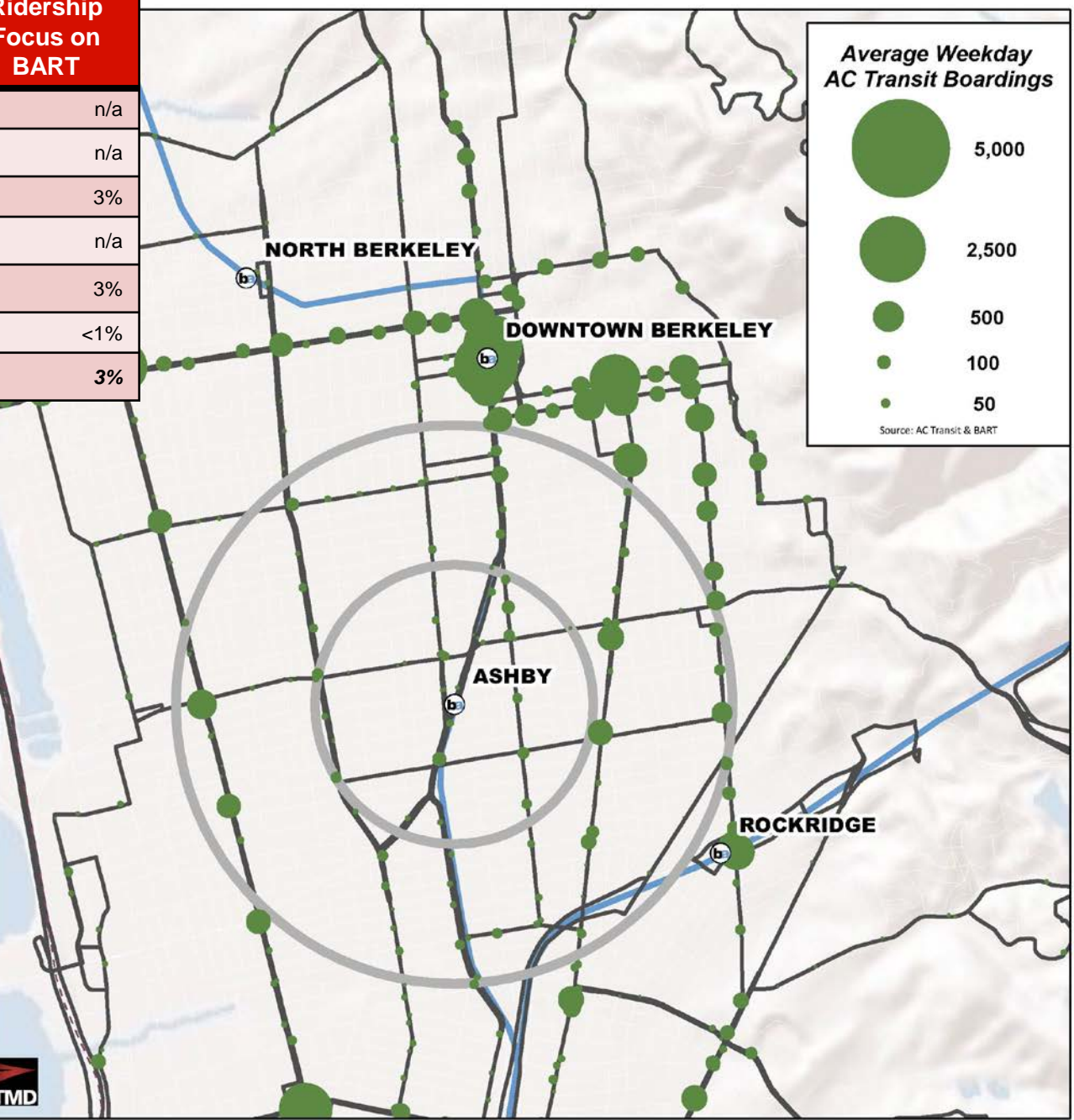
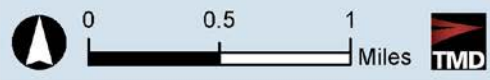
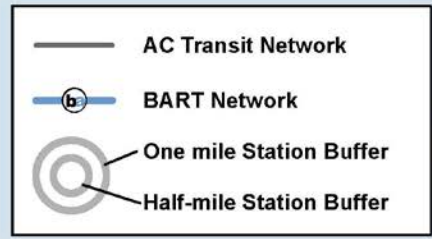
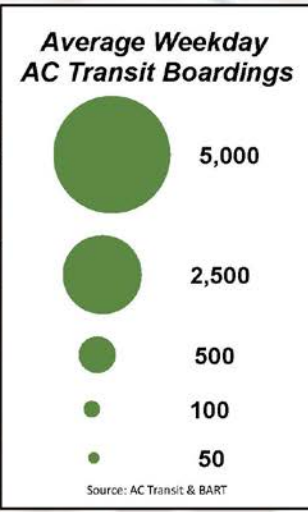
Average Income	BART	AC Transit
Under \$15,000	9%	33%
\$15,000 - \$24,999	10%	22%
\$25,000 - \$49,000	19%	22%
\$50,000 - \$74,999	19%	0%
\$75,000 - \$99,999	15%	0%
\$100,000 - \$149,999	17%	11%
\$150,000 - \$199,999	6%	0%
\$200,000 or higher	3%	11%
<i>Total Responses</i>	4,624	9



Note: AC Transit and BART incomes are based on entry station.

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	2	27.6	3%
Community	0	n/a	n/a
Transbay	1	20.3	3%
Owl	1	16.2	<1%
Overall	4	24.4	3%

Passenger Activity	
BART	8,454
1% Transfer to/from Transit	562
AC Transit	337



Home Origin

Access Mode	
Walk	57%
Taxi	0%
Motorcycle	0%
Bicycle	12%
Transit	1%
Car	30%
<i>Total Responses</i>	3,293

Median Distance (mi)	
All Modes	0.63
Walk	0.49
Car	1.13

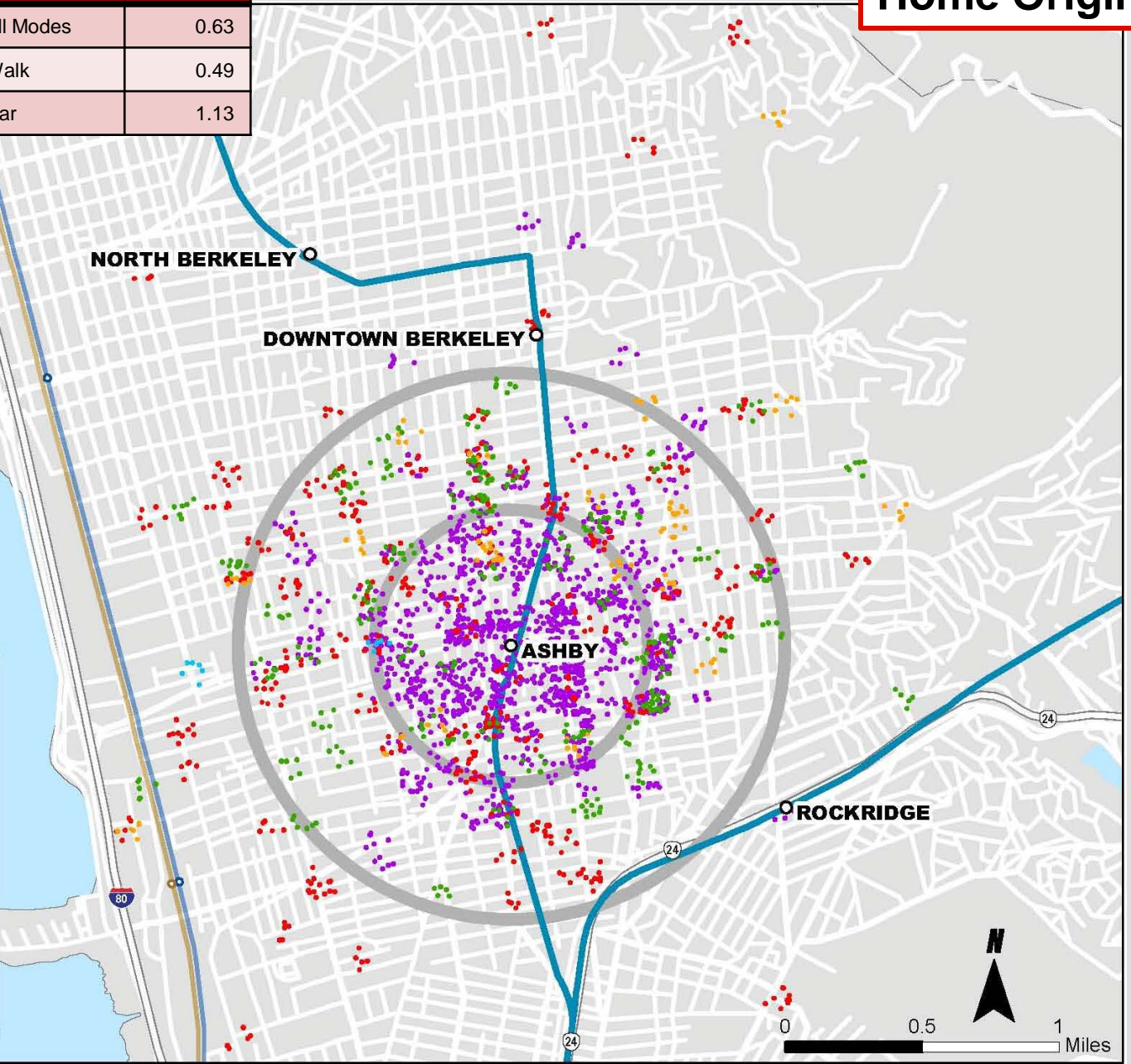
Parking Availability	
Total Spaces	602
Midday Available	0
Percent Available	0%

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

BART Line and Station
 One mile Station Buffer
 Half-mile Station Buffer
 Capitol Corridor (Amtrak)
 Amtrak (other)



Non-Home Origin

Access Mode	
Walk	43%
Taxi	0%
Motorcycle	0%
Bicycle	10%
Transit	19%
Car	28%
Total Responses	1,504

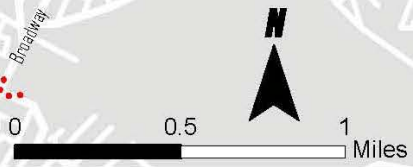
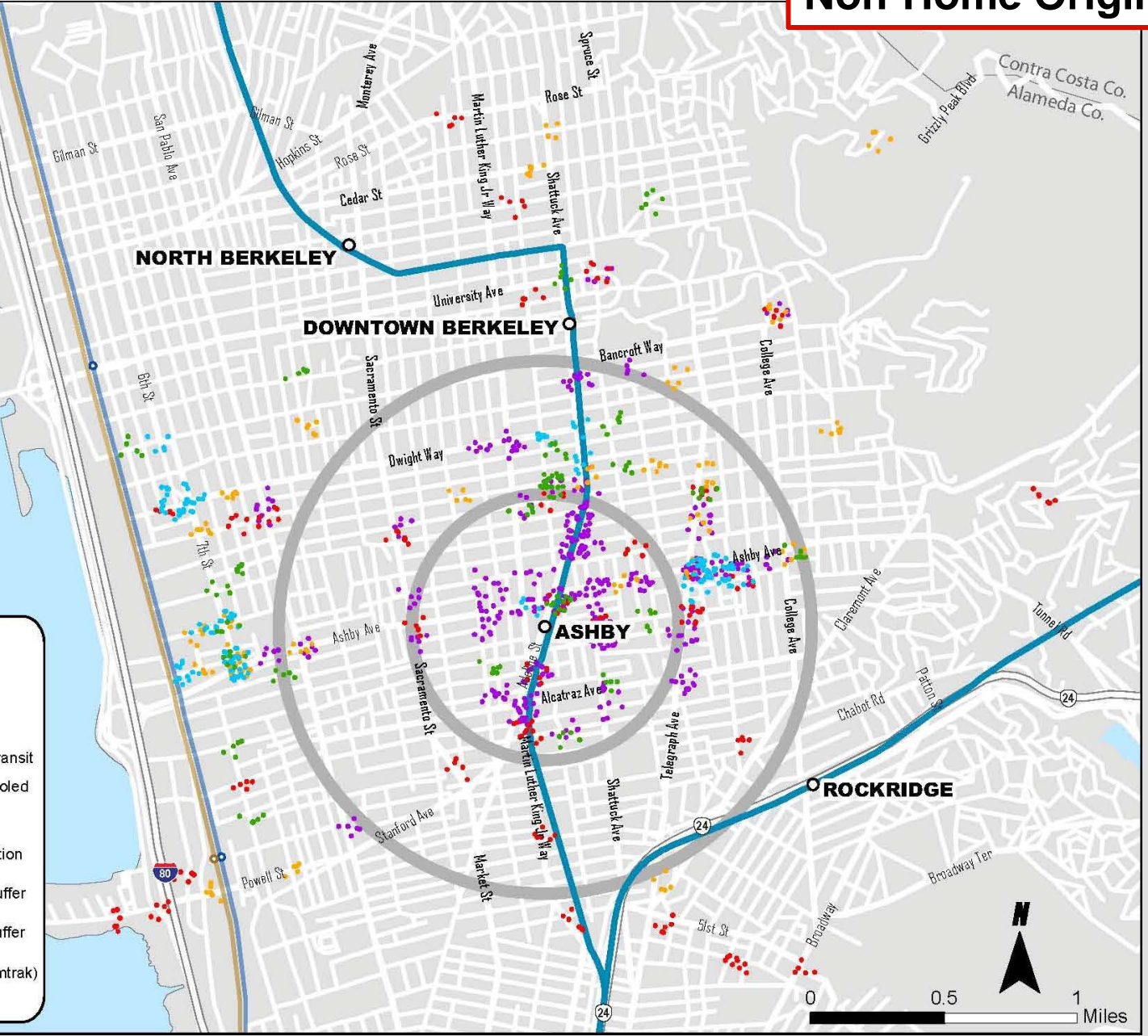
Median Distance (mi)	
All Modes	0.76
Walk	0.42

LEGEND

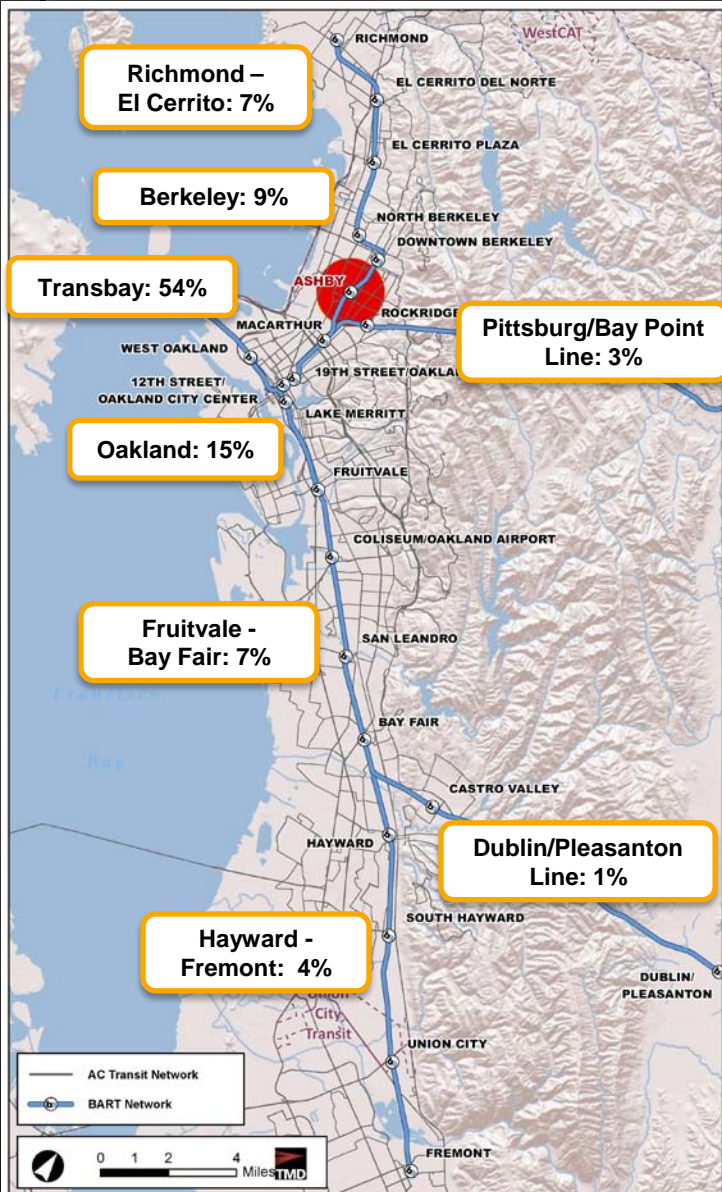
Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

BART Line and Station
 One mile Station Buffer
 Half-mile Station Buffer
 Capitol Corridor (Amtrak)
 Amtrak (other)



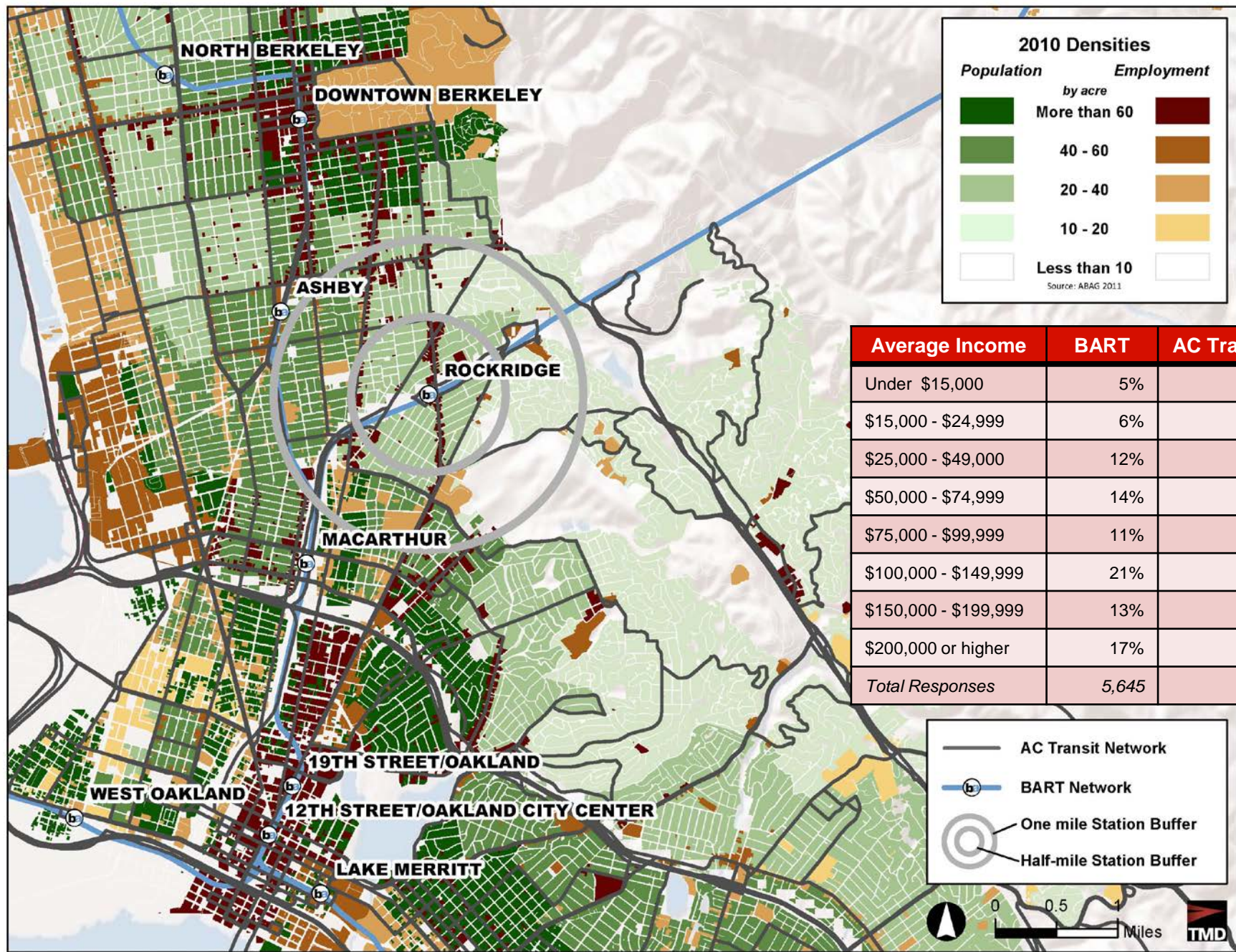
Travel Patterns



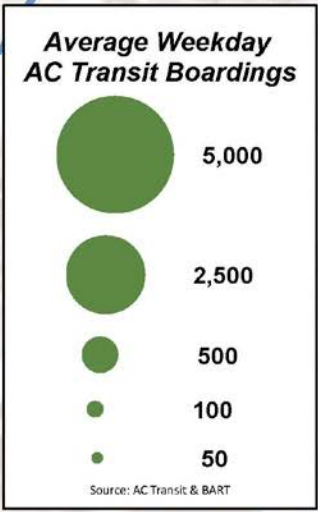
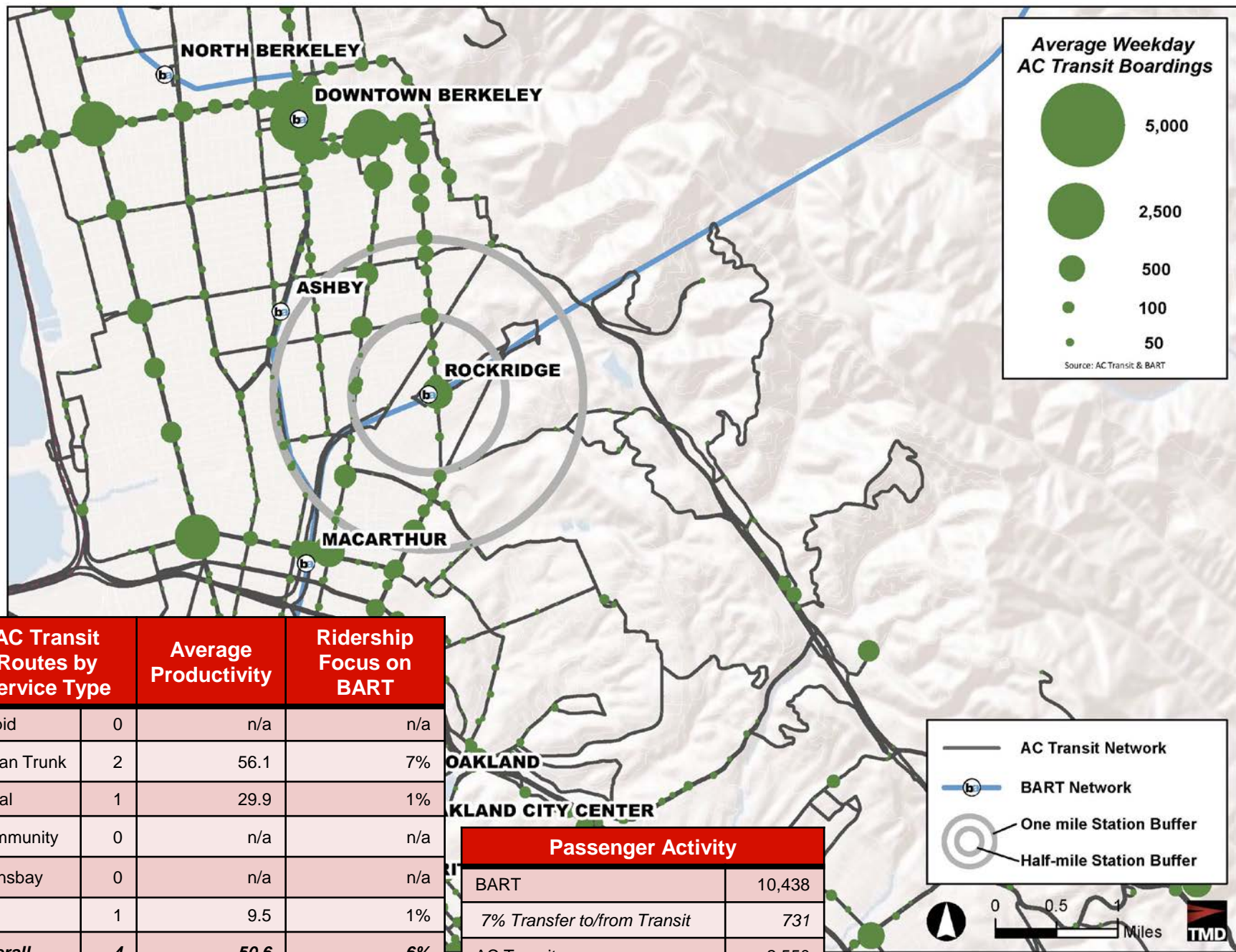
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	40%	43%	41%
Outer East Bay	4%	4%	4%
Transbay	56%	53%	54%

Station Profile

Rockridge

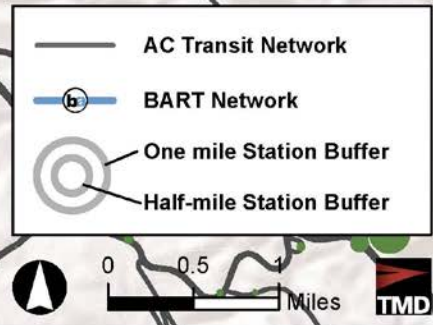


Note: AC Transit and BART incomes are based on entry station.

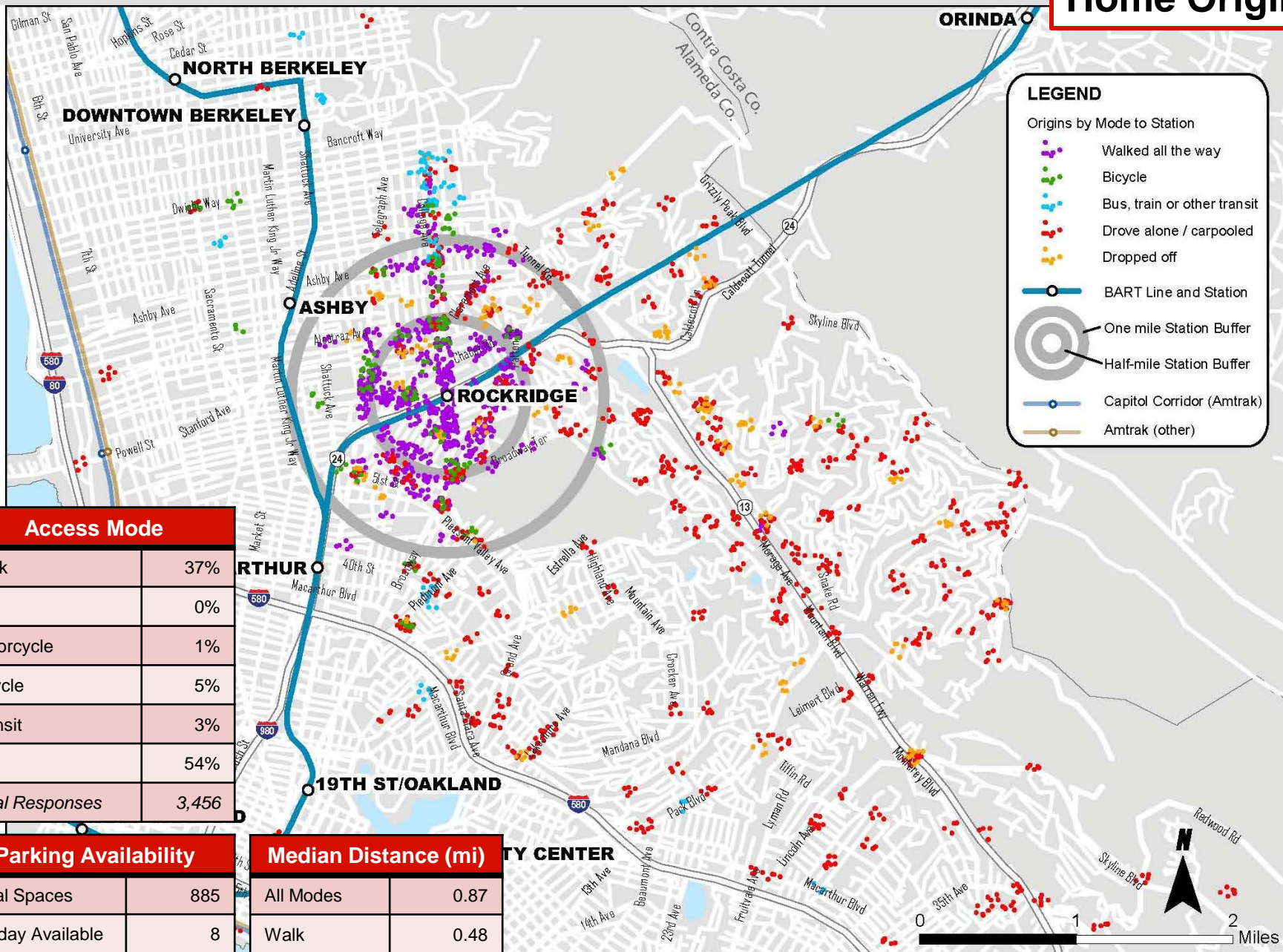


AC Transit Routes by Service Type	Average Productivity	Ridership Focus on BART
Rapid	0	n/a
Urban Trunk	2	56.1
Local	1	29.9
Community	0	n/a
Transbay	0	n/a
Owl	1	9.5
Overall	4	50.6

Passenger Activity	
BART	10,438
7% Transfer to/from Transit	731
AC Transit	2,550



Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpoled
- Dropped off

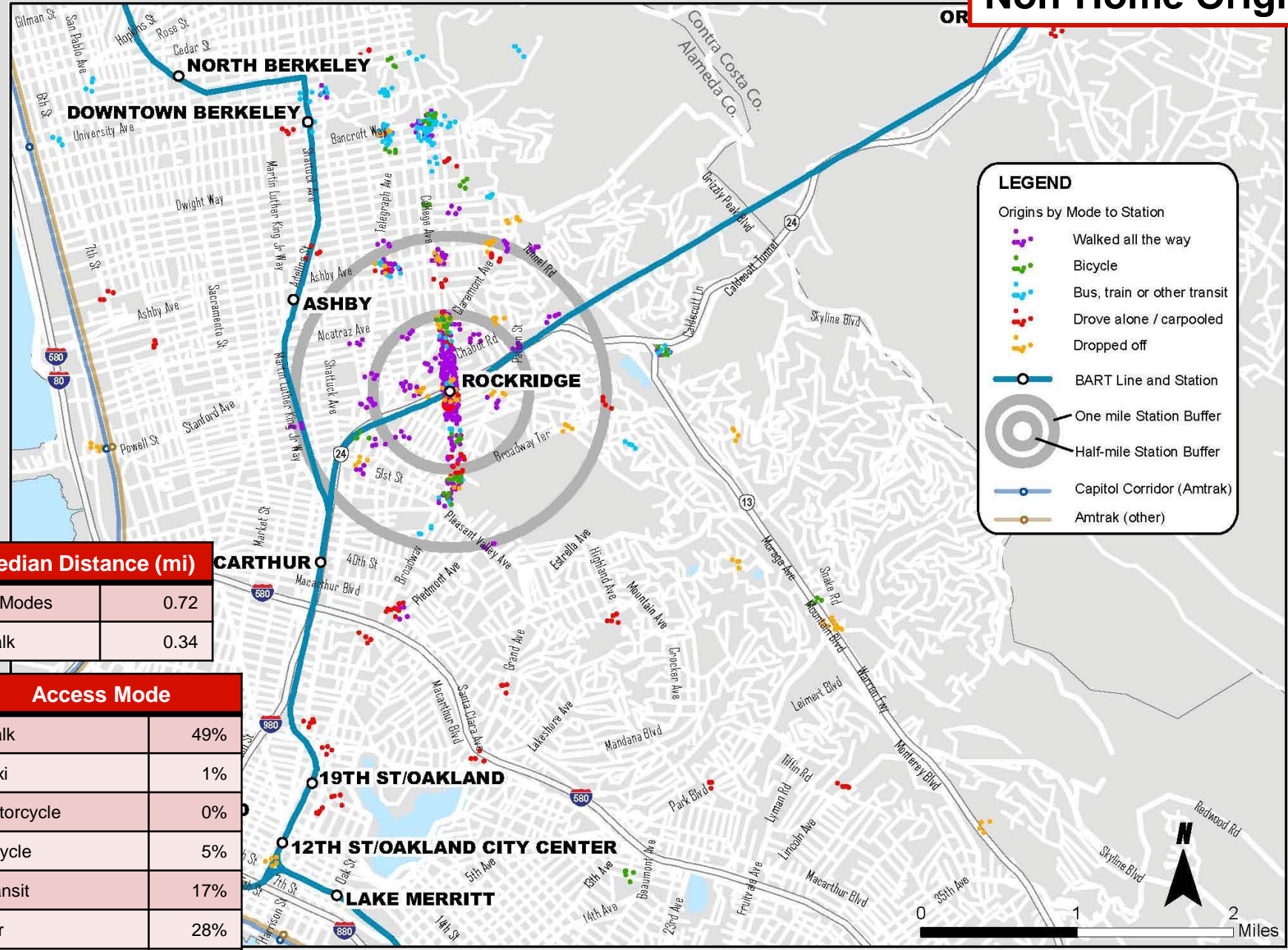
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

Access Mode	
Walk	37%
Taxi	0%
Motorcycle	1%
Bicycle	5%
Transit	3%
Car	54%
Total Responses	3,456

Parking Availability	
Total Spaces	885
Midday Available	8
Percent Available	0.9%

Median Distance (mi)	
All Modes	0.87
Walk	0.48
Car	2.53

Non-Home Origin



Median Distance (mi)	
All Modes	0.72
Walk	0.34

Access Mode	
Walk	49%
Taxi	1%
Motorcycle	0%
Bicycle	5%
Transit	17%
Car	28%
Total Responses	1,386

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpoled
- Dropped off

BART Line and Station

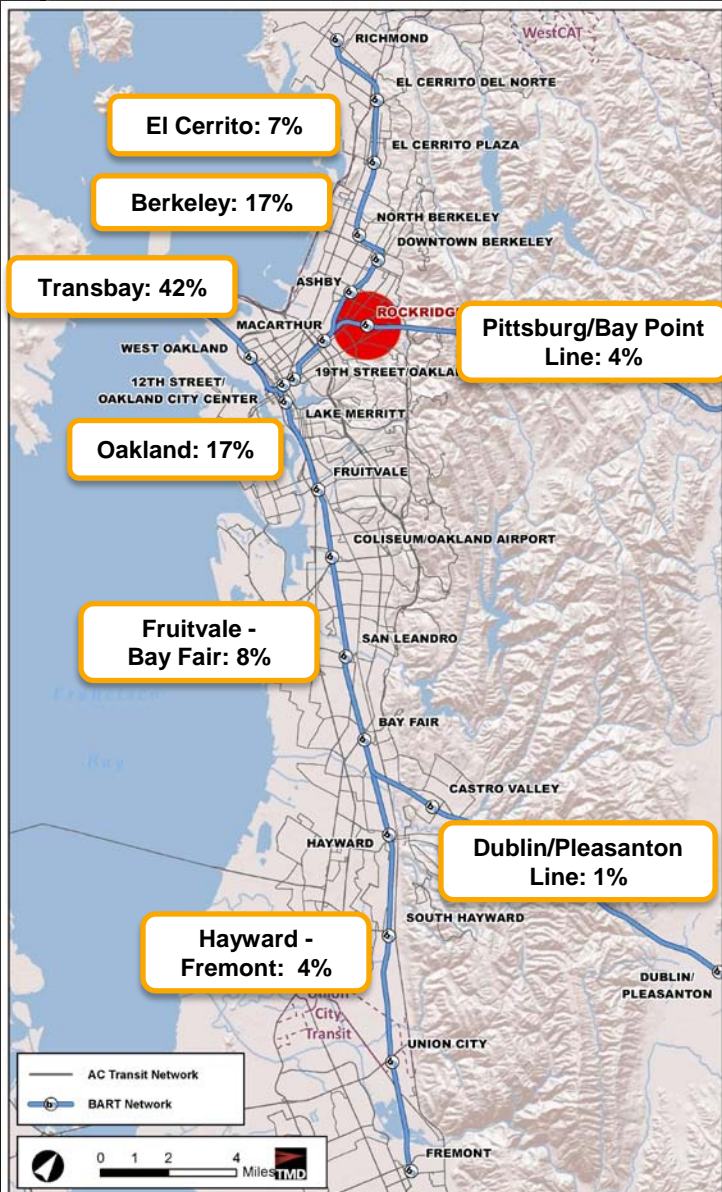
One mile Station Buffer

Half-mile Station Buffer

Capitol Corridor (Amtrak)

Amtrak (other)

Travel Patterns

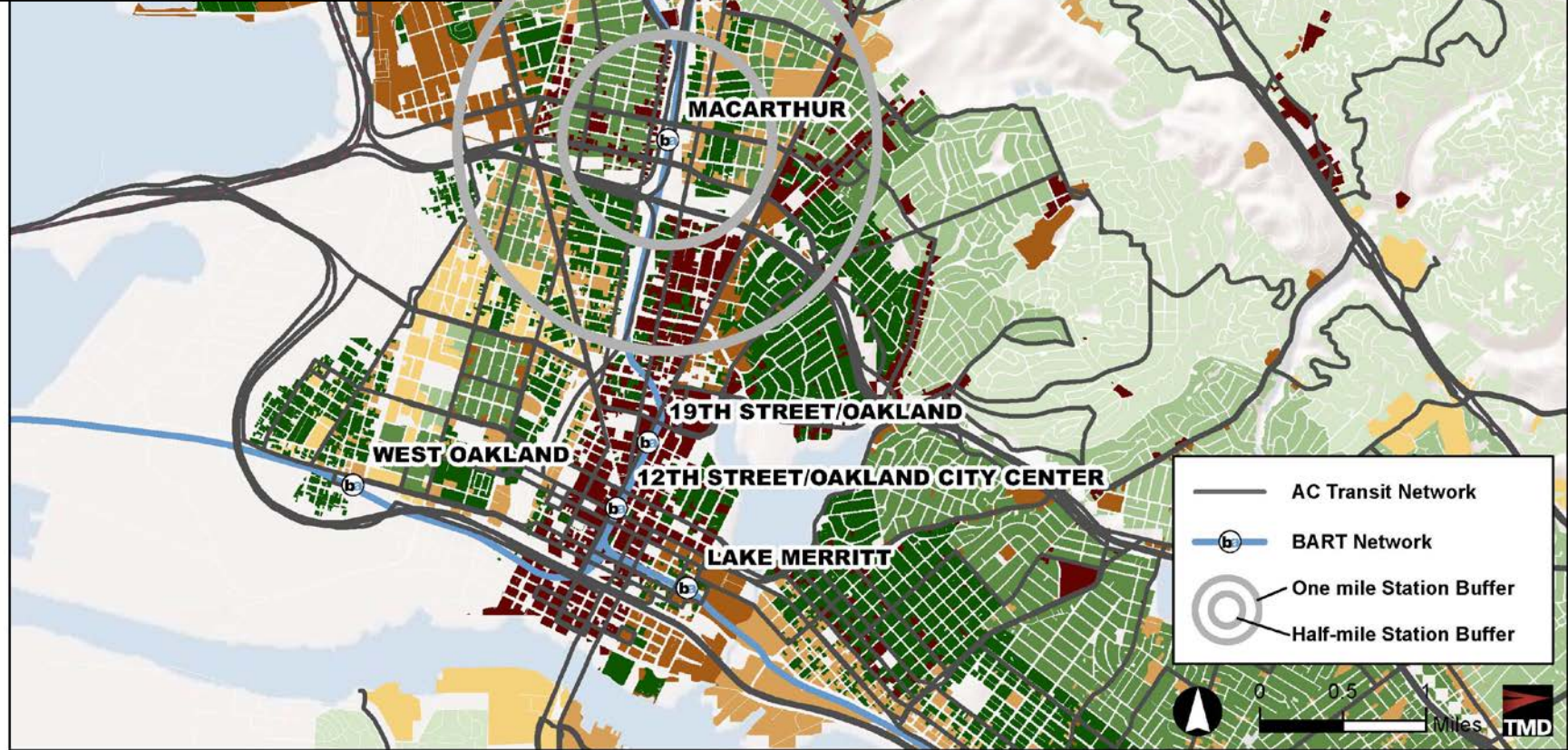
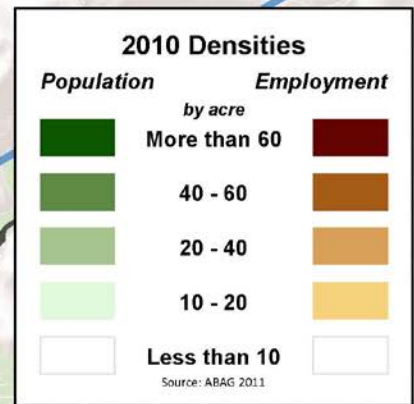


Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	17%	21%	19%
Outer East Bay	13%	13%	13%
Transbay	70%	66%	66%

Station Profile

MacArthur

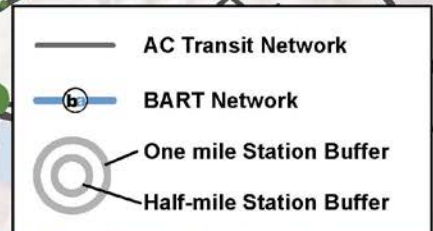
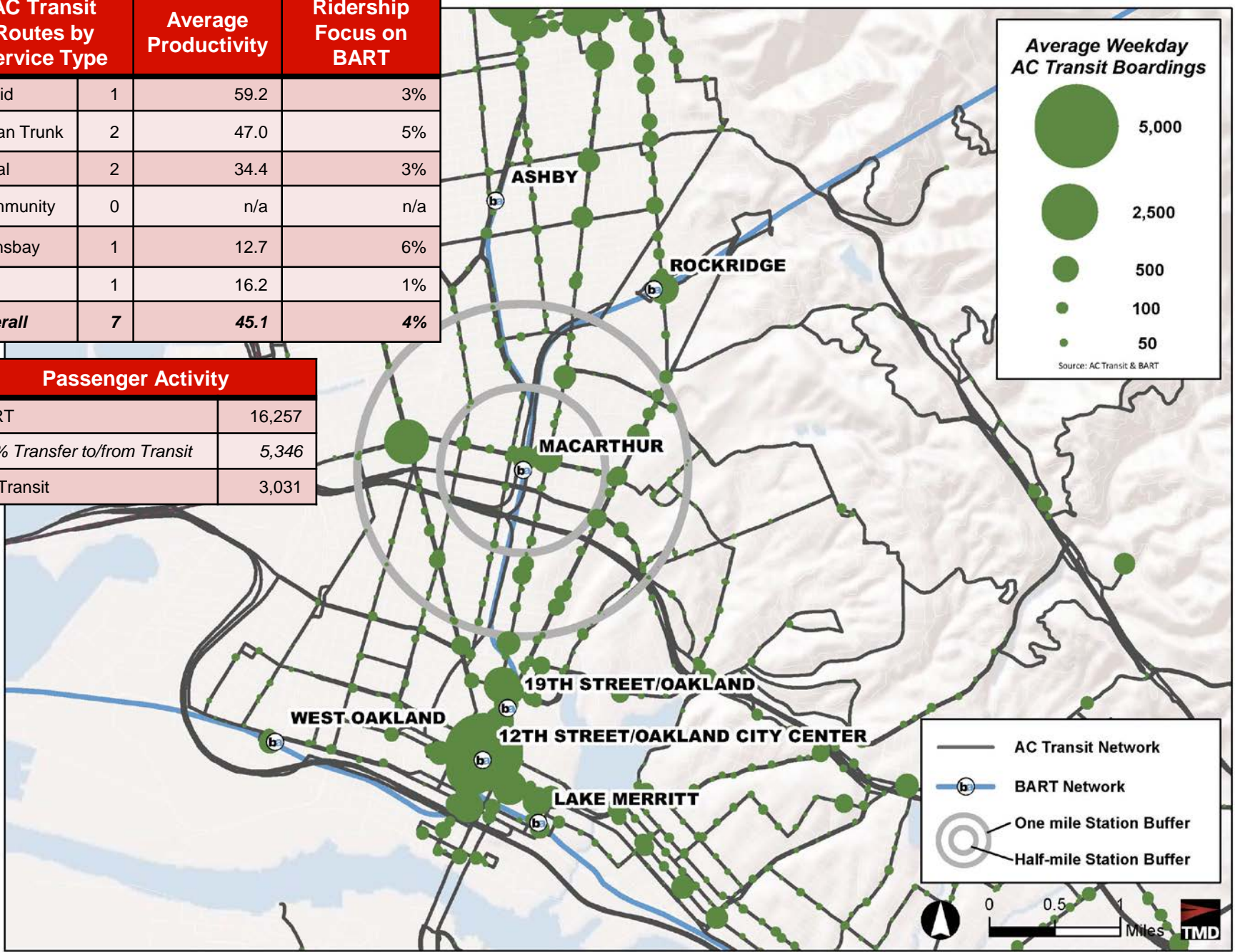
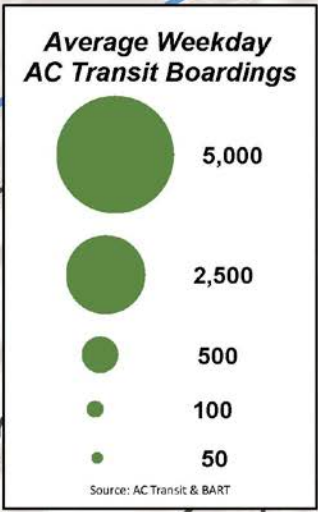
Average Income	BART	AC Transit
Under \$15,000	10%	33%
\$15,000 - \$24,999	8%	15%
\$25,000 - \$49,000	21%	21%
\$50,000 - \$74,999	22%	12%
\$75,000 - \$99,999	13%	3%
\$100,000 - \$149,999	13%	6%
\$150,000 - \$199,999	7%	9%
\$200,000 or higher	5%	0%
Total Responses	6,045	33



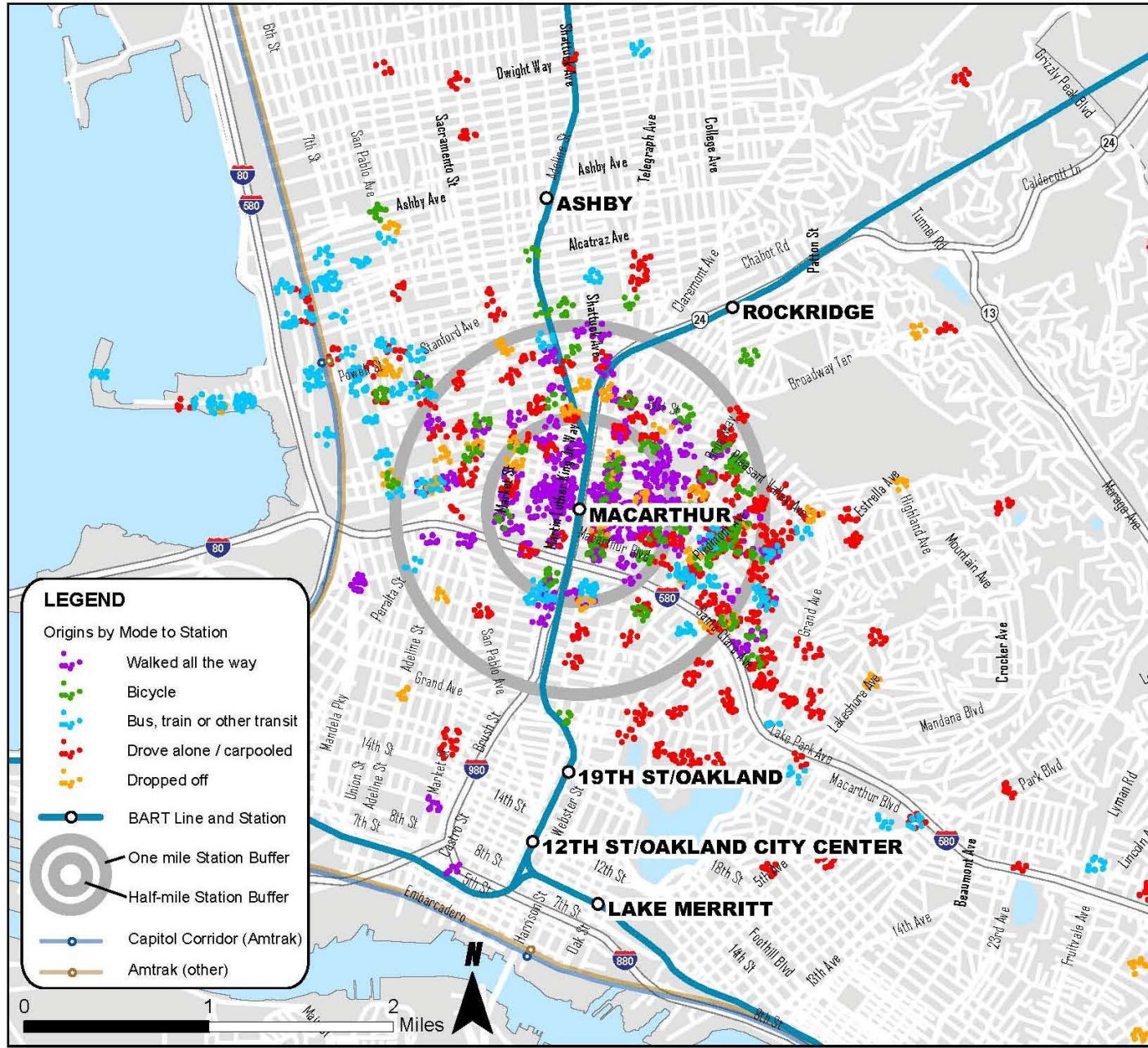
Note: AC Transit and BART incomes are based on entry station.

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	59.2	3%
Urban Trunk	2	47.0	5%
Local	2	34.4	3%
Community	0	n/a	n/a
Transbay	1	12.7	6%
Owl	1	16.2	1%
Overall	7	45.1	4%

Passenger Activity	
BART	16,257
33% Transfer to/from Transit	5,346
AC Transit	3,031



Home Origin

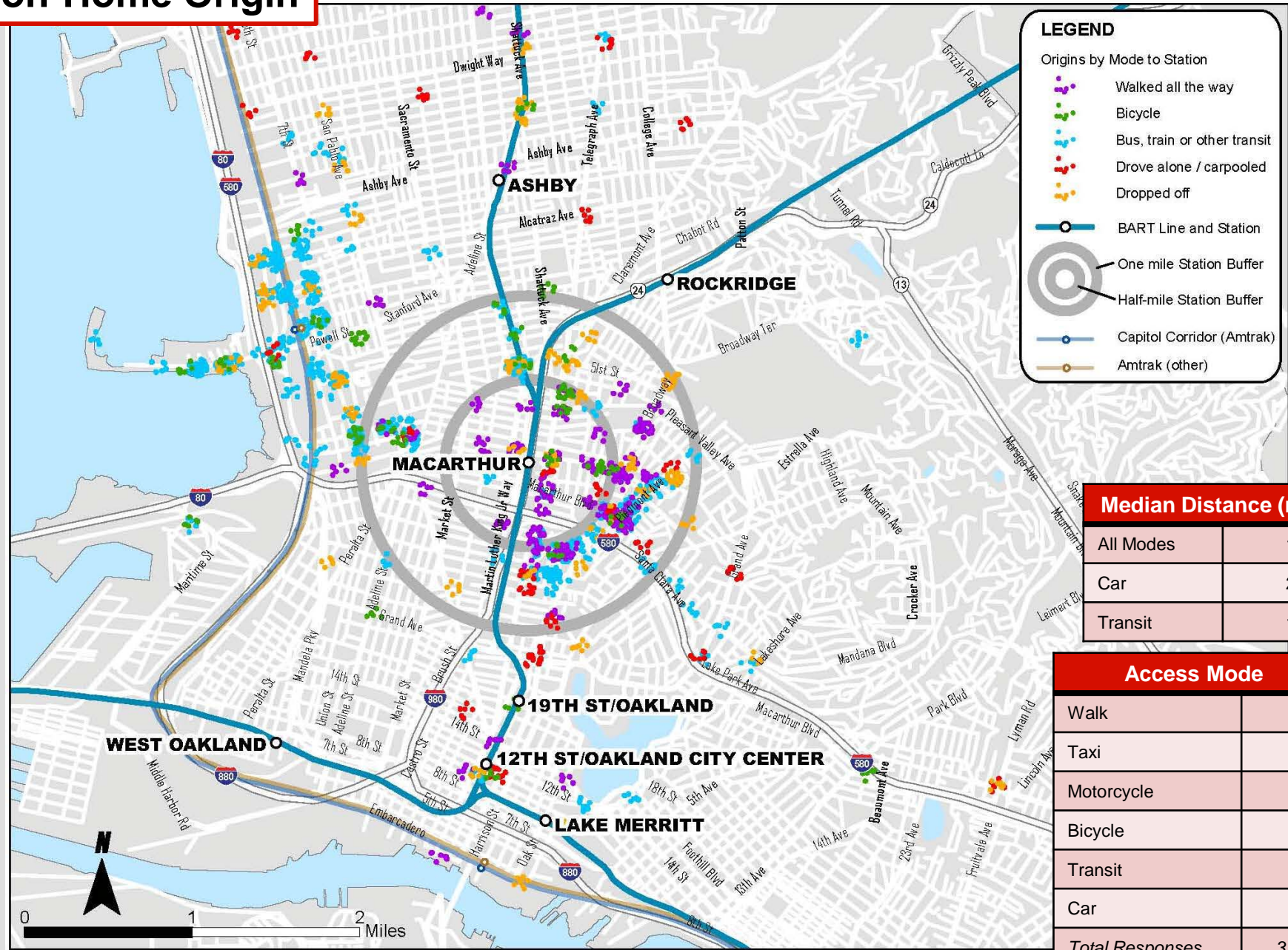


Access Mode	
Walk	35%
Taxi	1%
Motorcycle	0%
Bicycle	8%
Transit	15%
Car	40%
Total Responses	4,398

Parking Availability	
Total Spaces	621
Midday Available	0
Percent Available	0%

Median Distance (mi)	
All Modes	0.89
Walk	0.48
Car	1.34

Non-Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

BART Line and Station

One mile Station Buffer

Half-mile Station Buffer

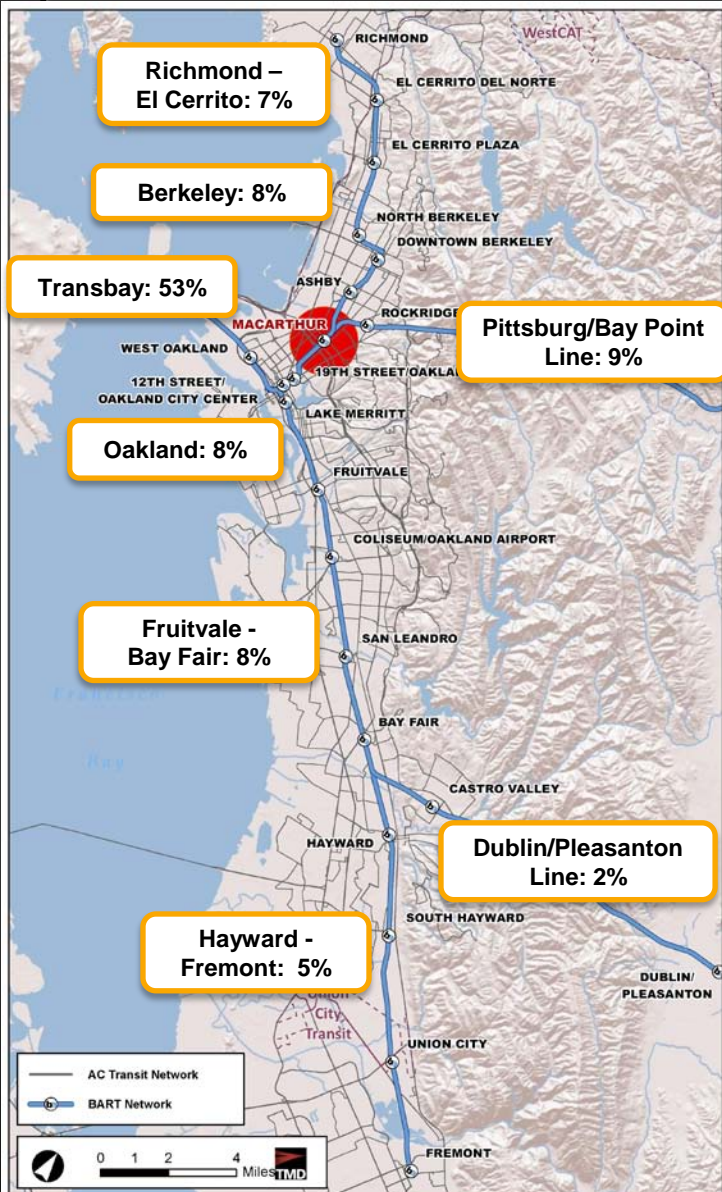
Capitol Corridor (Amtrak)

Amtrak (other)

Median Distance (mi)	
All Modes	1.25
Car	2.08
Transit	1.52

Access Mode	
Walk	16
Taxi	0
Motorcycle	0
Bicycle	6
Transit	56
Car	22
Total Responses	3,403

Travel Patterns



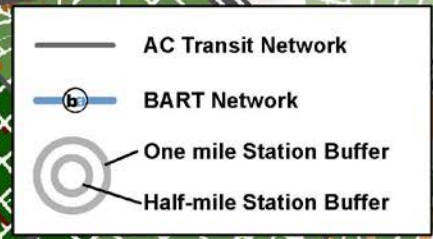
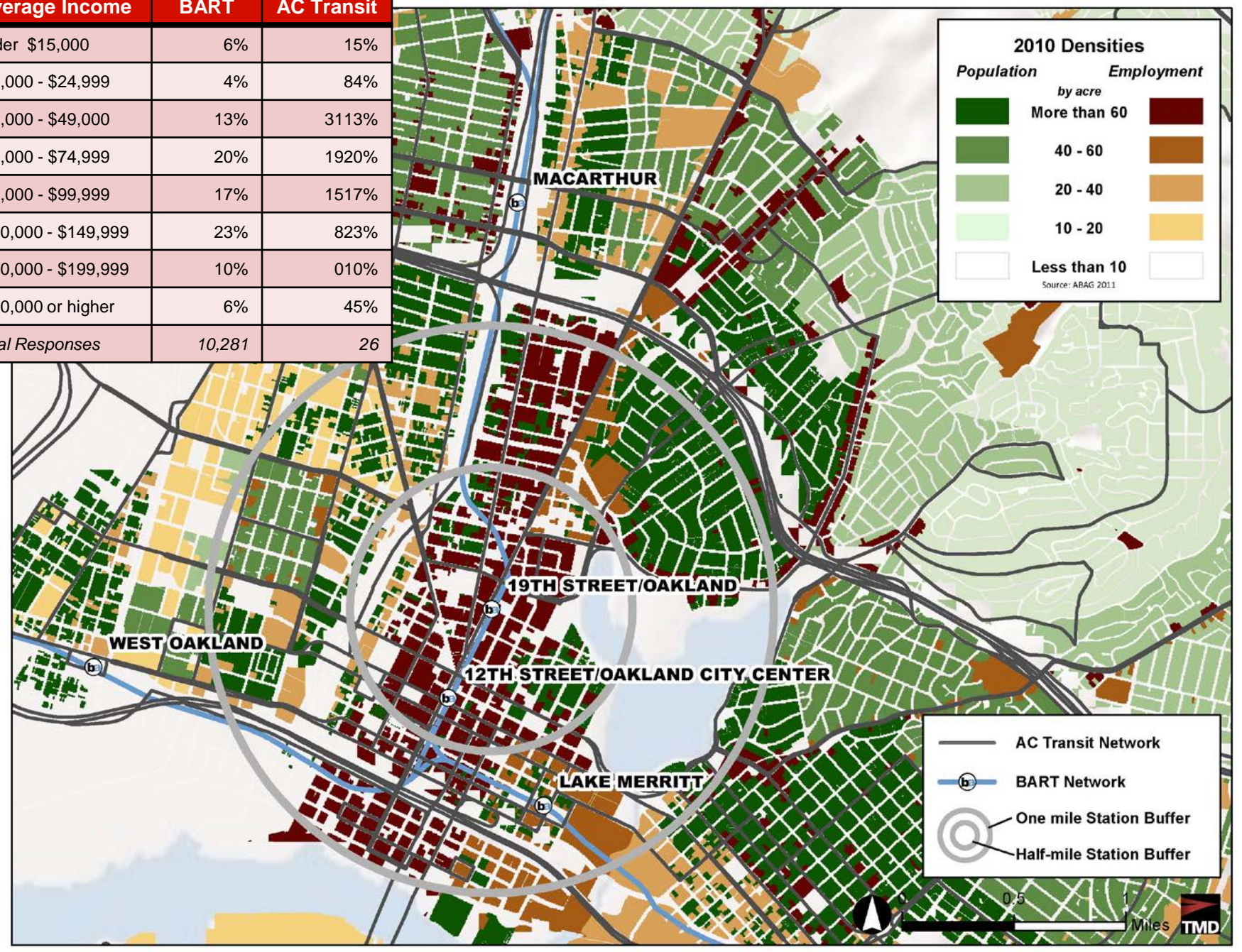
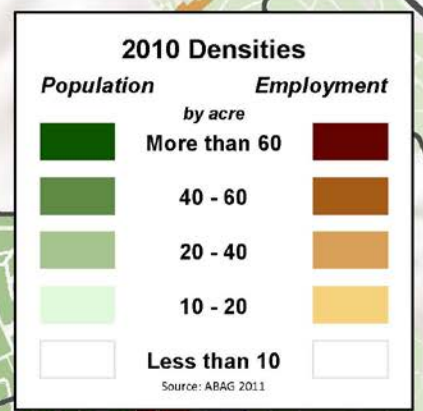
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	36%	38%	37%
Outer East Bay	12%	9%	10%
Transbay	52%	53%	53%

Station Profile

19th Street / Oakland



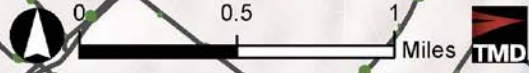
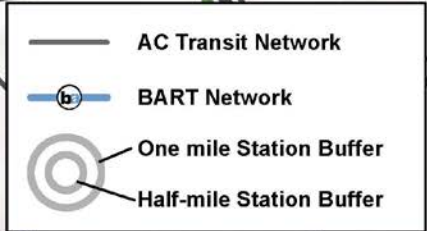
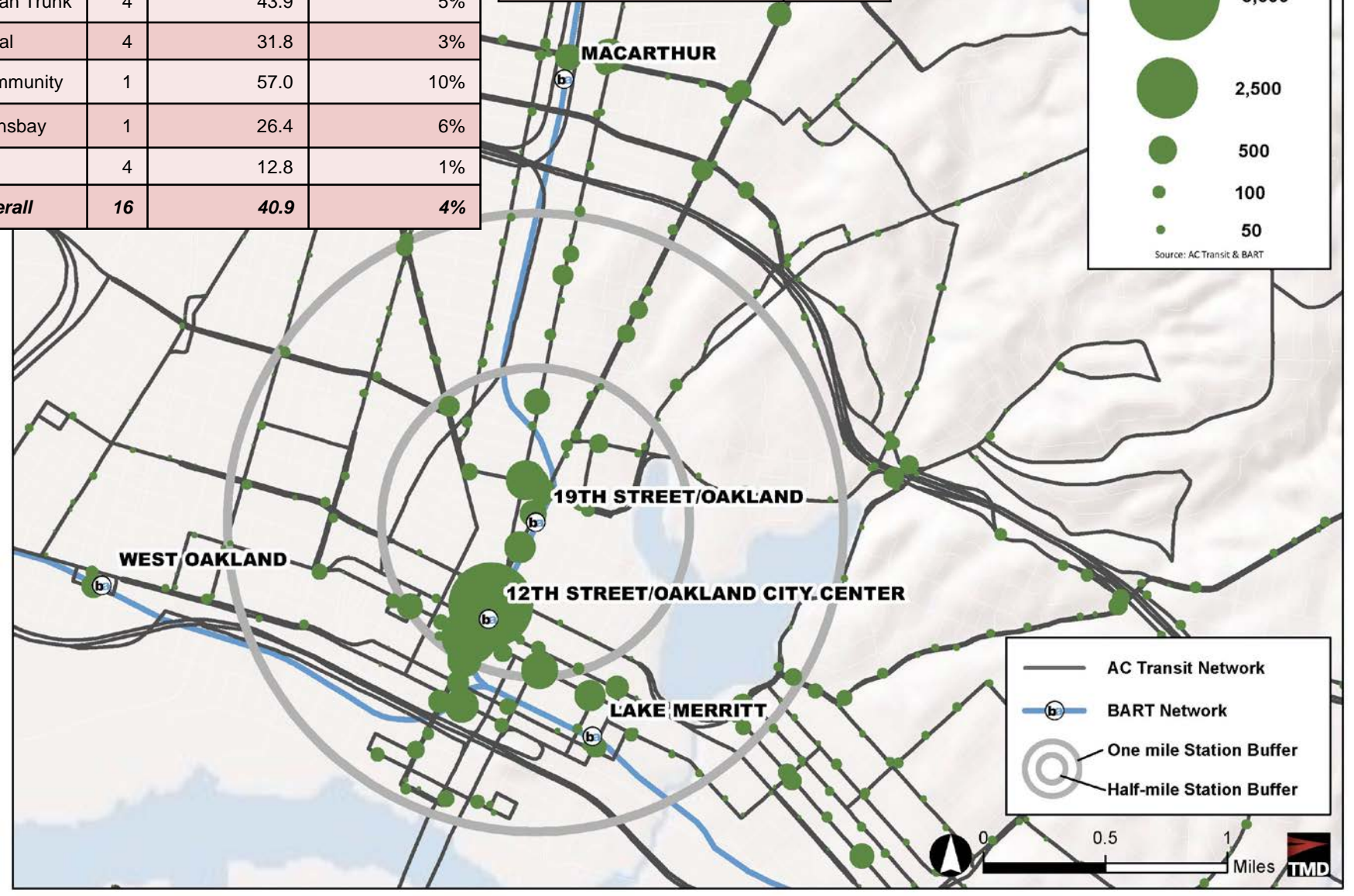
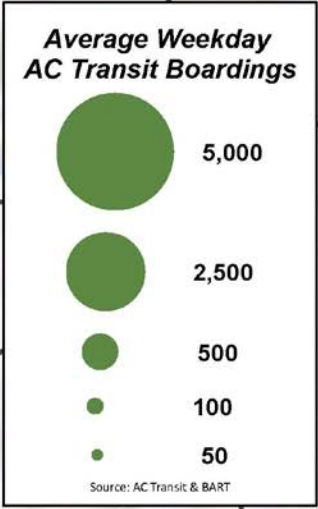
Average Income	BART	AC Transit
Under \$15,000	6%	15%
\$15,000 - \$24,999	4%	84%
\$25,000 - \$49,000	13%	3113%
\$50,000 - \$74,999	20%	1920%
\$75,000 - \$99,999	17%	1517%
\$100,000 - \$149,999	23%	823%
\$150,000 - \$199,999	10%	010%
\$200,000 or higher	6%	45%
<i>Total Responses</i>	<i>10,281</i>	<i>26</i>



Note: AC Transit and BART incomes are based on entry station.

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	2	50.1	4%
Urban Trunk	4	43.9	5%
Local	4	31.8	3%
Community	1	57.0	10%
Transbay	1	26.4	6%
Owl	4	12.8	1%
Overall	16	40.9	4%




Passenger Activity	
BART	20,397
4% Transfer to/from Transit	874
AC Transit	4,936

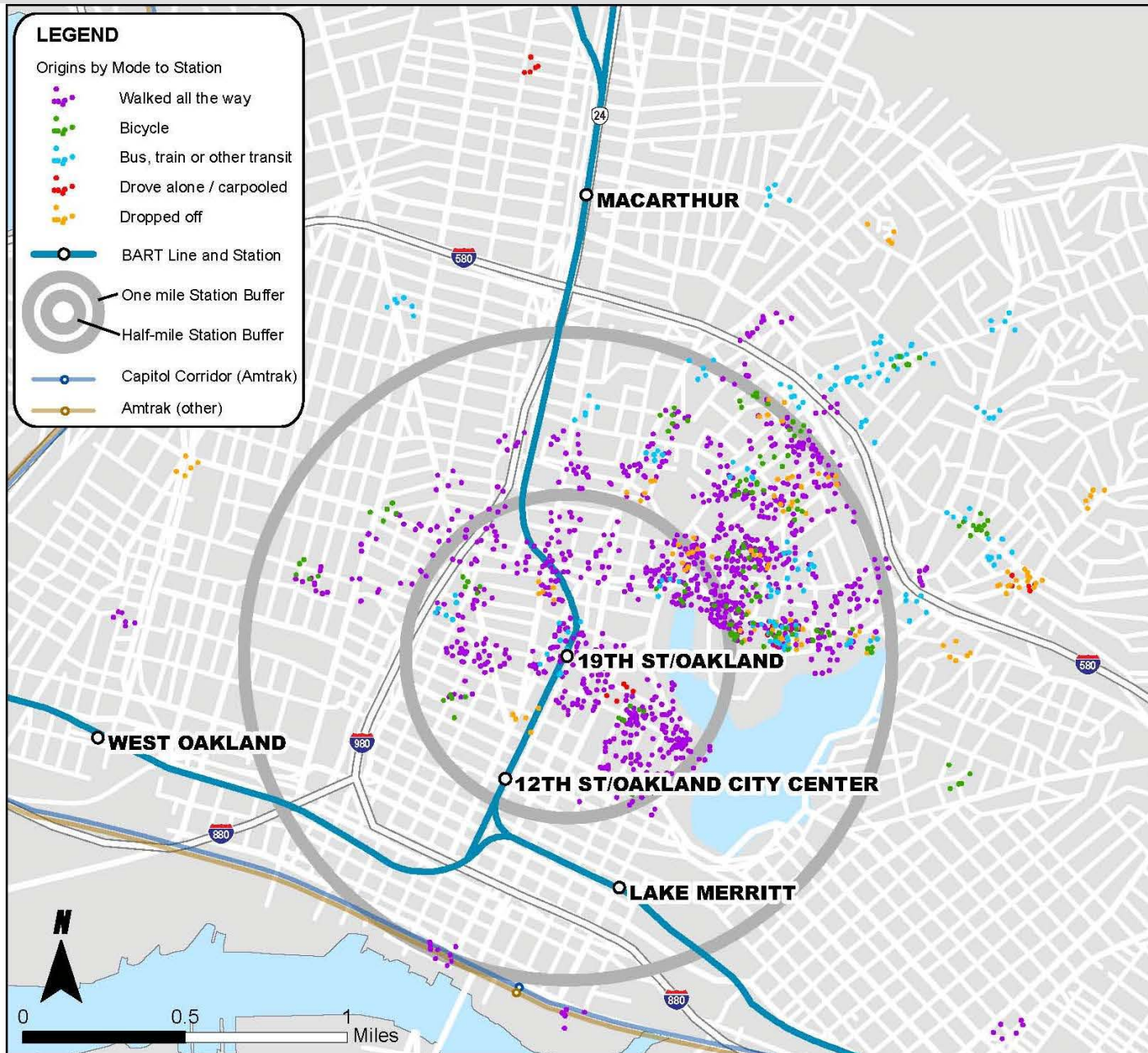


Home Origin

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off
-  BART Line and Station
-  One mile Station Buffer
Half-mile Station Buffer
-  Capitol Corridor (Amtrak)
-  Amtrak (other)



Access Mode	
Walk	70
Taxi	0
Motorcycle	0
Bicycle	6
Transit	11
Car	13
<i>Total Responses</i>	<i>2,485</i>

Parking Availability	
Total Capacity	0 spaces

Median Distance (mi)	
All Modes	0.84
Walk	0.76

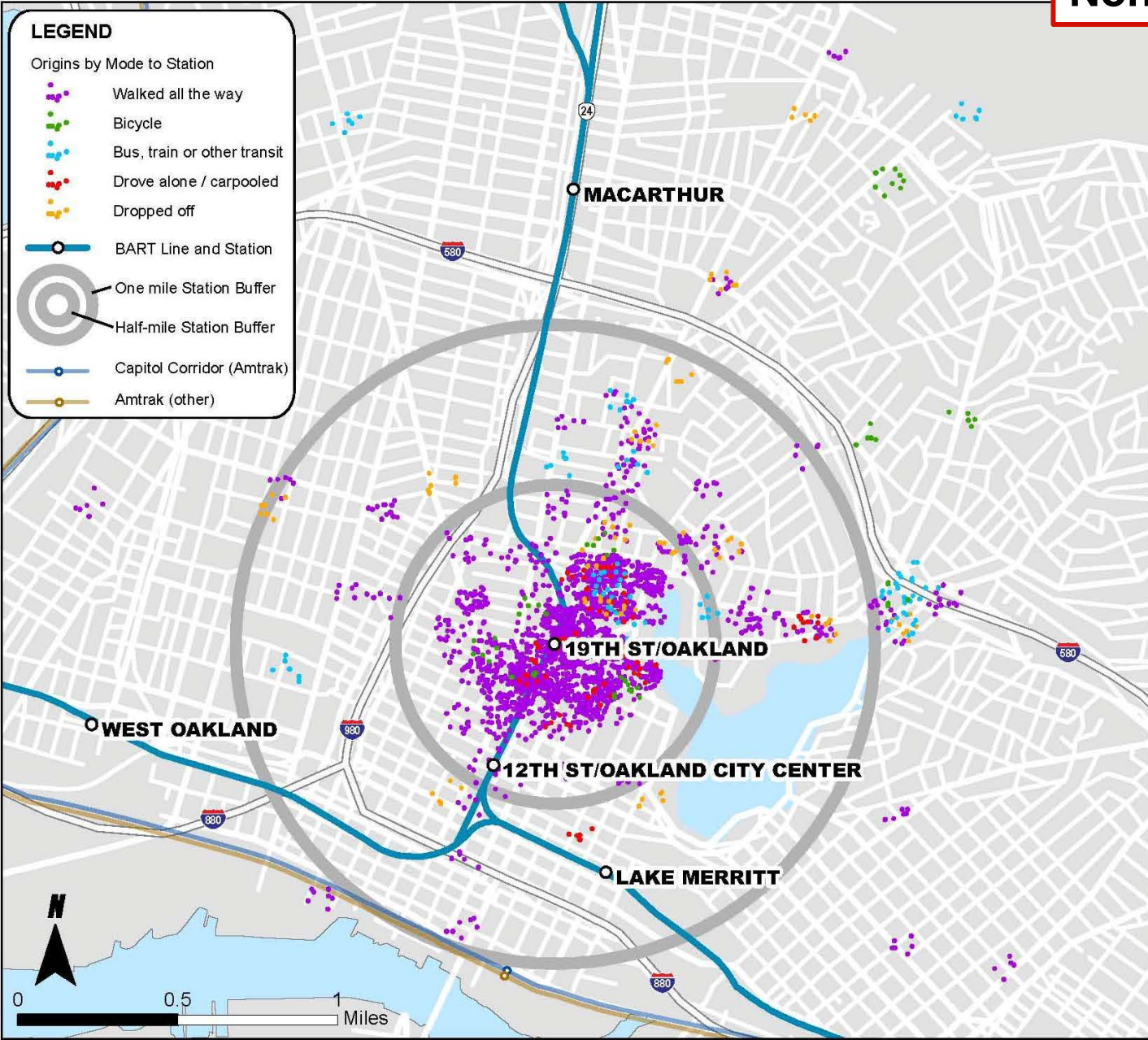
Non-Home Origin

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

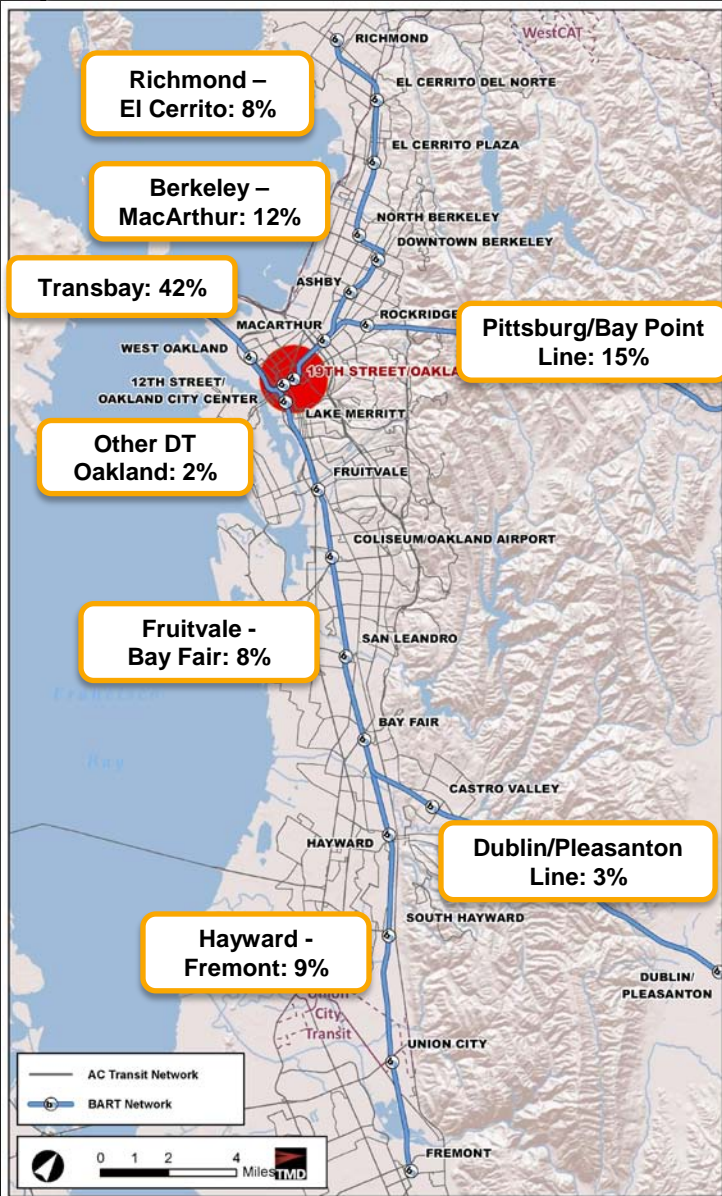
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)



Median Distance (mi)	
All Modes	0.29
Walk	0.29

Access Mode	
Walk	93
Taxi	0
Motorcycle	0
Bicycle	1
Transit	2
Car	4
<i>Total Responses</i>	<i>7,309</i>

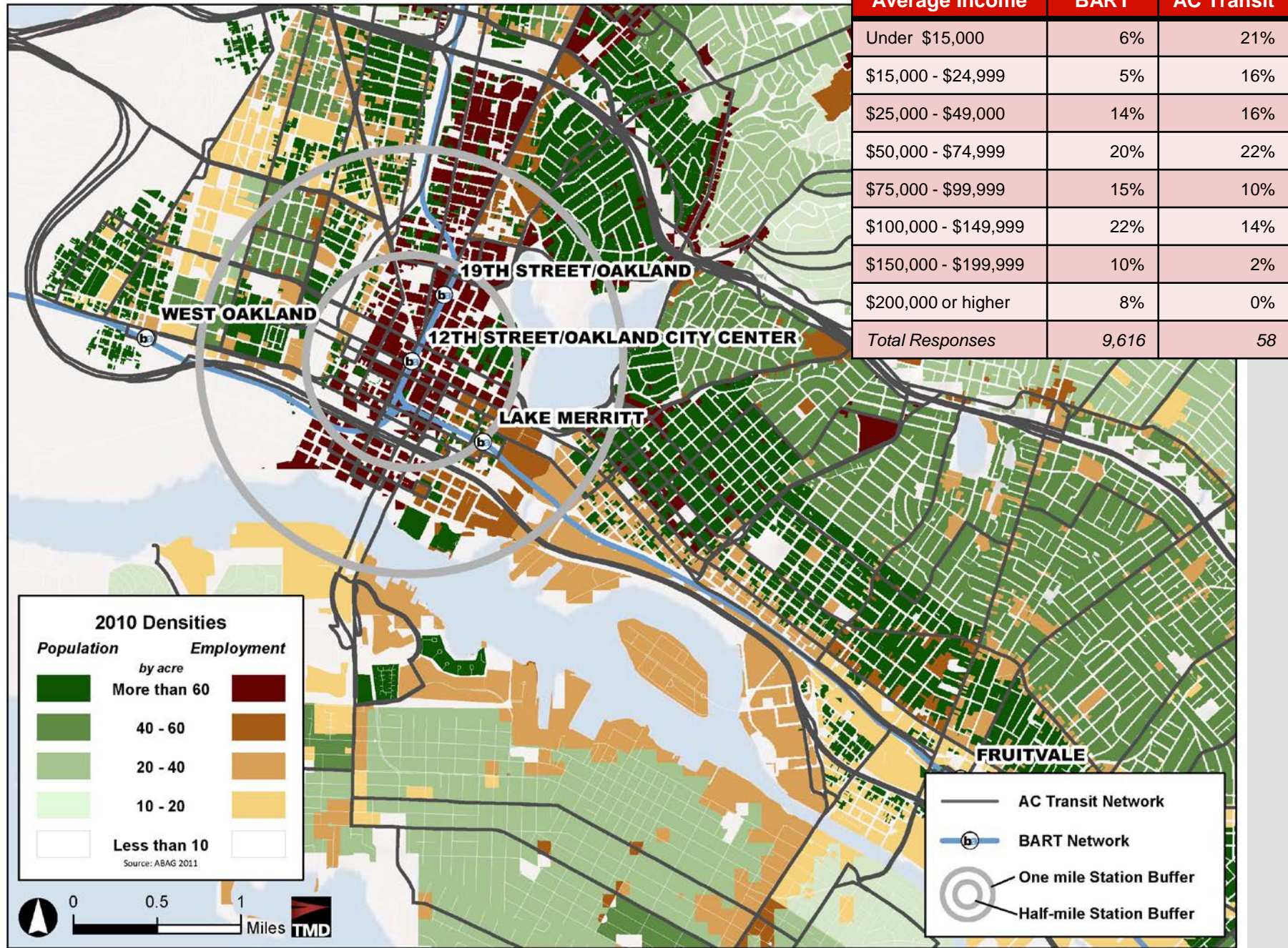
Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	40%	40%	40%
Outer East Bay	22%	13%	18%
Transbay	38%	47%	42%

Station Profile

12th Street BART / Oakland City Center



2010 Densities

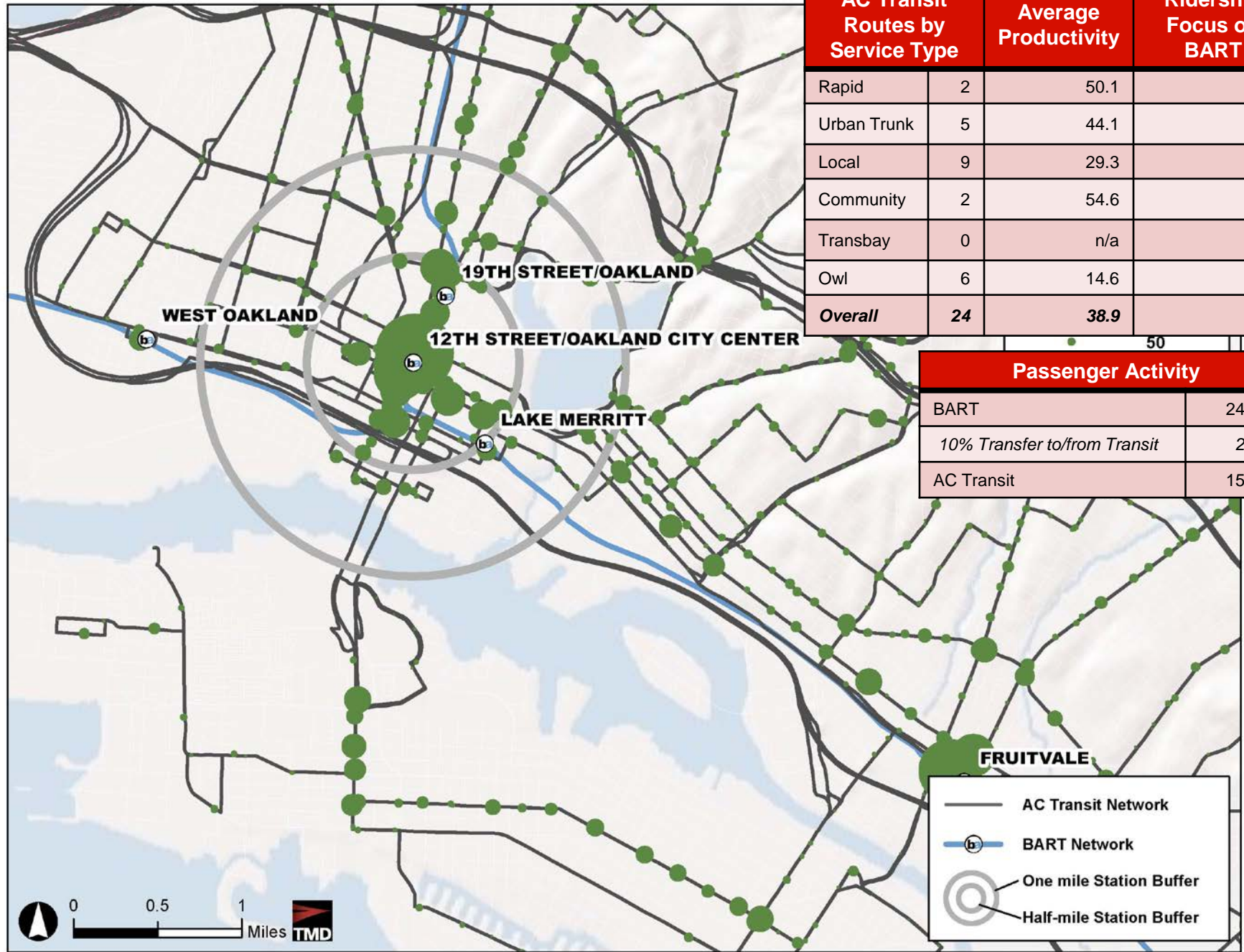
Population	Employment
More than 60	by acre
40 - 60	
20 - 40	
10 - 20	
Less than 10	

Source: ABAG 2011







- AC Transit Network
- BART Network
- One mile Station Buffer
- Half-mile Station Buffer

Note: AC Transit and BART incomes are based on entry station.

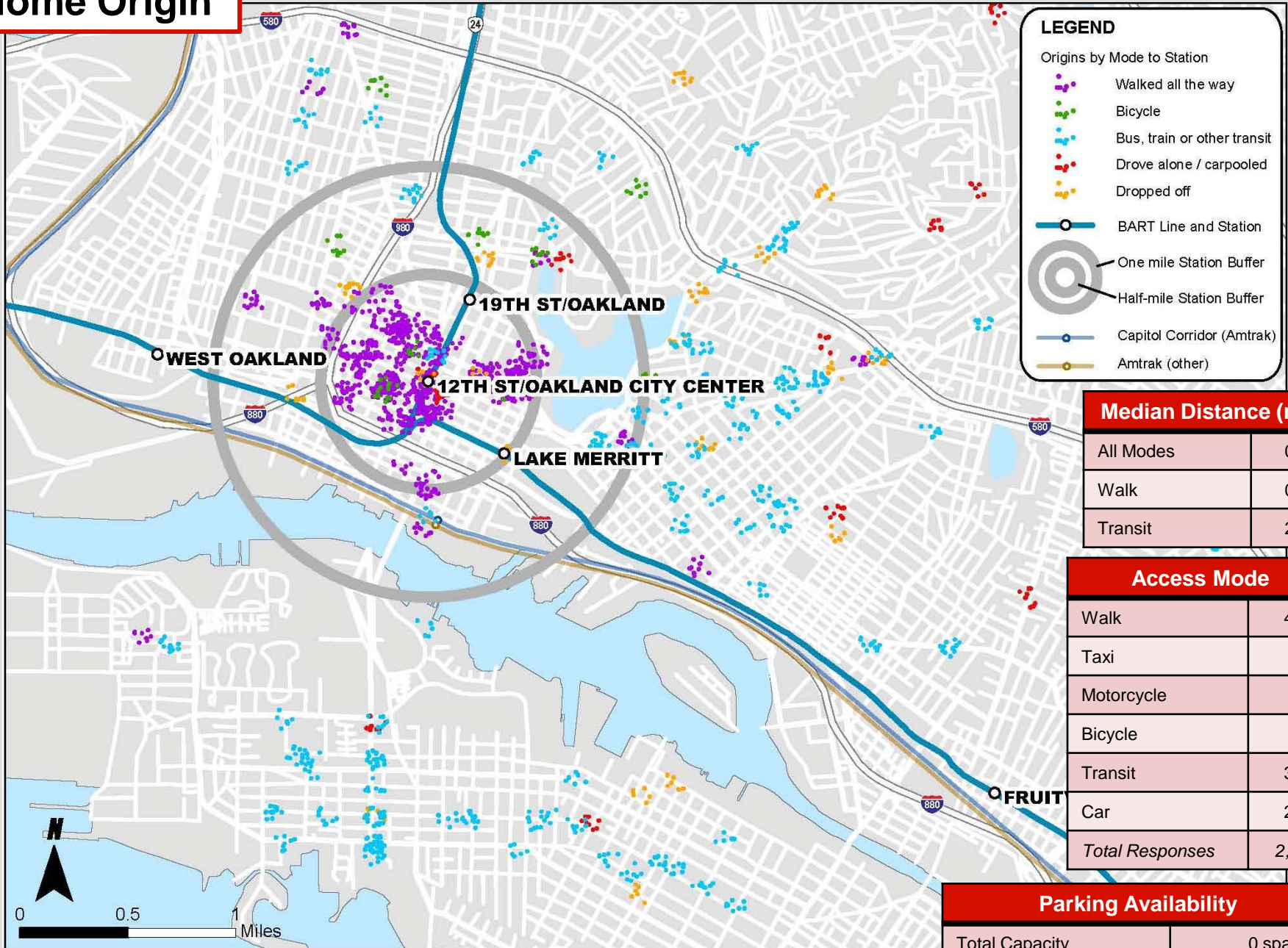


AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	2	50.1	8%
Urban Trunk	5	44.1	9%
Local	9	29.3	10%
Community	2	54.6	27%
Transbay	0	n/a	n/a
Owl	6	14.6	19%
Overall	24	38.9	10%

Passenger Activity	
BART	24,484
10% Transfer to/from Transit	2,361
AC Transit	15,940

-  AC Transit Network
-  BART Network
-  One mile Station Buffer
-  Half-mile Station Buffer

Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

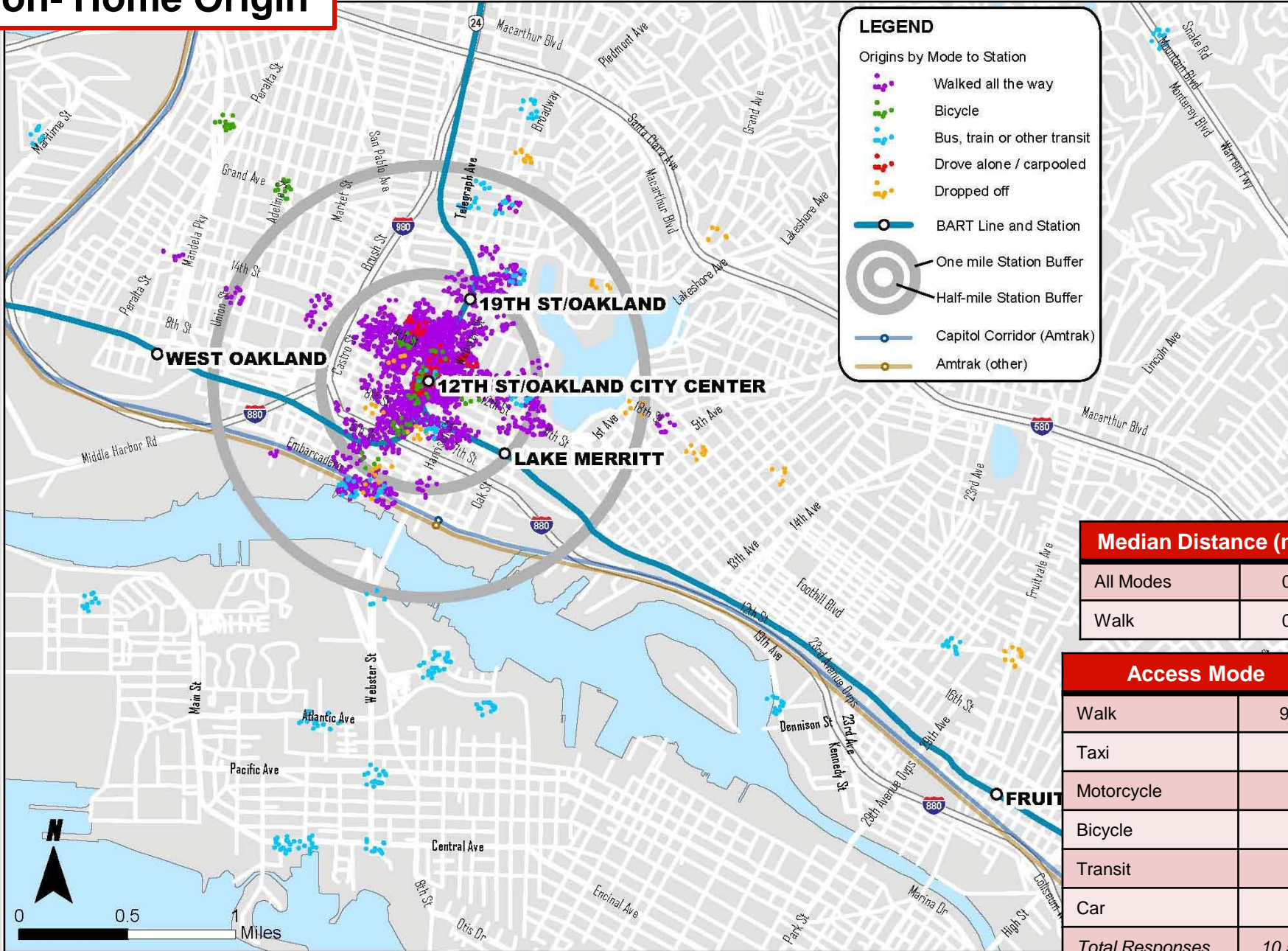
Median Distance (mi)	
All Modes	0.90
Walk	0.38
Transit	2.21

Access Mode	
Walk	45%
Taxi	0%
Motorcycle	0%
Bicycle	3%
Transit	31%
Car	21%
<i>Total Responses</i>	<i>2,796</i>

Parking Availability	
Total Capacity	0 spaces



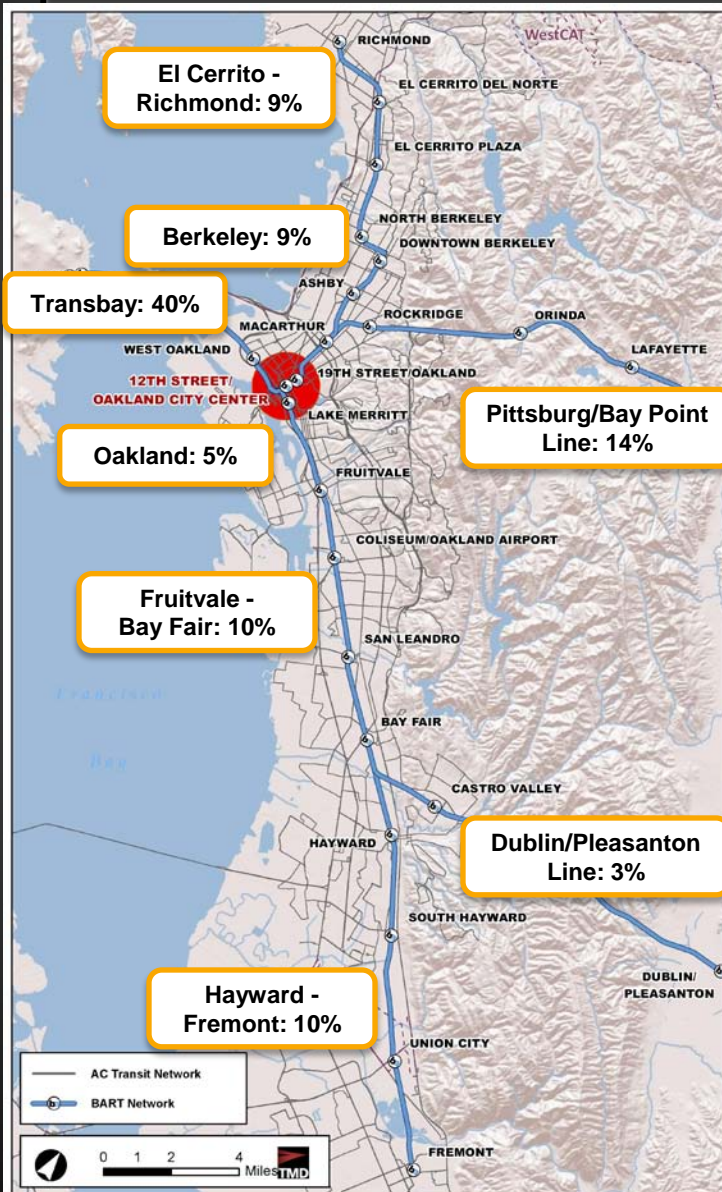
Non- Home Origin



Median Distance (mi)	
All Modes	0.18
Walk	0.17

Access Mode	
Walk	92%
Taxi	0%
Motorcycle	0%
Bicycle	1%
Transit	4%
Car	3%
Total Responses	10,586

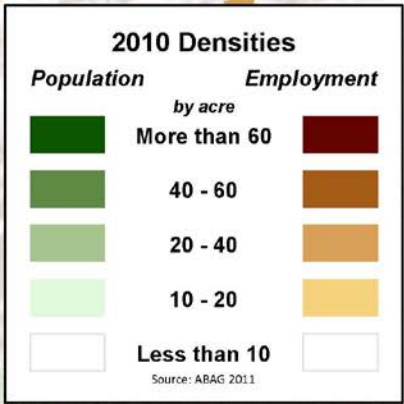
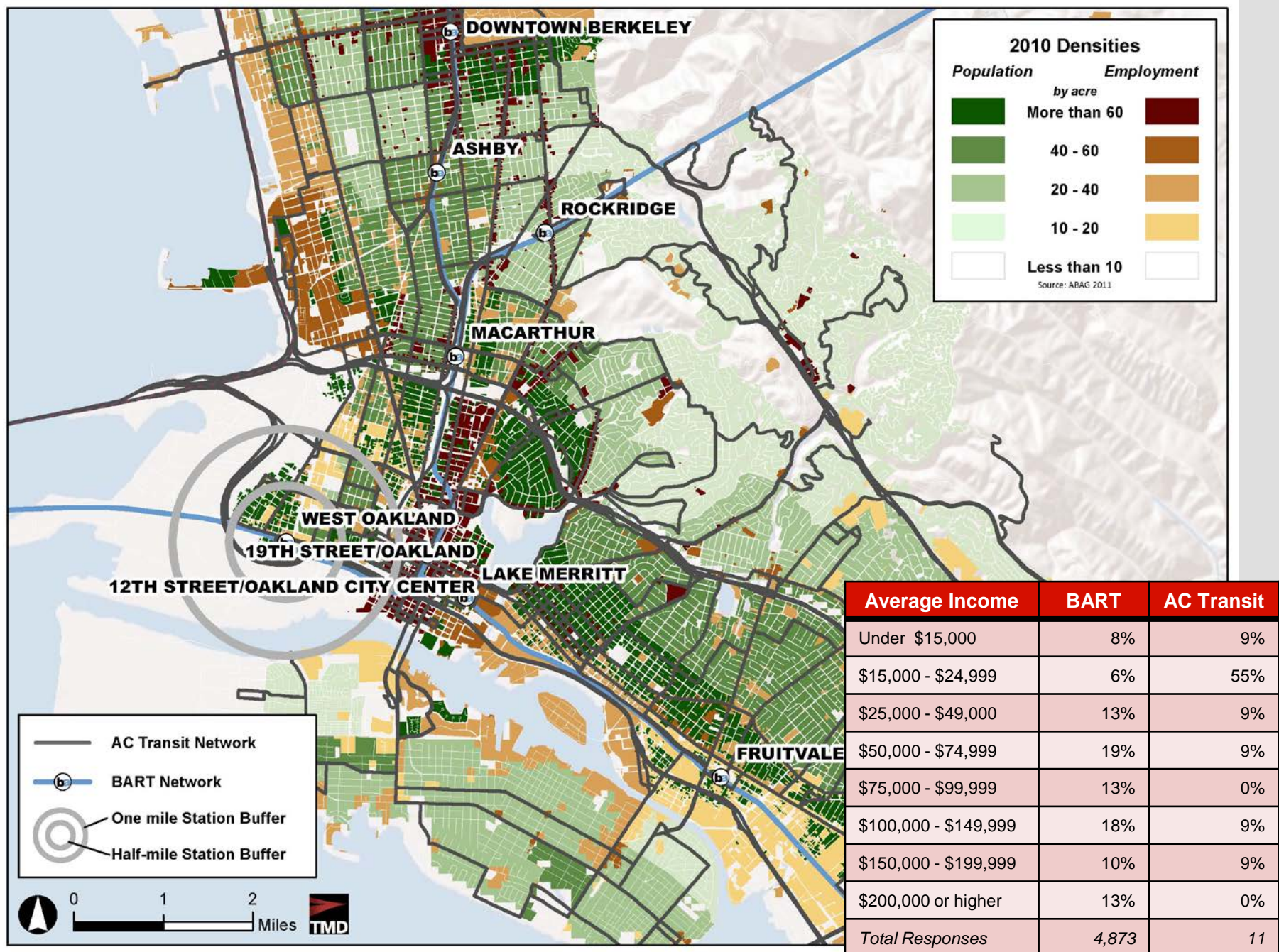
Travel Patterns



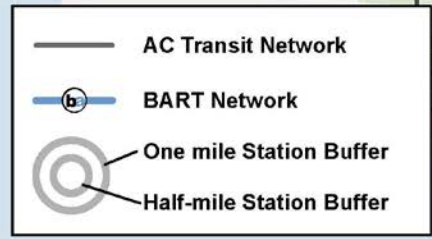
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	42%	44%	43%
Outer East Bay	21%	12%	18%
Transbay	37%	44%	40%

Station Profile

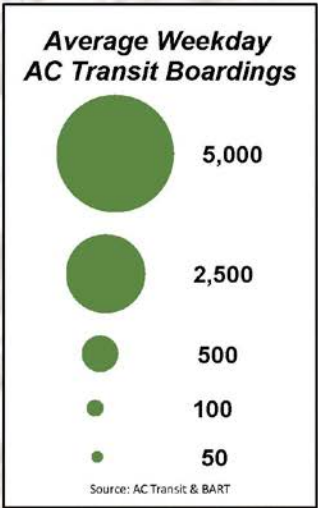
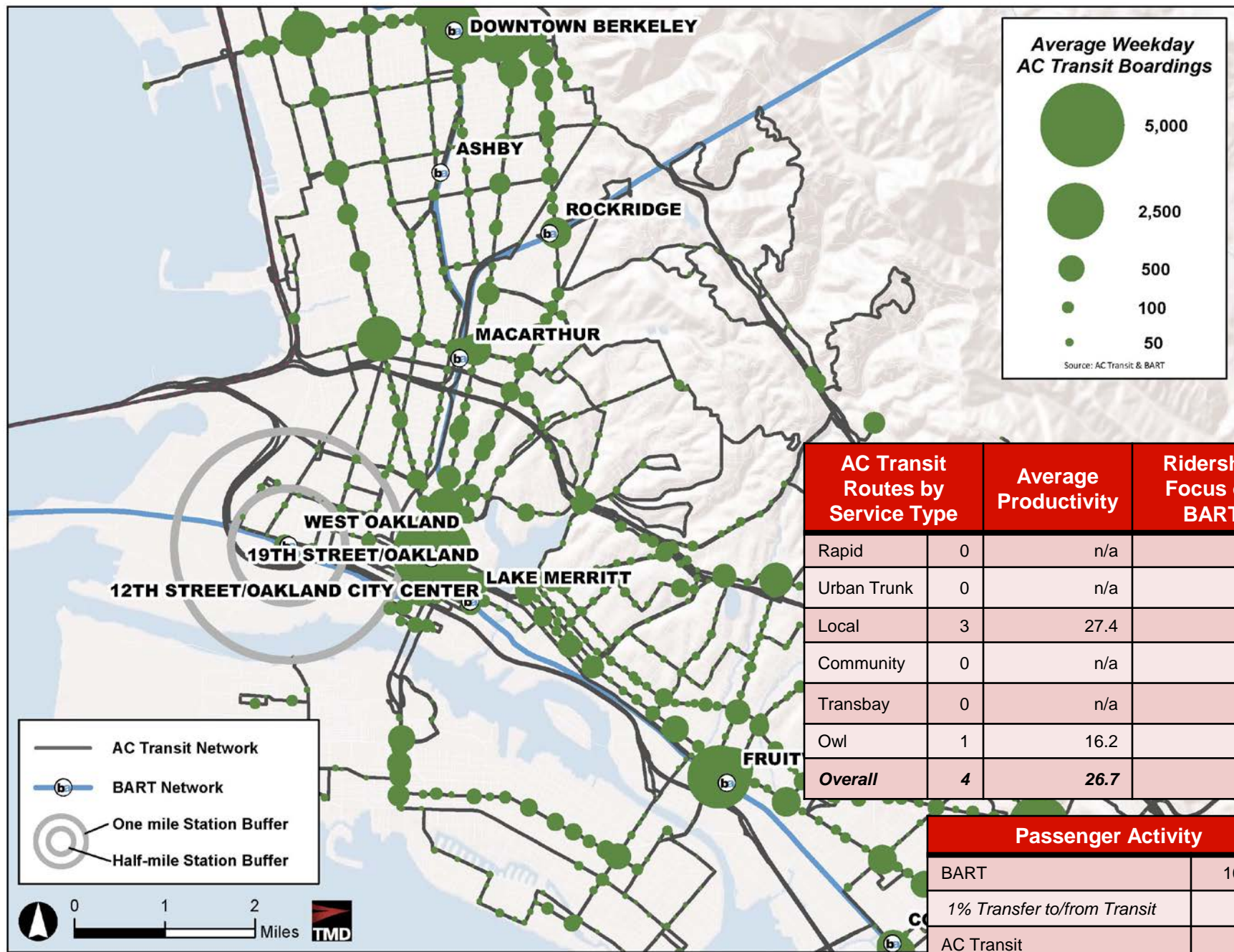
West Oakland



Average Income	BART	AC Transit
Under \$15,000	8%	9%
\$15,000 - \$24,999	6%	55%
\$25,000 - \$49,000	13%	9%
\$50,000 - \$74,999	19%	9%
\$75,000 - \$99,999	13%	0%
\$100,000 - \$149,999	18%	9%
\$150,000 - \$199,999	10%	9%
\$200,000 or higher	13%	0%
Total Responses	4,873	11



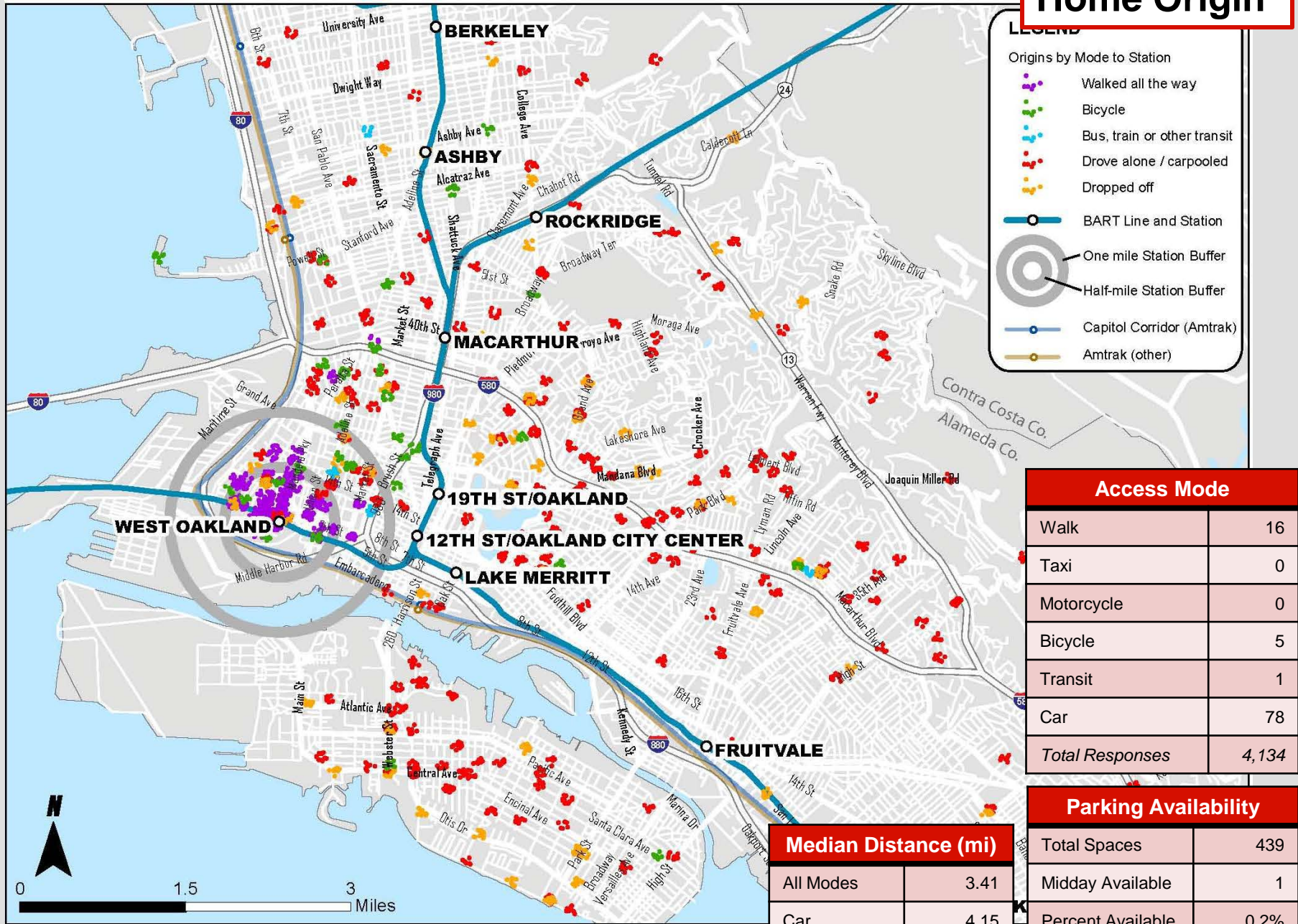
Note: AC Transit and BART incomes are based on entry station.



AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	3	27.4	7%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	1	16.2	1%
Overall	4	26.7	6%

Passenger Activity	
BART	10,665
1% Transfer to/from Transit	107
AC Transit	852

Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

BART Line and Station

One mile Station Buffer

Half-mile Station Buffer

Capitol Corridor (Amtrak)

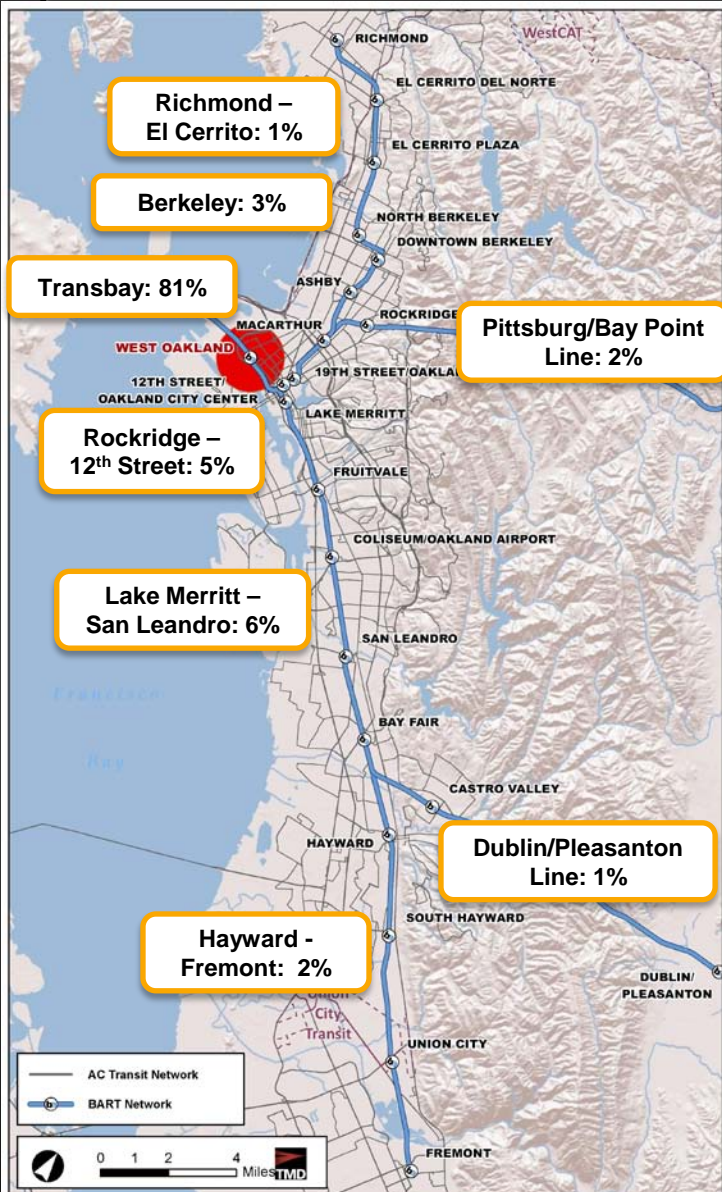
Amtrak (other)

Access Mode	
Walk	16
Taxi	0
Motorcycle	0
Bicycle	5
Transit	1
Car	78
Total Responses	4,134

Parking Availability	
Total Spaces	439
Midday Available	1
Percent Available	0.2%

Median Distance (mi)	
All Modes	3.41
Car	4.15

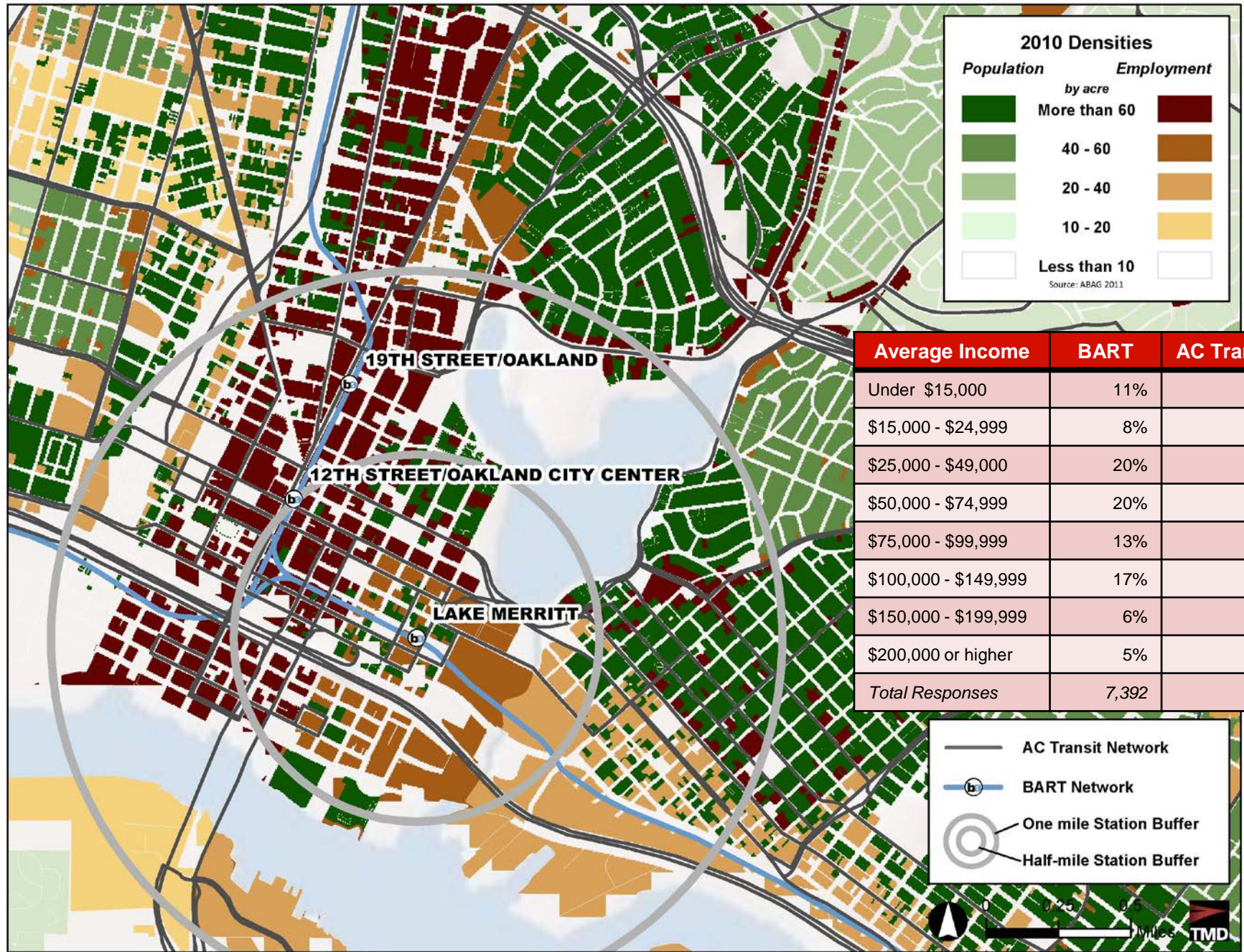
Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	14%	20%	17%
Outer East Bay	3%	2%	2%
Transbay	83%	77%	80%

Station Profile

Lake Merritt



2010 Densities

Population	Employment
by acre	
 More than 60	 More than 60
 40 - 60	 40 - 60
 20 - 40	 20 - 40
 10 - 20	 10 - 20
 Less than 10	 Less than 10

Source: ABAG 2011

Average Income	BART	AC Transit
Under \$15,000	11%	15%
\$15,000 - \$24,999	8%	8%
\$25,000 - \$49,000	20%	15%
\$50,000 - \$74,999	20%	46%
\$75,000 - \$99,999	13%	8%
\$100,000 - \$149,999	17%	0%
\$150,000 - \$199,999	6%	8%
\$200,000 or higher	5%	0%
Total Responses	7,392	13

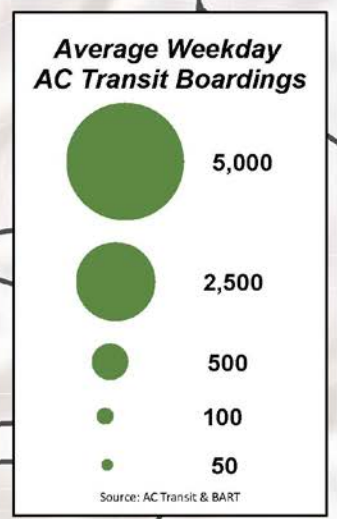
- AC Transit Network
- B BART Network
- One mile Station Buffer
- Half-mile Station Buffer



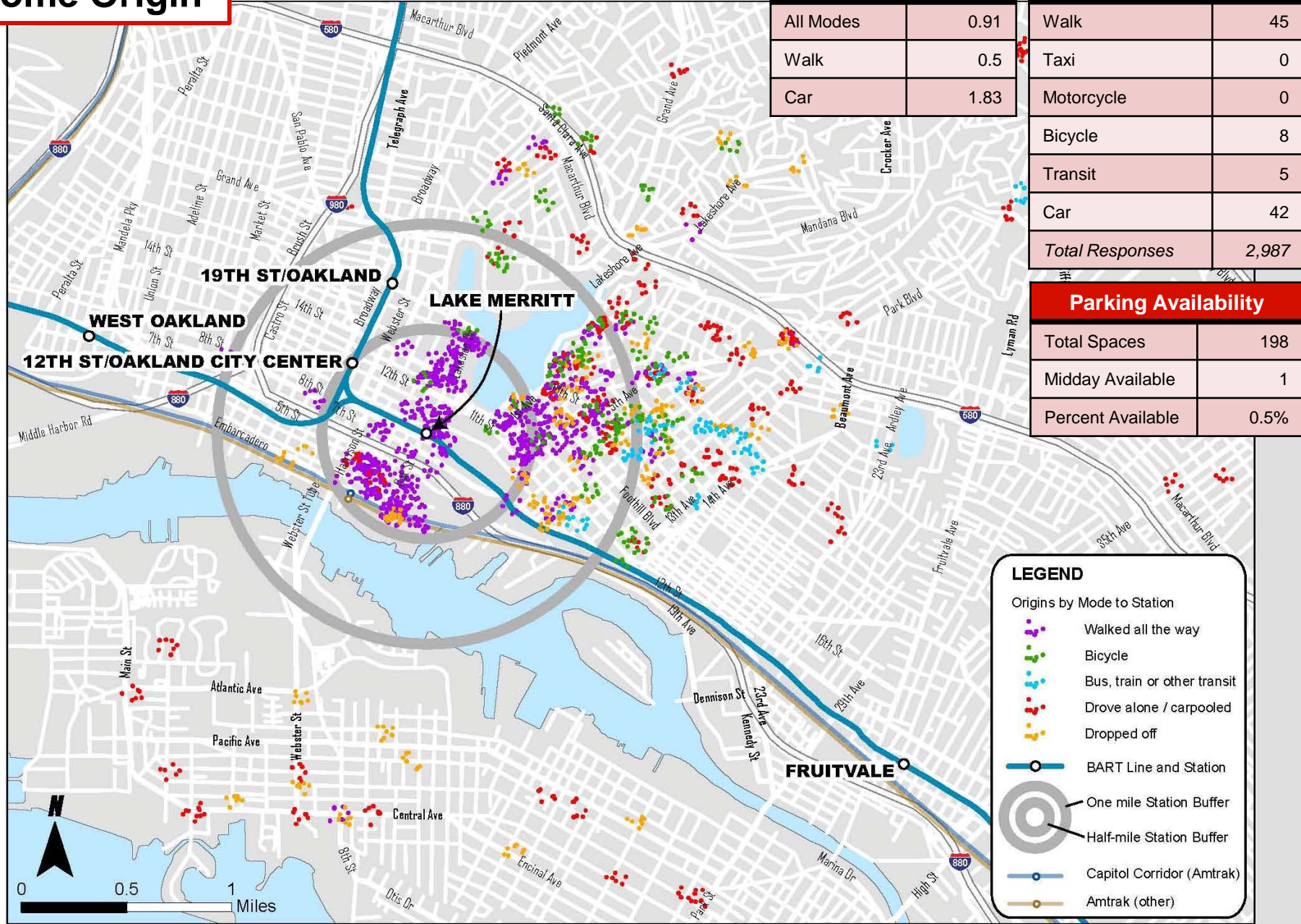
Note: AC Transit and BART incomes are based on entry station.

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	59.2	2%
Urban Trunk	2	47.4	2%
Local	6	31.0	3%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	2	17.53	<1%
Overall	11	40.9	2%

Passenger Activity	
BART	11,931
7% Transfer to/from Transit	777
AC Transit	2,348



Home Origin



Median Distance (mi)	
All Modes	0.91
Walk	0.5
Car	1.83

Access Mode	
Walk	45
Taxi	0
Motorcycle	0
Bicycle	8
Transit	5
Car	42
Total Responses	2,987

Parking Availability	
Total Spaces	198
Midday Available	1
Percent Available	0.5%

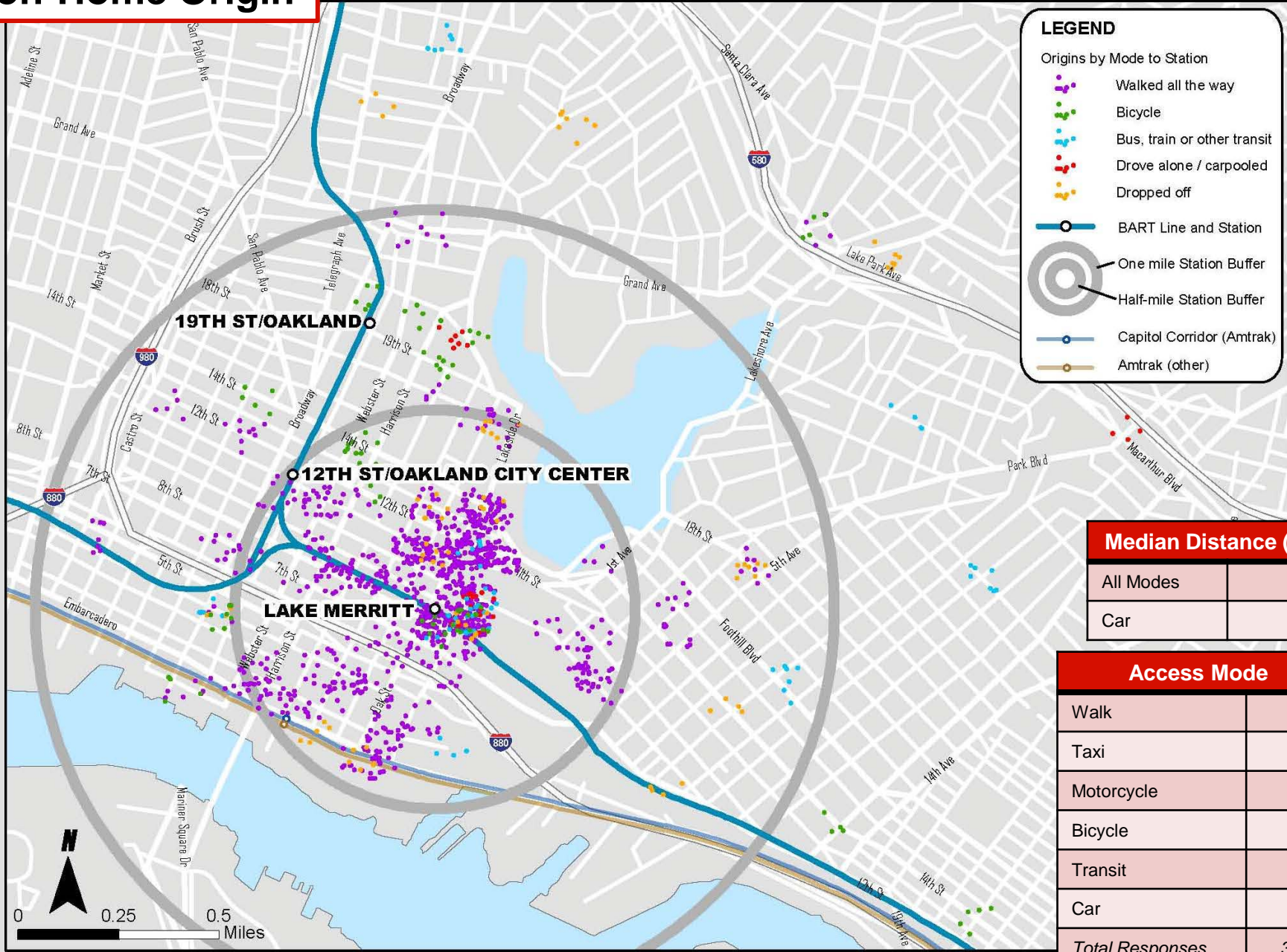
LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpoled
- Dropped off

—○— BART Line and Station
 One mile Station Buffer
 Half-mile Station Buffer
—○— Capitol Corridor (Amtrak)
—○— Amtrak (other)

Non-Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

—○— BART Line and Station

One mile Station Buffer

Half-mile Station Buffer

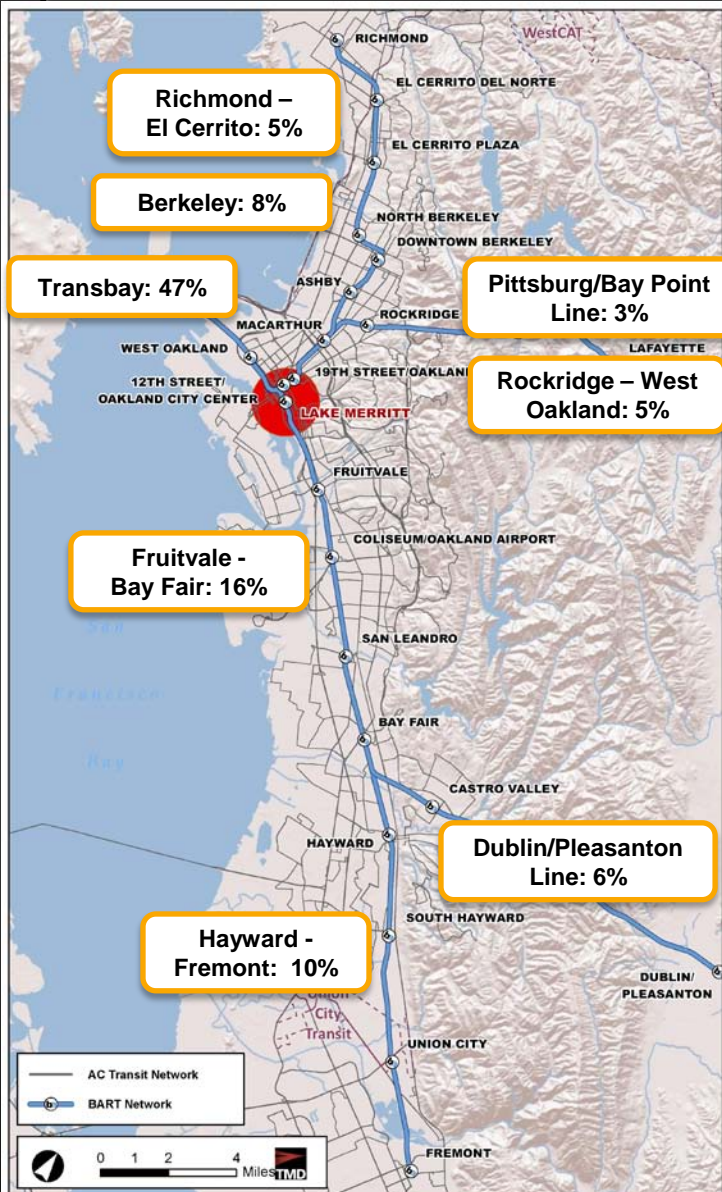
—○— Capitol Corridor (Amtrak)

—○— Amtrak (other)

Median Distance (mi)	
All Modes	1.62
Car	2.06

Access Mode	
Walk	80%
Taxi	0%
Motorcycle	0%
Bicycle	3%
Transit	8%
Car	9%
Total Responses	3,034

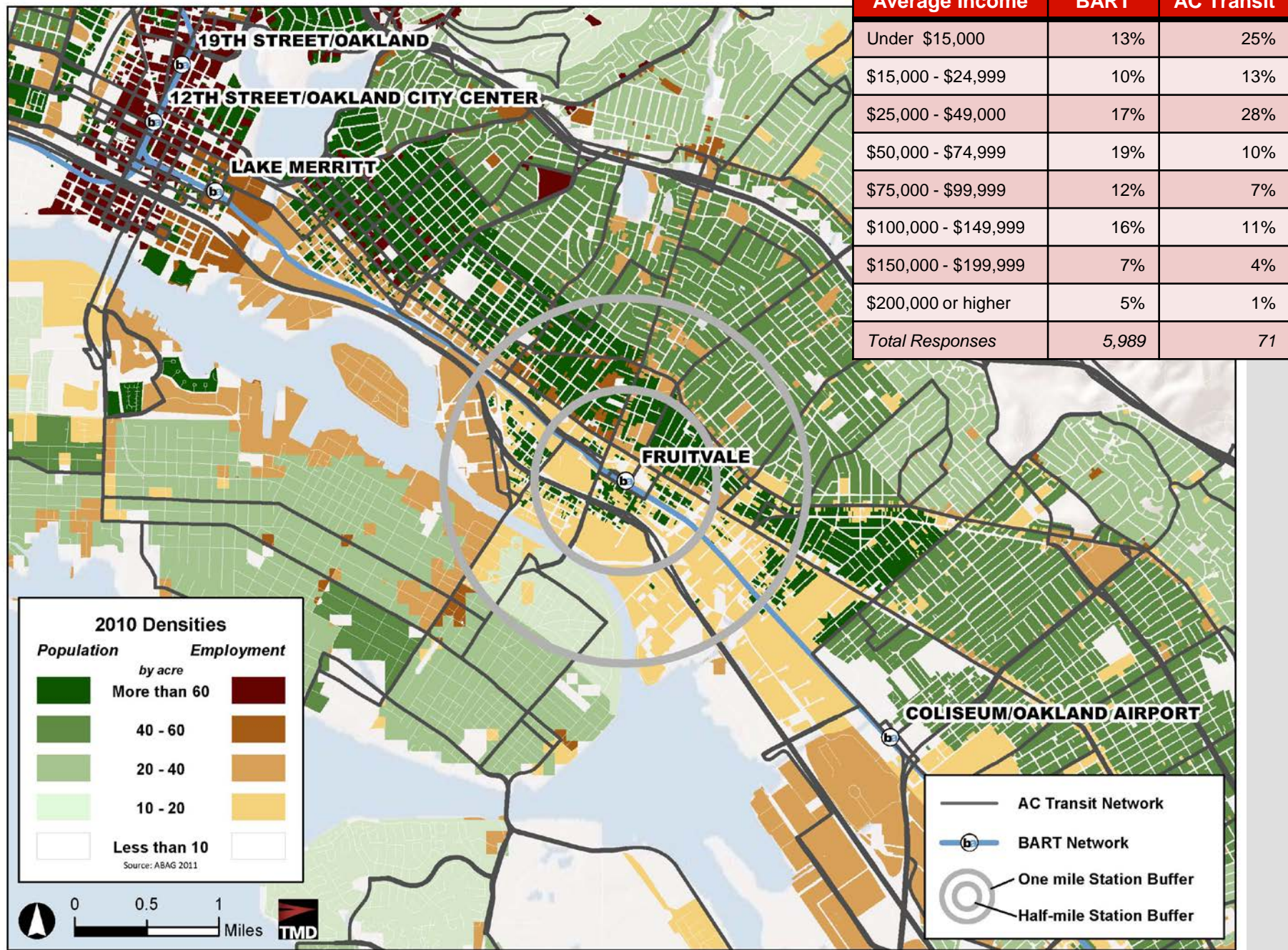
Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	39%	49%	44%
Outer East Bay	11%	7%	9%
Transbay	50%	44%	47%

Station Profile

Fruitvale



Average Income	BART	AC Transit
Under \$15,000	13%	25%
\$15,000 - \$24,999	10%	13%
\$25,000 - \$49,000	17%	28%
\$50,000 - \$74,999	19%	10%
\$75,000 - \$99,999	12%	7%
\$100,000 - \$149,999	16%	11%
\$150,000 - \$199,999	7%	4%
\$200,000 or higher	5%	1%
Total Responses	5,989	71

2010 Densities

Population	Employment
More than 60	More than 60
40 - 60	40 - 60
20 - 40	20 - 40
10 - 20	10 - 20
Less than 10	Less than 10

by acre

Source: ABAG 2011

0 0.5 1 Miles

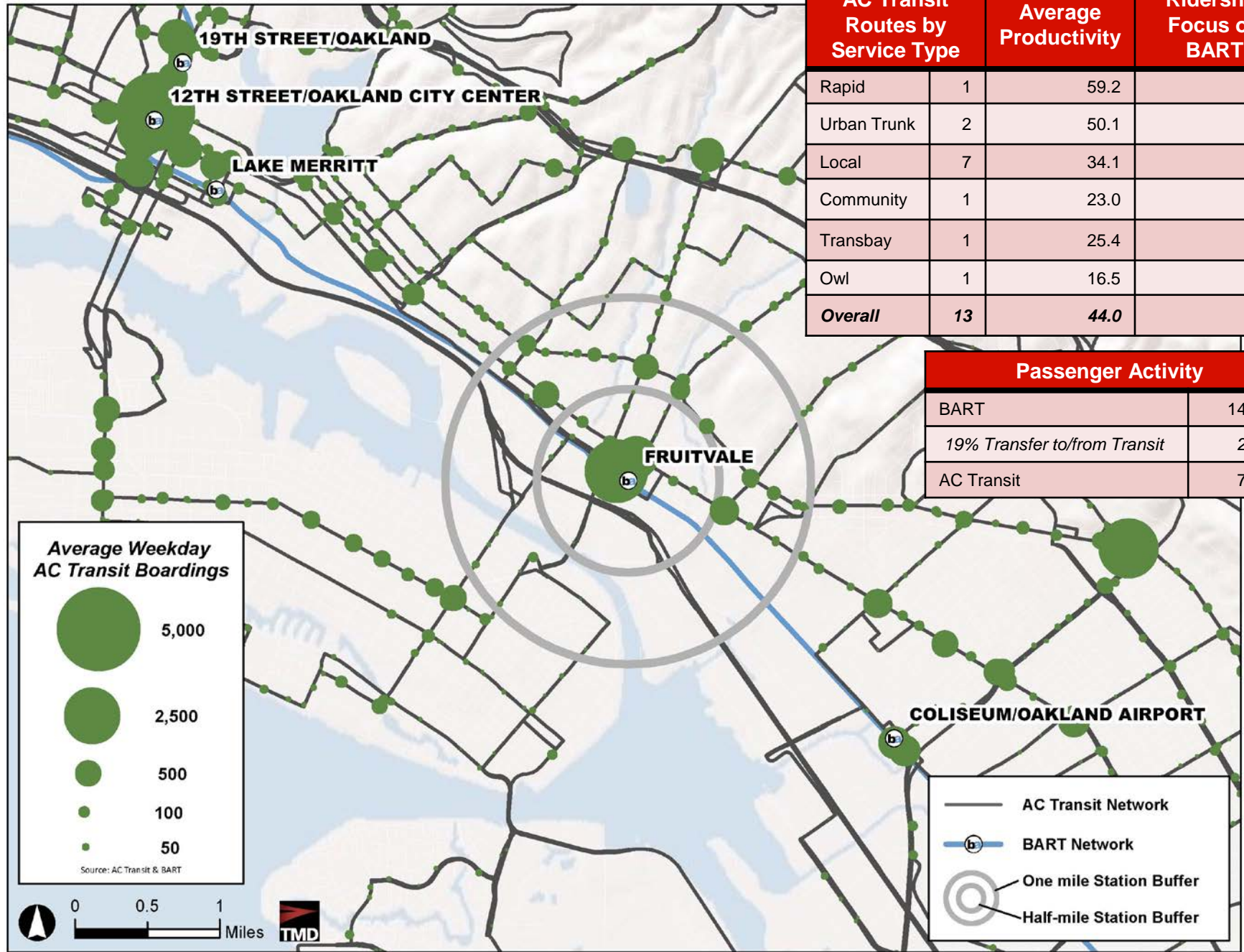
— AC Transit Network

ⓑ BART Network

⊙ One mile Station Buffer

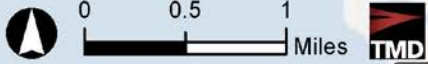
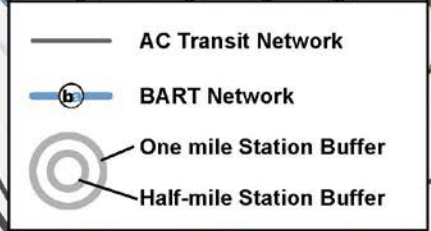
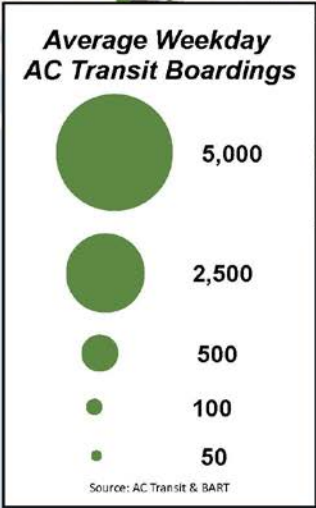
⊙ Half-mile Station Buffer

Note: AC Transit and BART incomes are based on entry station.

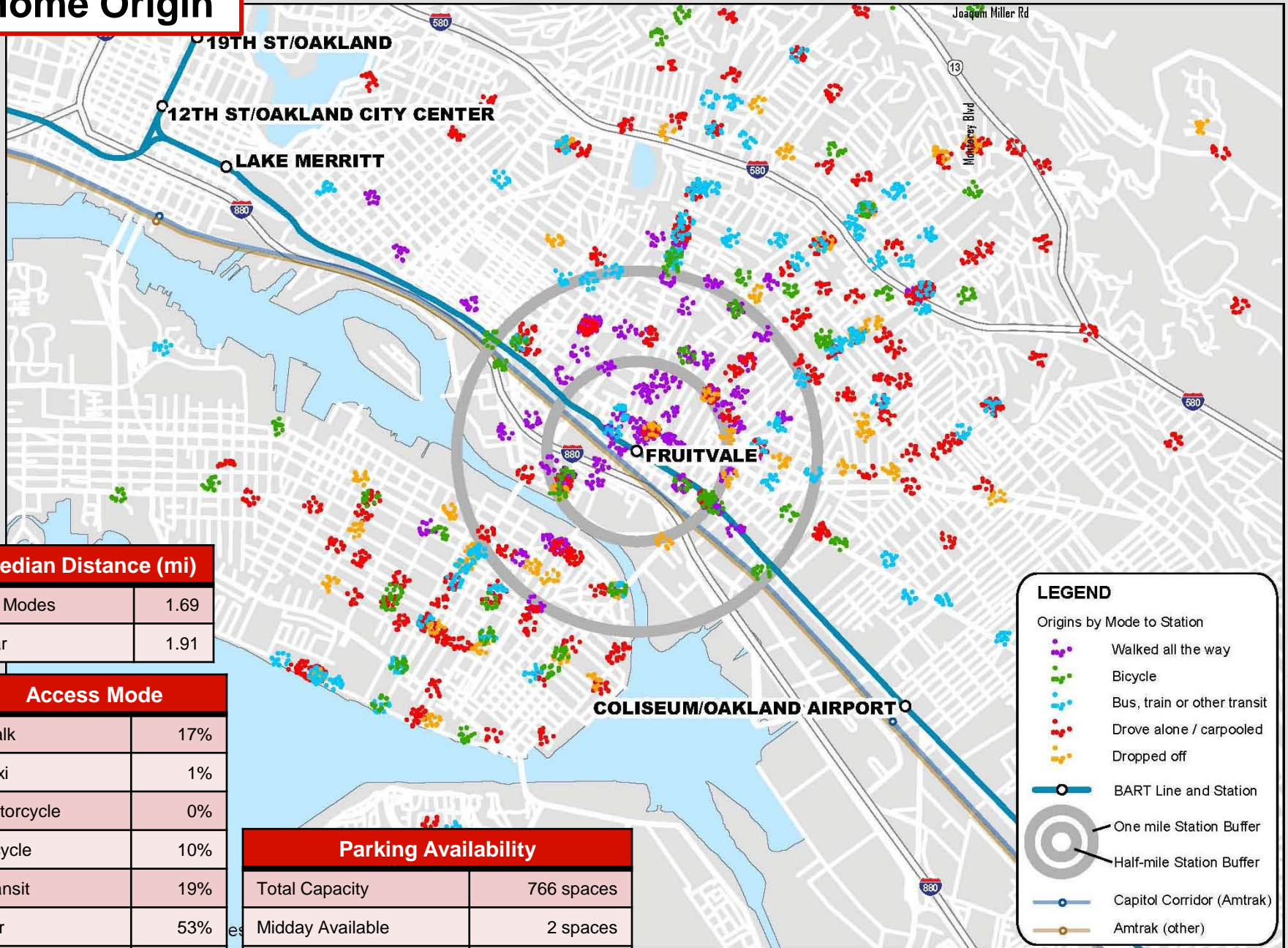


AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	59.2	7%
Urban Trunk	2	50.1	6%
Local	7	34.1	15%
Community	1	23.0	20%
Transbay	1	25.4	9%
Owl	1	16.5	2%
Overall	13	44.0	8%

Passenger Activity	
BART	14,516
19% Transfer to/from Transit	2,758
AC Transit	7,960



Home Origin



Median Distance (mi)

All Modes	1.69
Car	1.91

Access Mode

Walk	17%
Taxi	1%
Motorcycle	0%
Bicycle	10%
Transit	19%
Car	53%
<i>Total Responses</i>	<i>5,486</i>

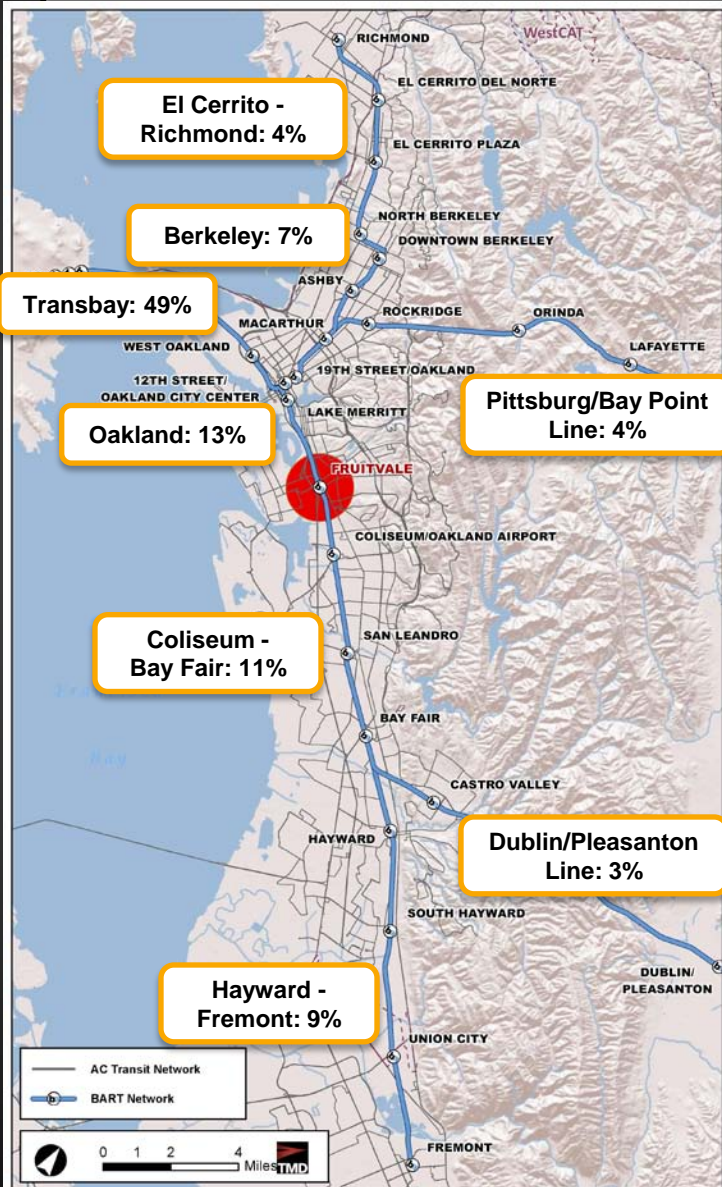
Parking Availability

Total Capacity	766 spaces
Midday Available	2 spaces
Percent Available	0.3%

LEGEND

- Origins by Mode to Station
- Walked all the way
 - Bicycle
 - Bus, train or other transit
 - Drove alone / carpooled
 - Dropped off
 - BART Line and Station
 - One mile Station Buffer
 - Half-mile Station Buffer
 - Capitol Corridor (Amtrak)
 - Amtrak (other)

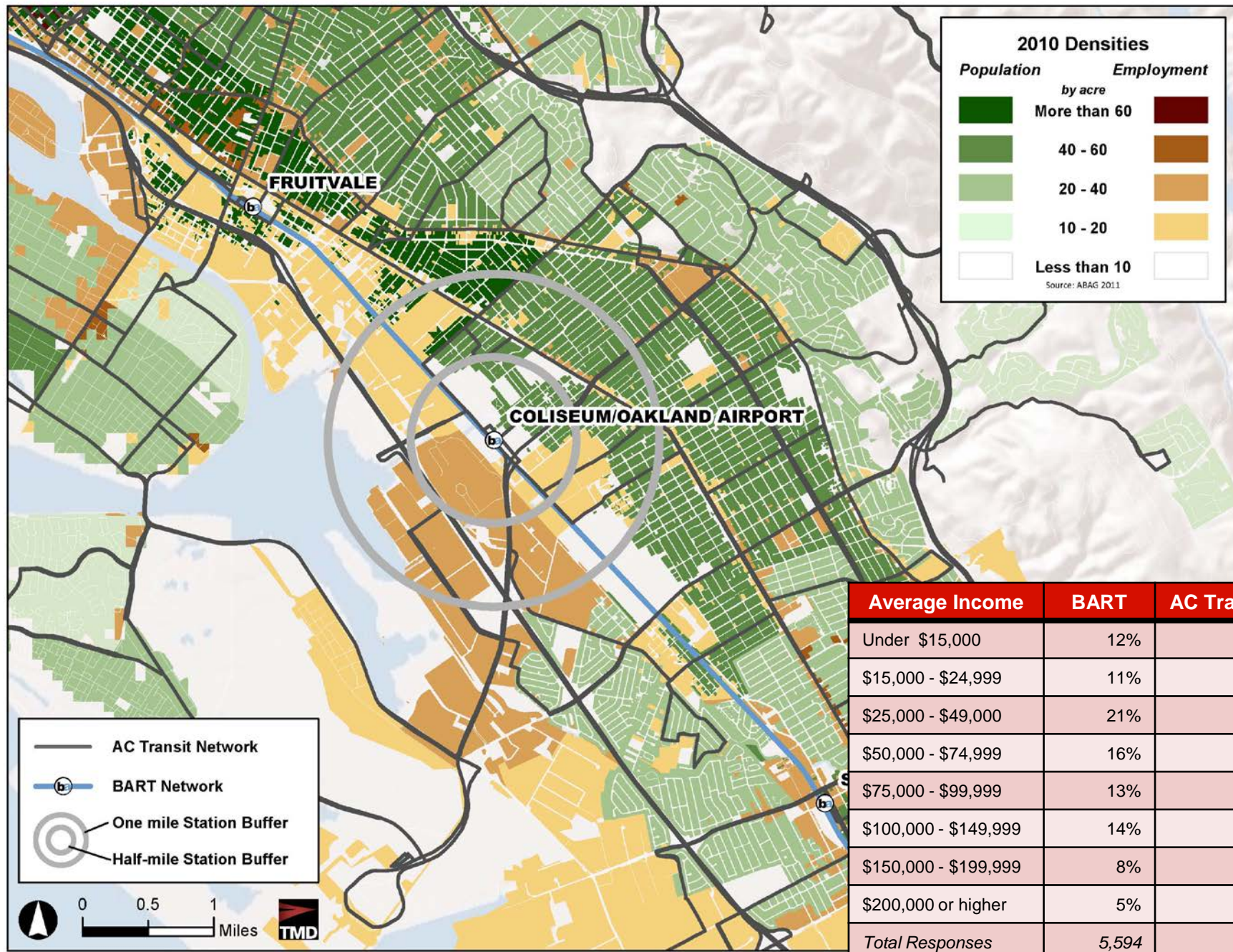
Travel Patterns



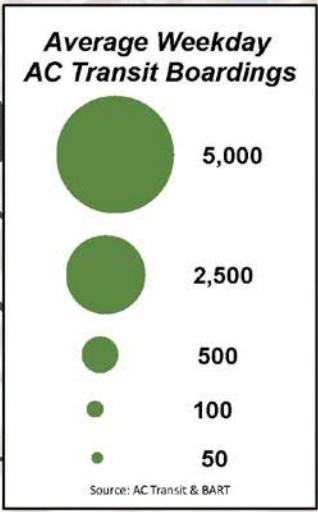
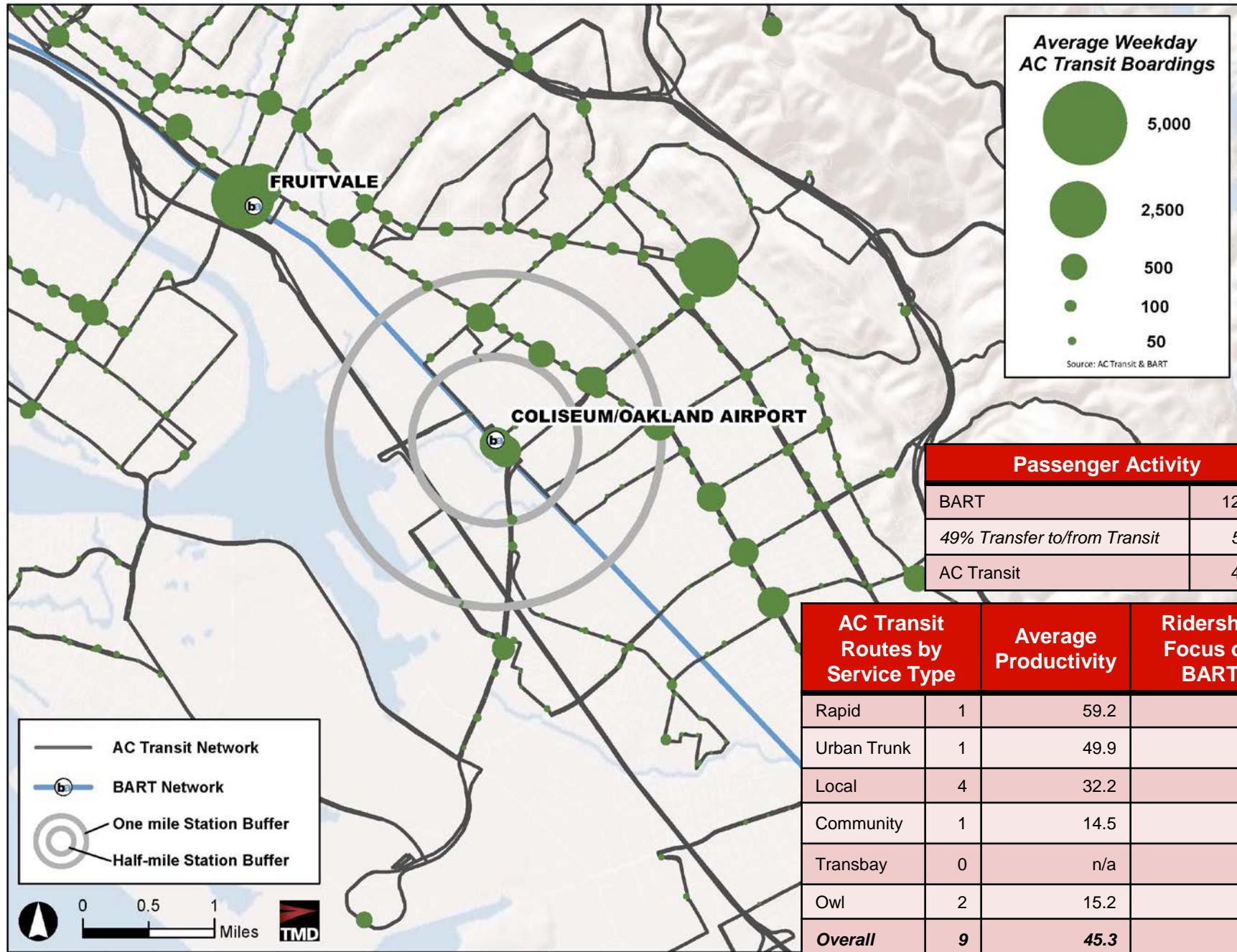
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	42%	47%	44%
Outer East Bay	7%	6%	7%
Transbay	51%	47%	49%

Station Profile

Coliseum / Oakland Airport (OAK)



Note: AC Transit and BART incomes are based on entry station.



Passenger Activity	
BART	12,105
49% Transfer to/from Transit	5,881
AC Transit	4,234

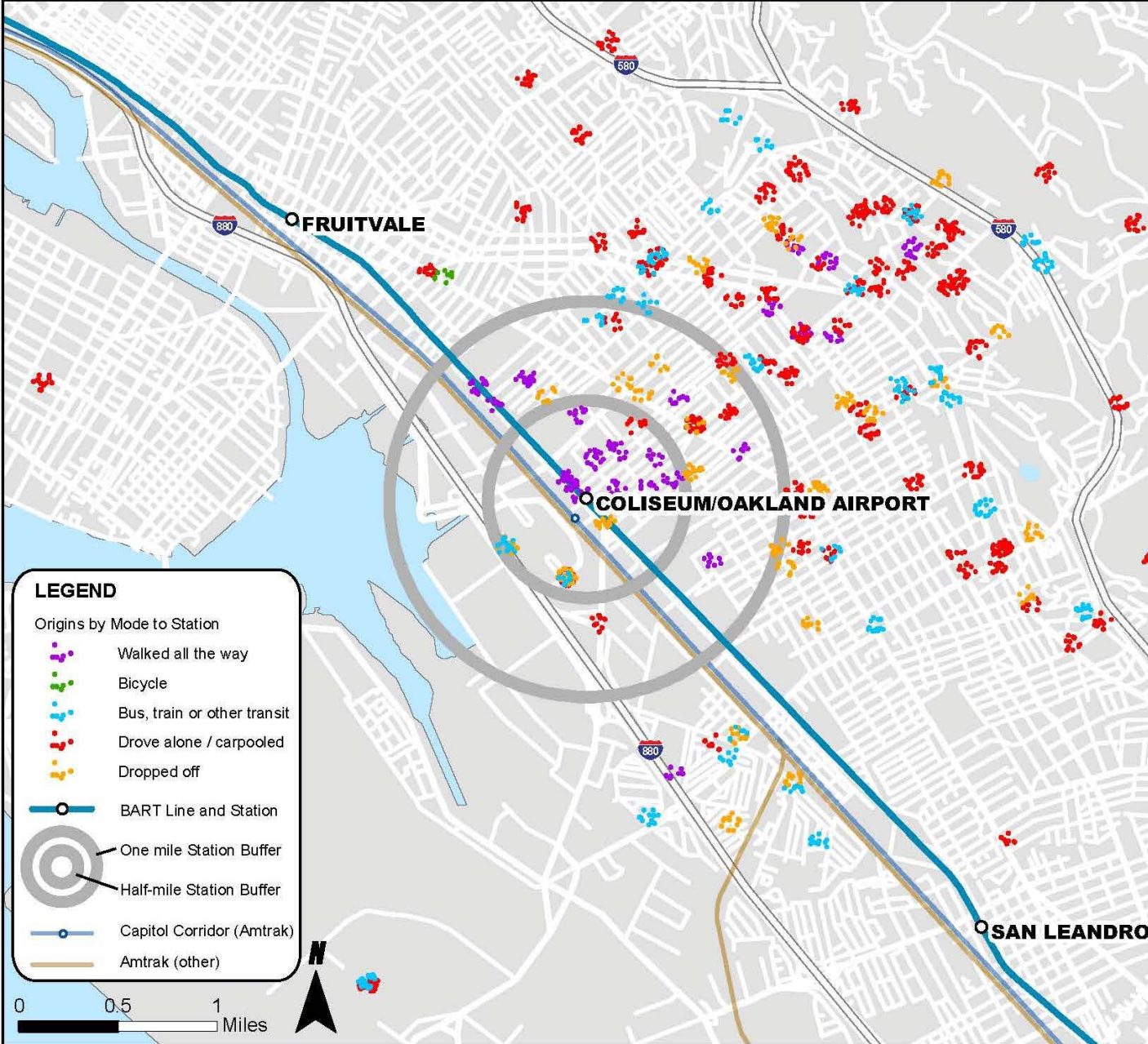
AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	1	59.2	4%
Urban Trunk	1	49.9	2%
Local	4	32.2	21%
Community	1	14.5	<1%
Transbay	0	n/a	n/a
Owl	2	15.2	4%
Overall	9	45.3	7%

- AC Transit Network
- BART Network
- One mile Station Buffer
- Half-mile Station Buffer

0 0.5 1

Miles

Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpoled
- Dropped off

—○— BART Line and Station
 One mile Station Buffer
 Half-mile Station Buffer
—○— Capitol Corridor (Amtrak)
— Amtrak (other)

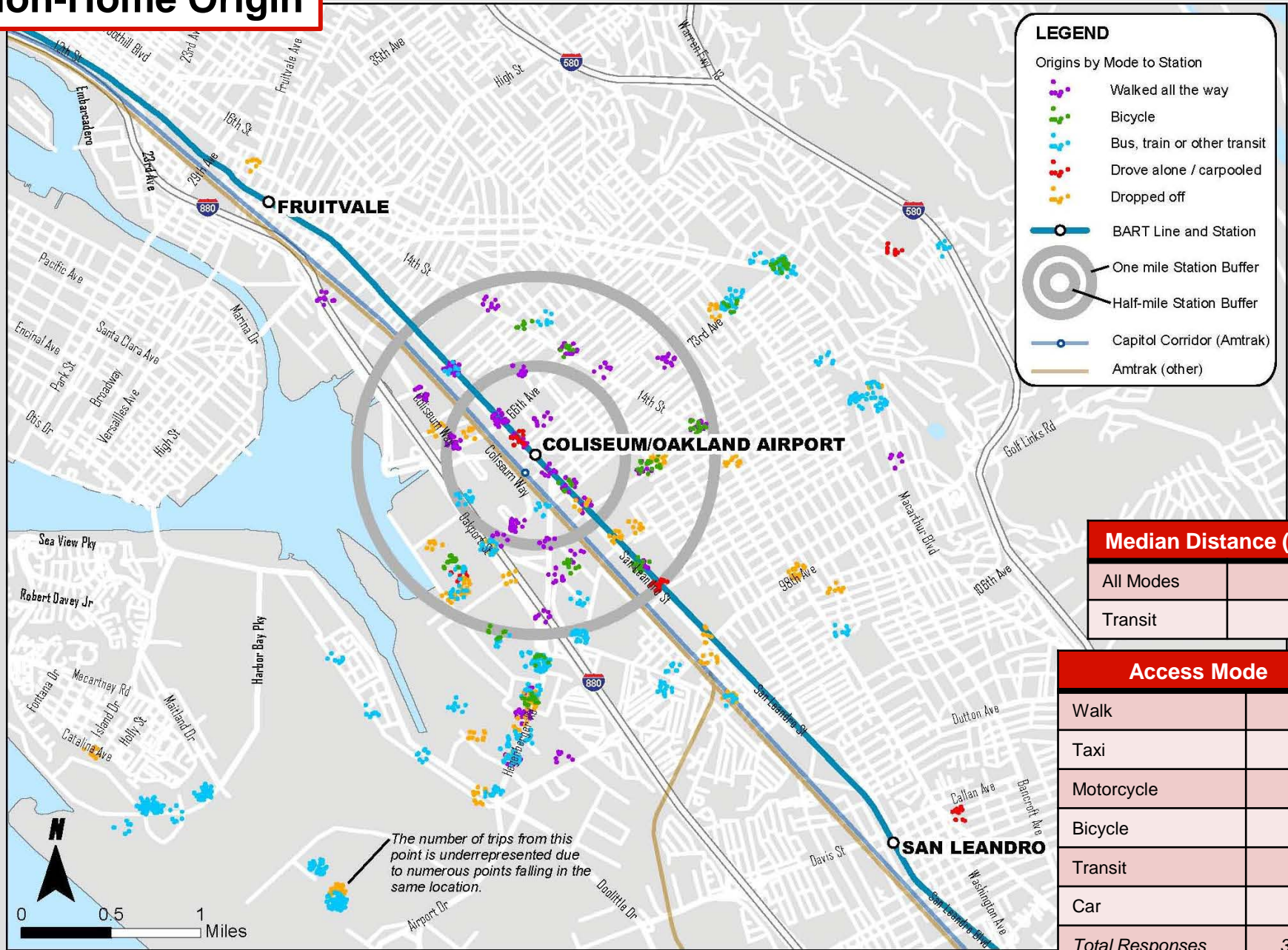


Access Mode	
Walk	12%
Taxi	0%
Motorcycle	0%
Bicycle	0%
Transit	19%
Car	68%
<i>Total Responses</i>	<i>2,586</i>

Parking Availability	
Total Spaces	952
Midday Available	161
Percent Available	16.9%

Median Distance (mi)	
All Modes	2.06
Car	2.41

Non-Home Origin



LEGEND

- Origins by Mode to Station
- Walked all the way
 - Bicycle
 - Bus, train or other transit
 - Drove alone / carpooled
 - Dropped off
 - BART Line and Station
 - One mile Station Buffer
 - Half-mile Station Buffer
 - Capitol Corridor (Amtrak)
 - Amtrak (other)

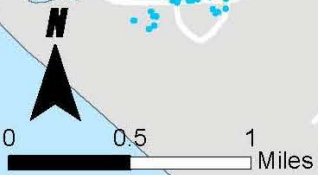
Median Distance (mi)

All Modes	3.75
Transit	3.75

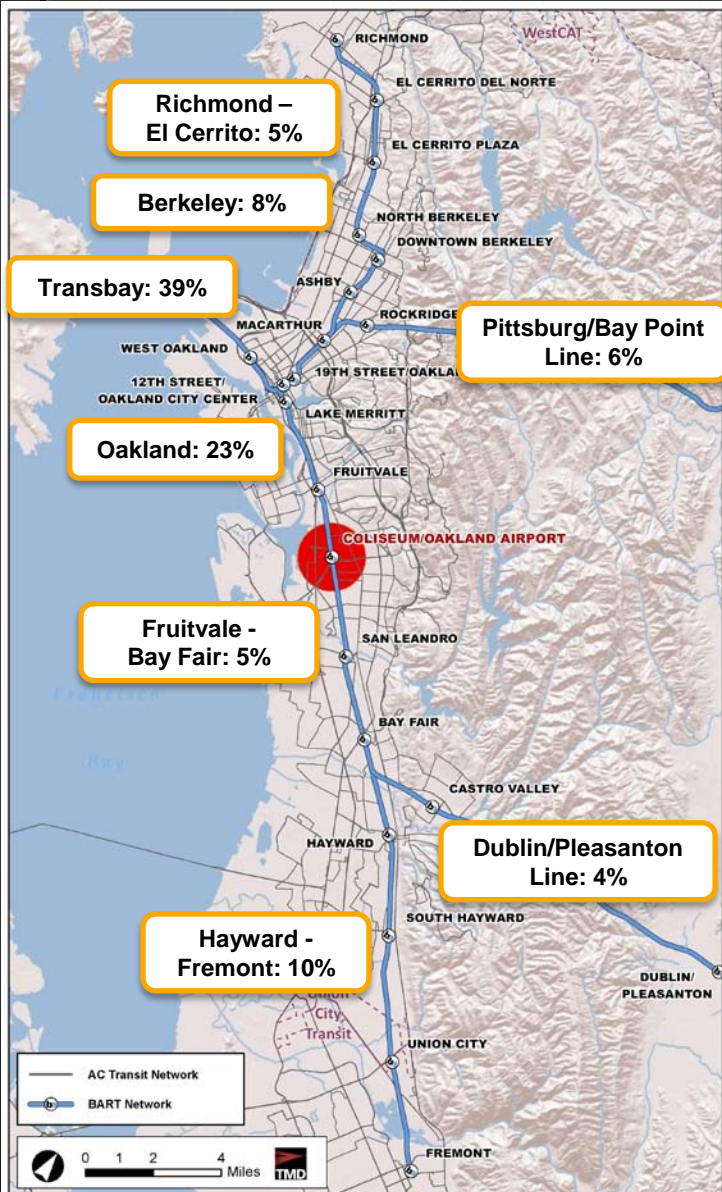
Access Mode

Walk	13
Taxi	1
Motorcycle	0
Bicycle	4
Transit	69
Car	14
Total Responses	3,746

The number of trips from this point is underrepresented due to numerous points falling in the same location.



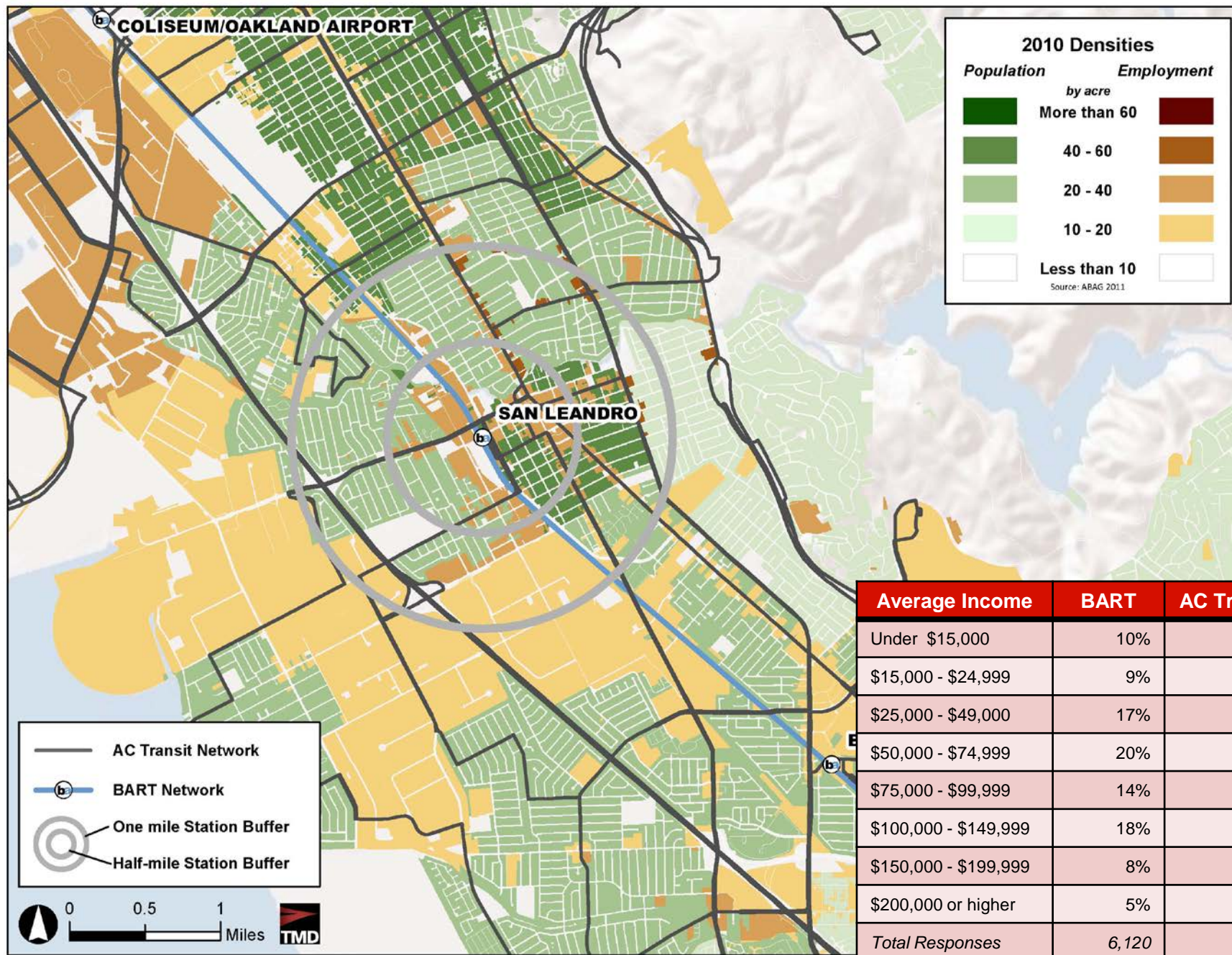
Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	52%	50%	51%
Outer East Bay	9%	11%	10%
Transbay	40%	39%	39%

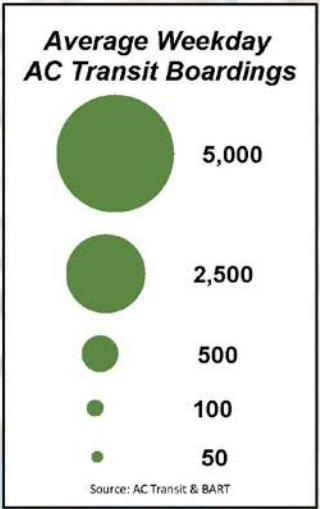
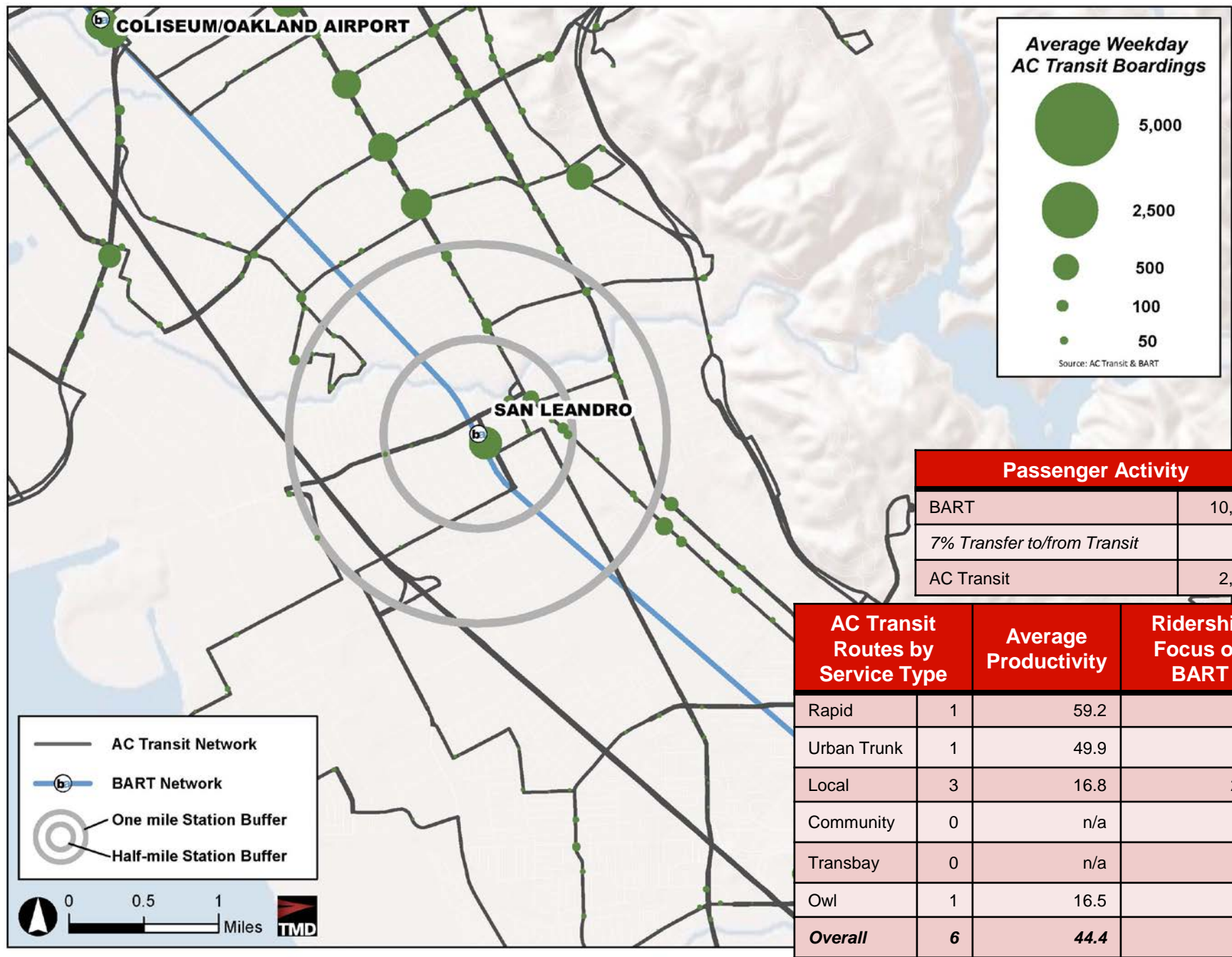
Station Profile

San Leandro



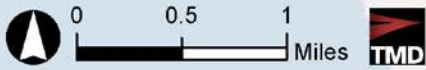
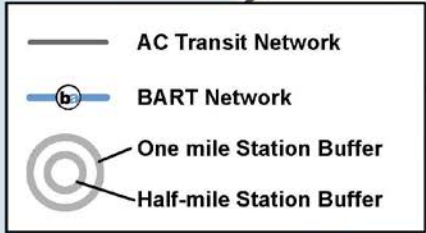
Average Income	BART	AC Transit
Under \$15,000	10%	53%
\$15,000 - \$24,999	9%	5%
\$25,000 - \$49,000	17%	16%
\$50,000 - \$74,999	20%	16%
\$75,000 - \$99,999	14%	0%
\$100,000 - \$149,999	18%	0%
\$150,000 - \$199,999	8%	11%
\$200,000 or higher	5%	0%
<i>Total Responses</i>	6,120	19

Note: AC Transit and BART incomes are based on entry station.

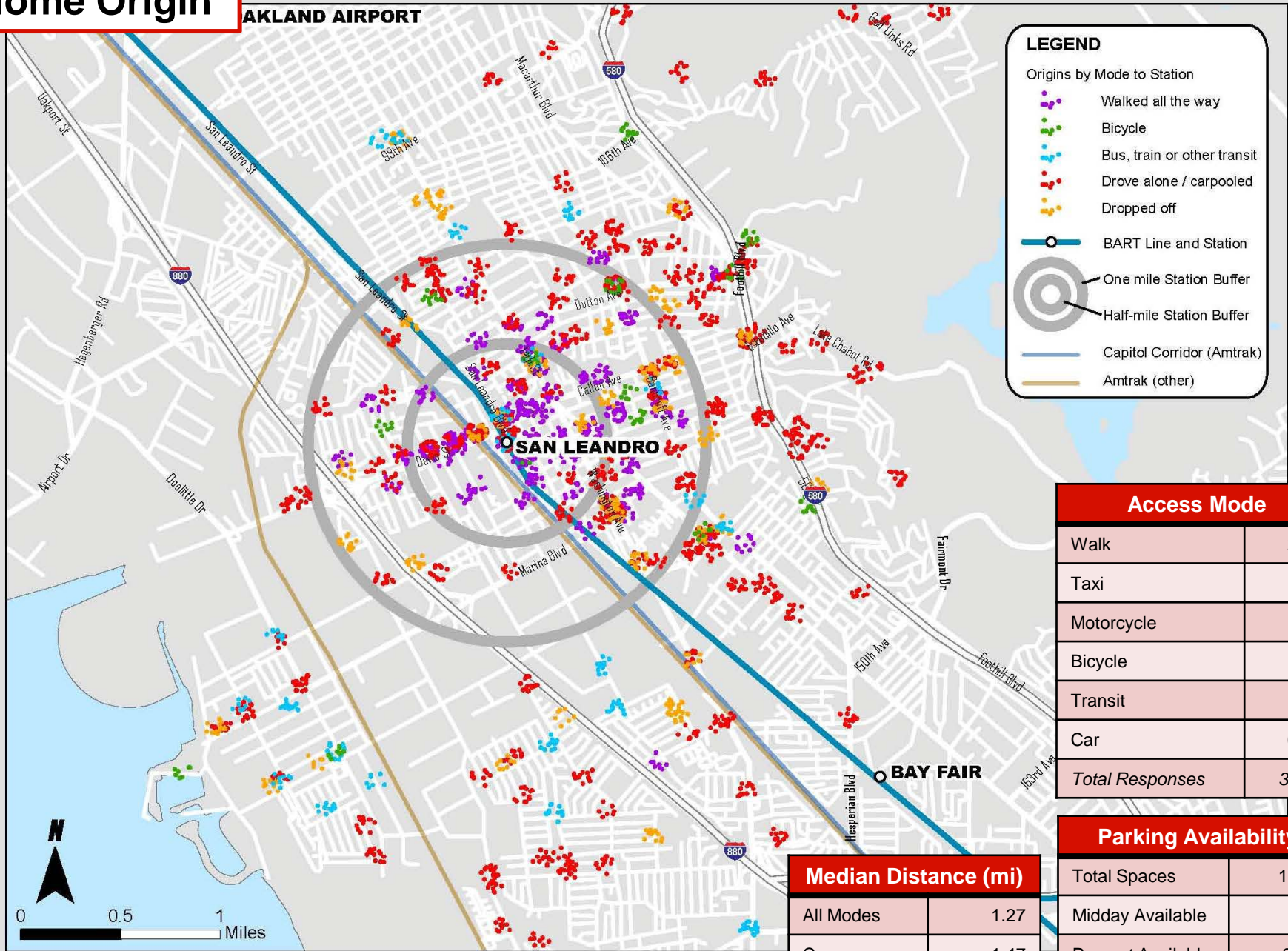


Passenger Activity	
BART	10,374
7% Transfer to/from Transit	726
AC Transit	2,098

AC Transit Routes by Service Type	Average Productivity	Ridership Focus on BART	
Rapid	1	59.2	2%
Urban Trunk	1	49.9	3%
Local	3	16.8	21%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	1	16.5	2%
Overall	6	44.4	4%



Home Origin



LEGEND

Origins by Mode to Station

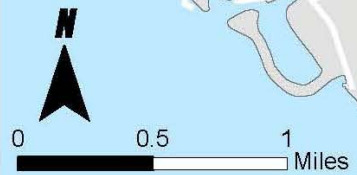
- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

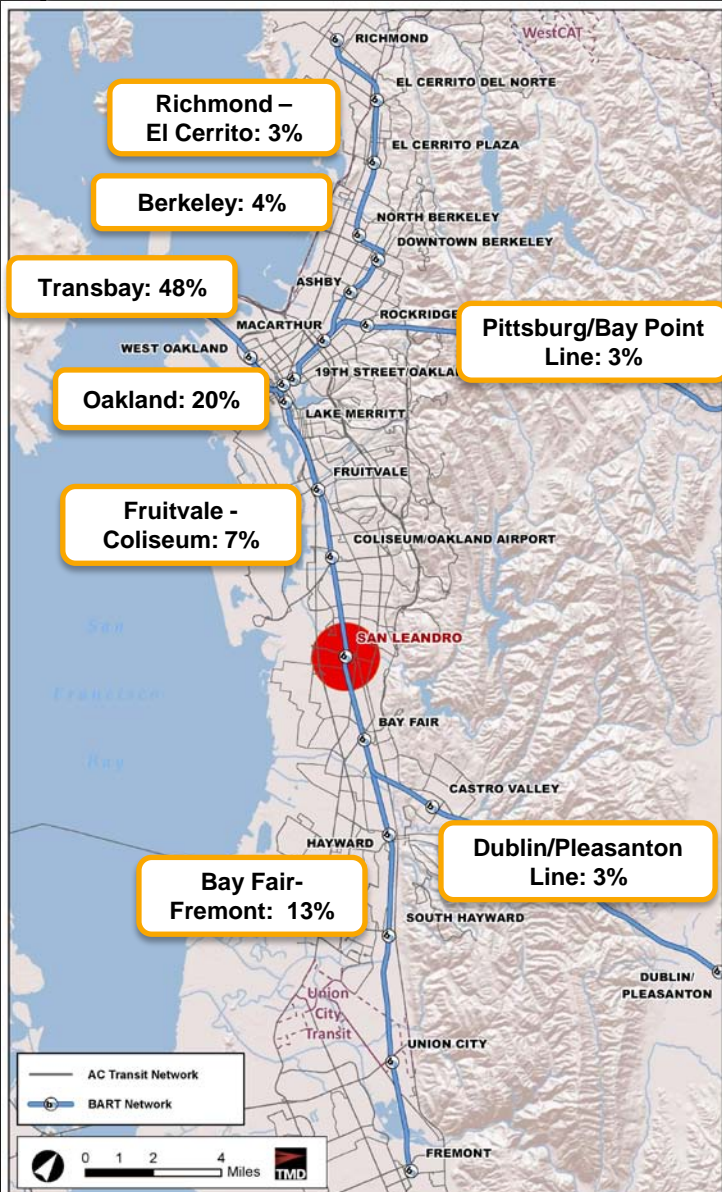
Access Mode	
Walk	23%
Taxi	0%
Motorcycle	0%
Bicycle	3%
Transit	7%
Car	68%
Total Responses	3,982

Median Distance (mi)	
All Modes	1.27
Car	1.47

Parking Availability	
Total Spaces	1,266
Midday Available	5
Percent Available	0.4%



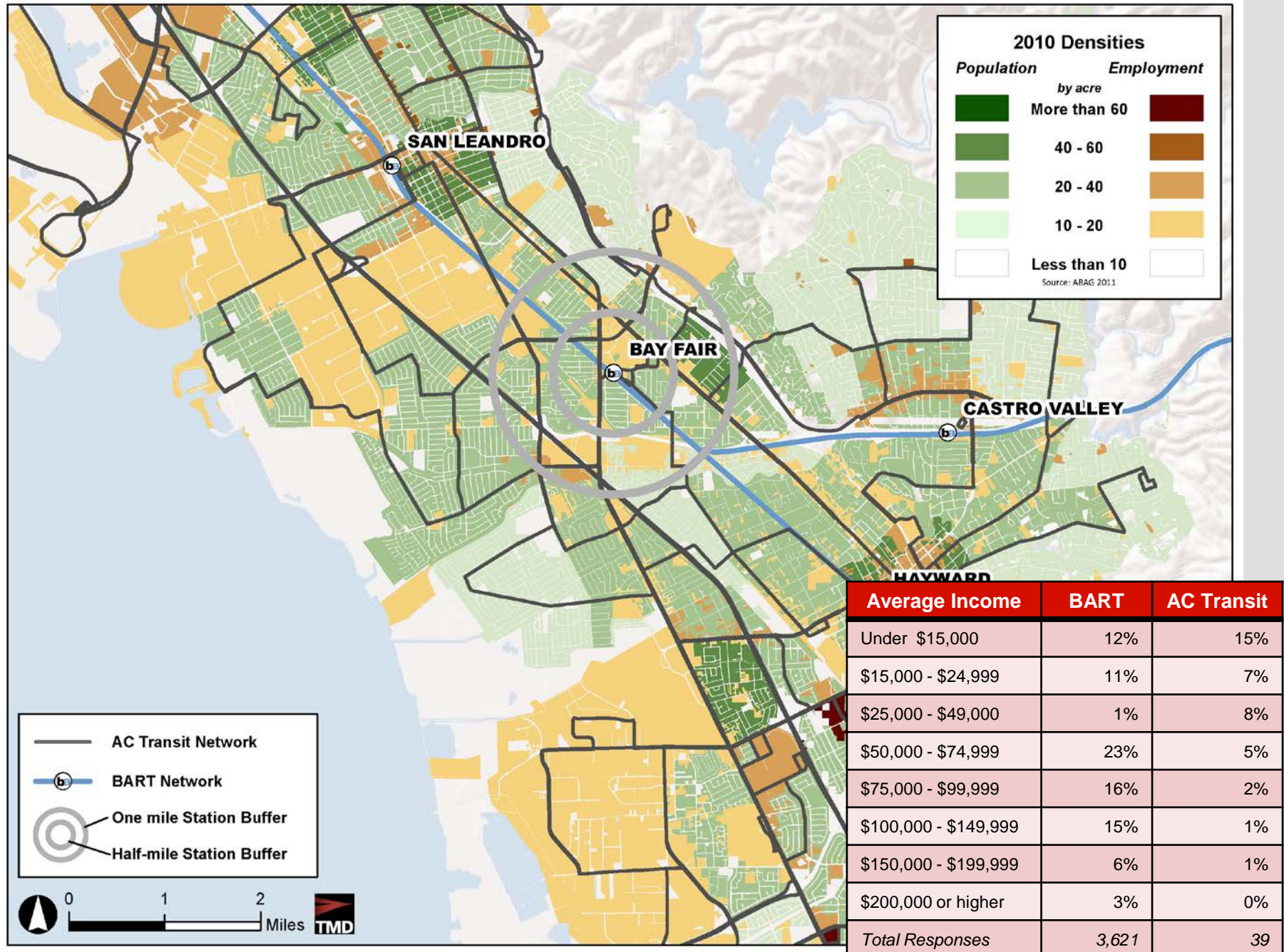
Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	44%	50%	46%
Outer East Bay	6%	6%	6%
Transbay	51%	45%	48%

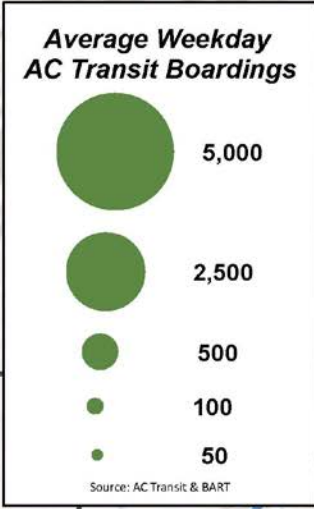
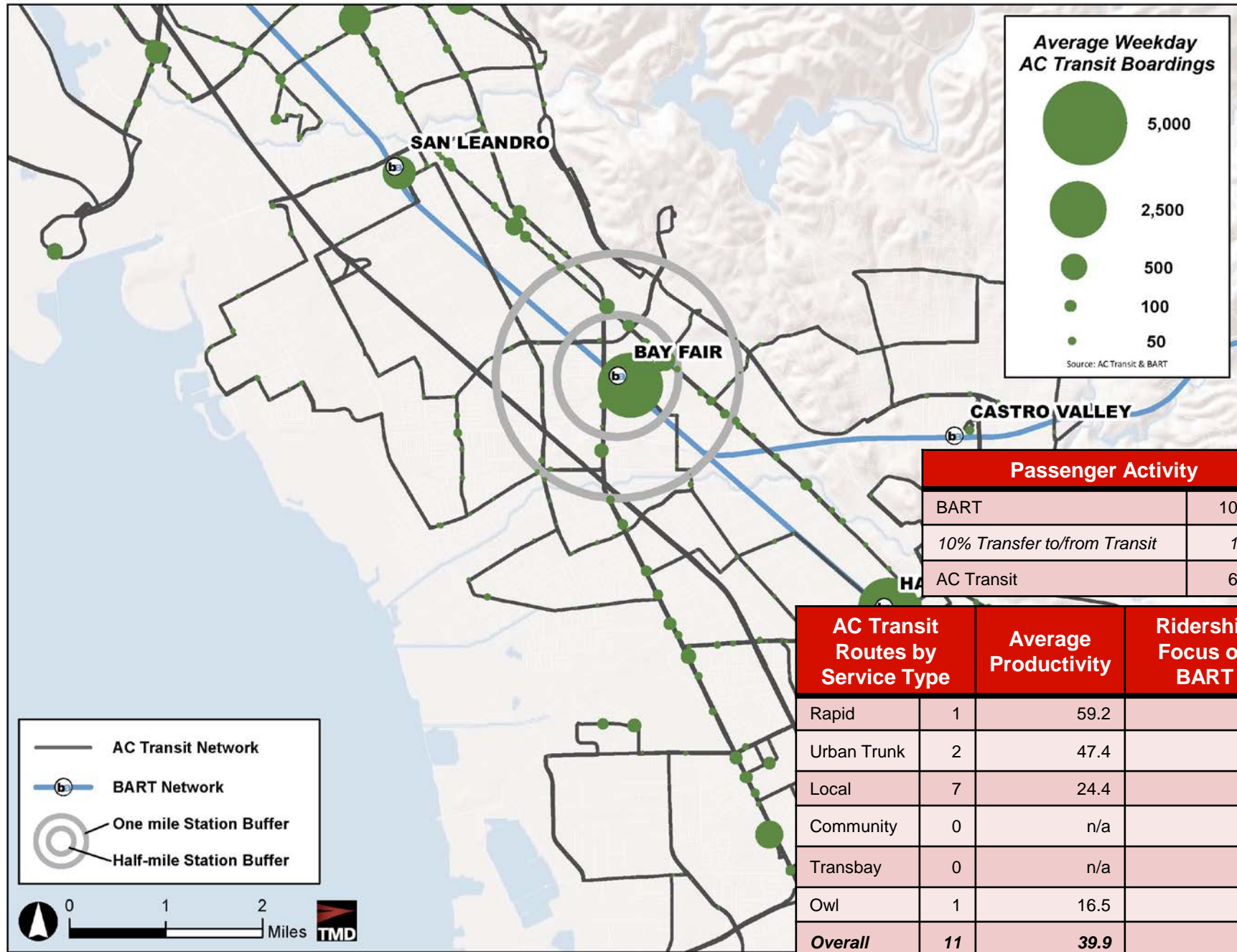
Station Profile

Bay Fair



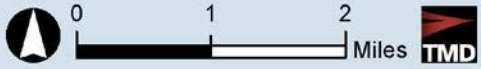
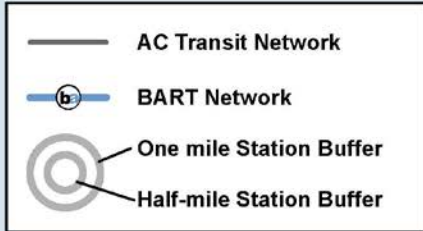
Average Income	BART	AC Transit
Under \$15,000	12%	15%
\$15,000 - \$24,999	11%	7%
\$25,000 - \$49,000	1%	8%
\$50,000 - \$74,999	23%	5%
\$75,000 - \$99,999	16%	2%
\$100,000 - \$149,999	15%	1%
\$150,000 - \$199,999	6%	1%
\$200,000 or higher	3%	0%
Total Responses	3,621	39

Note: AC Transit and BART incomes are based on entry station.

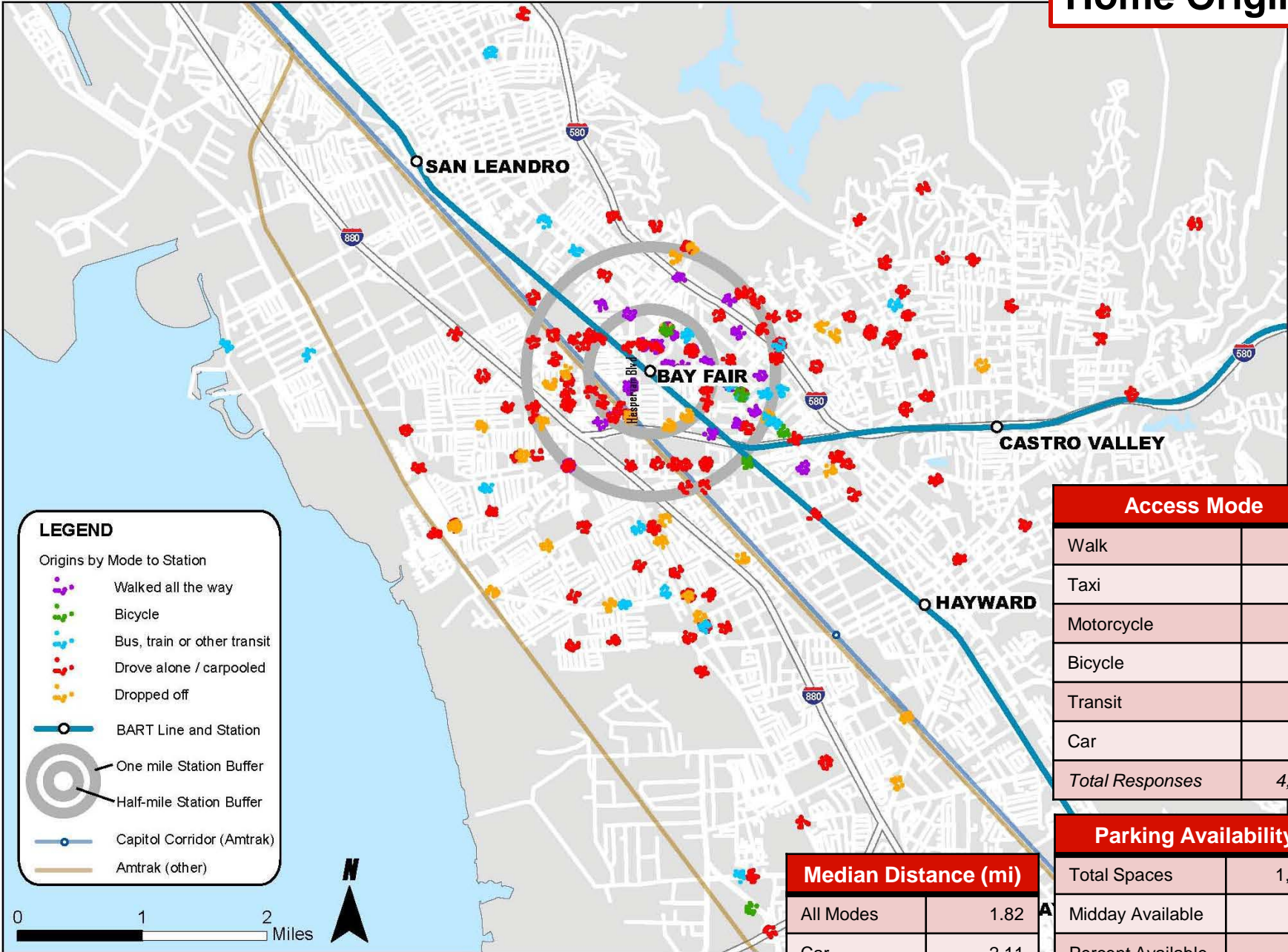


Passenger Activity	
BART	10,710
10% Transfer to/from Transit	1,071
AC Transit	6,479

AC Transit Routes by Service Type	Average Productivity	Ridership Focus on BART	
Rapid	1	59.2	6%
Urban Trunk	2	47.4	4%
Local	7	24.4	16%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	1	16.5	6%
Overall	11	39.9	8%



Home Origin

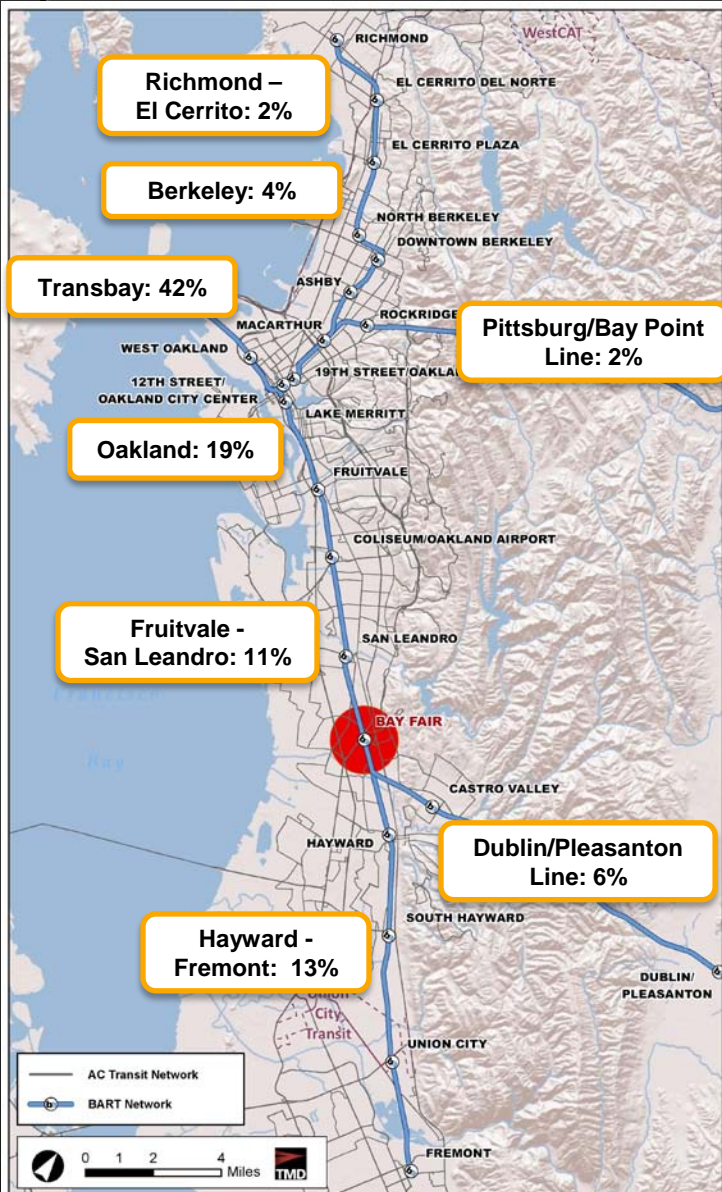


Median Distance (mi)	
All Modes	1.82
Car	2.11

Access Mode	
Walk	16
Taxi	1
Motorcycle	1
Bicycle	2
Transit	10
Car	70
<i>Total Responses</i>	<i>4,476</i>

Parking Availability	
Total Spaces	1,655
Midday Available	0
Percent Available	0%

Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	46%	55%	50%
Outer East Bay	8%	9%	8%
Transbay	47%	37%	42%

Station Profile

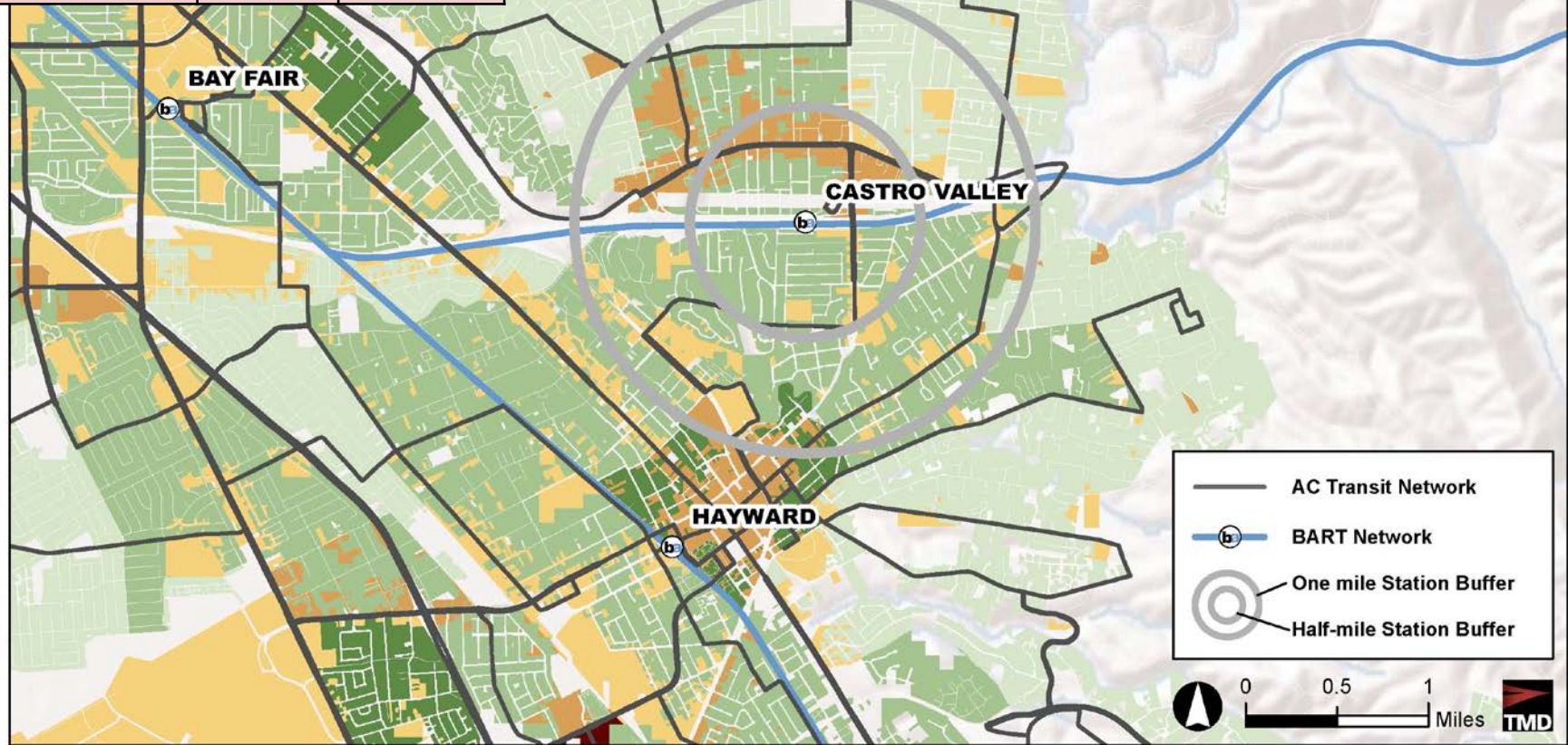
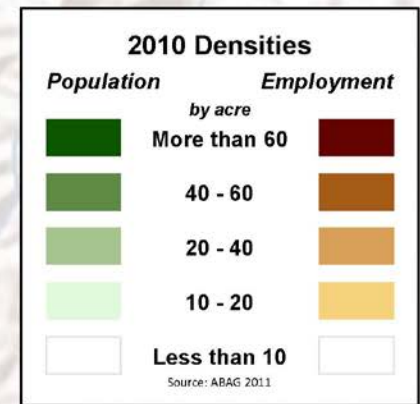
Castro Valley



TRANSIT
SUSTAINABILITY
PROJECT



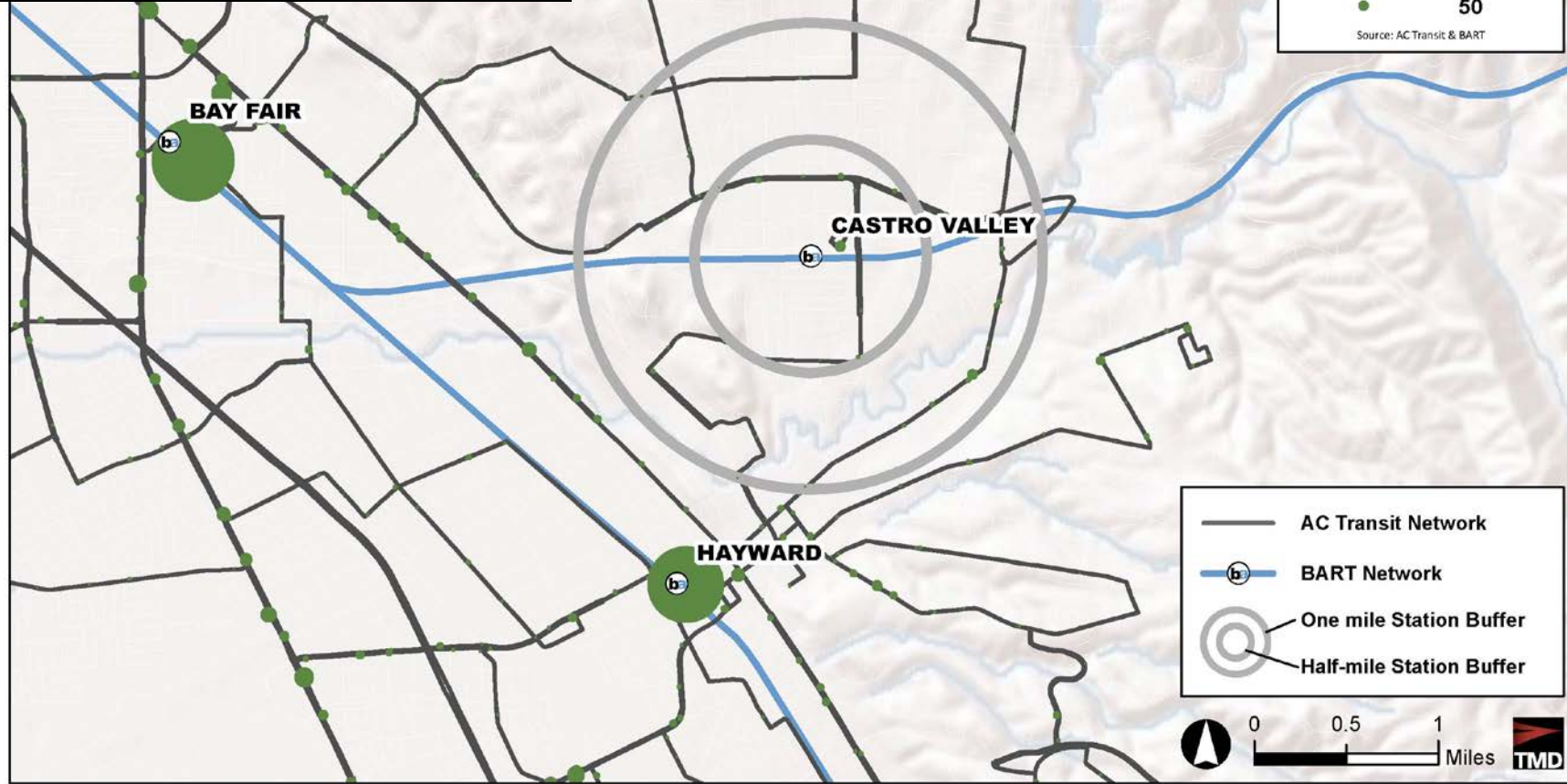
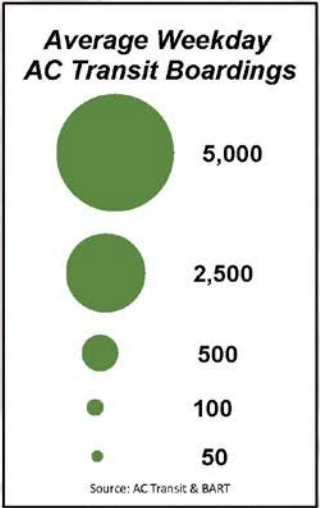
Average Income	BART	AC Transit
Under \$15,000	3%	50%
\$15,000 - \$24,999	3%	13%
\$25,000 - \$49,000	10%	13%
\$50,000 - \$74,999	15%	13%
\$75,000 - \$99,999	17%	0%
\$100,000 - \$149,999	28%	13%
\$150,000 - \$199,999	12%	0%
\$200,000 or higher	13%	0%
<i>Total Responses</i>	3,933	8



Note: AC Transit and BART incomes are based on entry station.

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	2	17.9	4%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	0	n/a	n/a
Overall	2	17.9	4%

Passenger Activity	
BART	4,858
1% Transfer to/from Transit	49
AC Transit	93



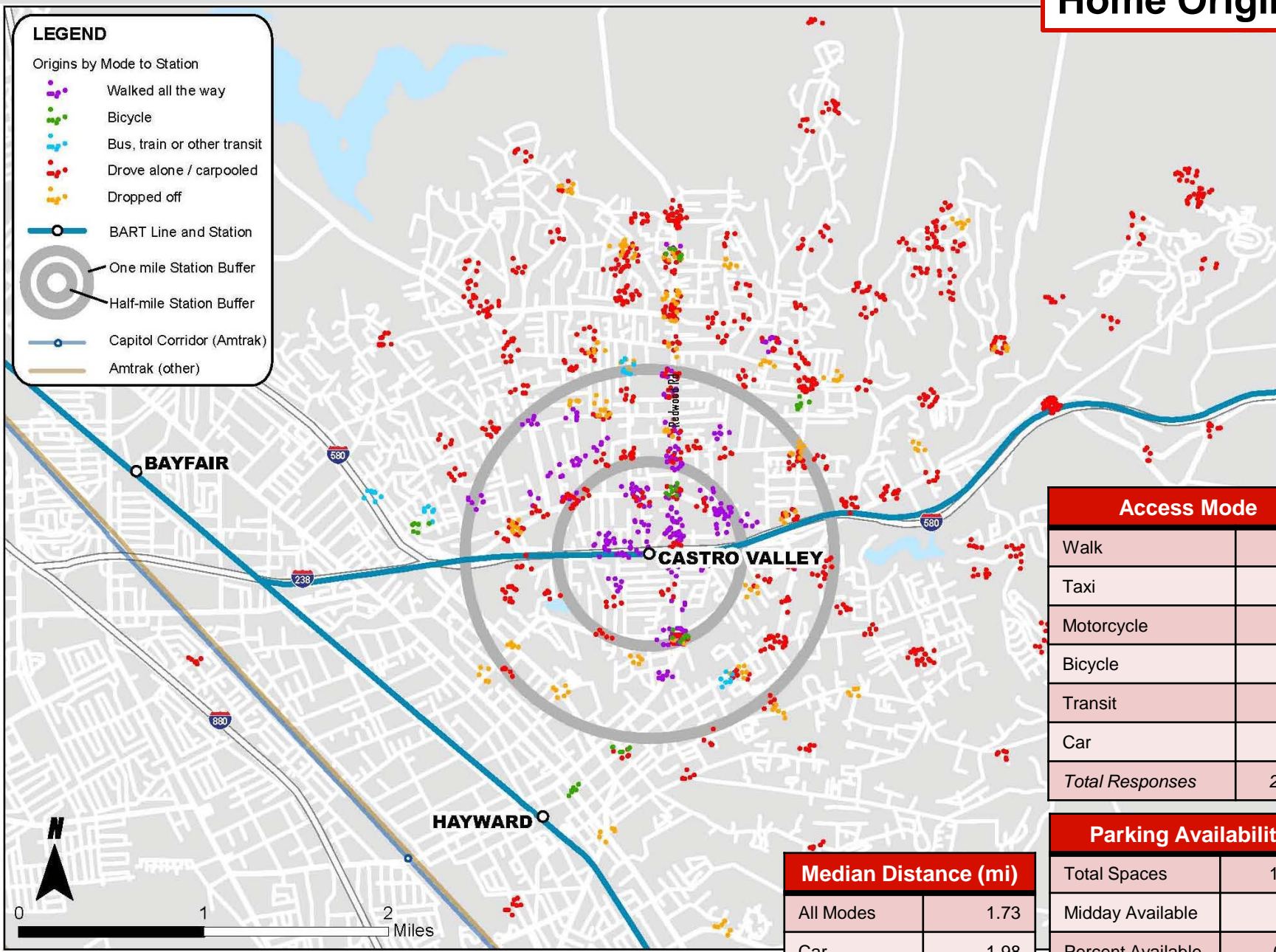
Home Origin

LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

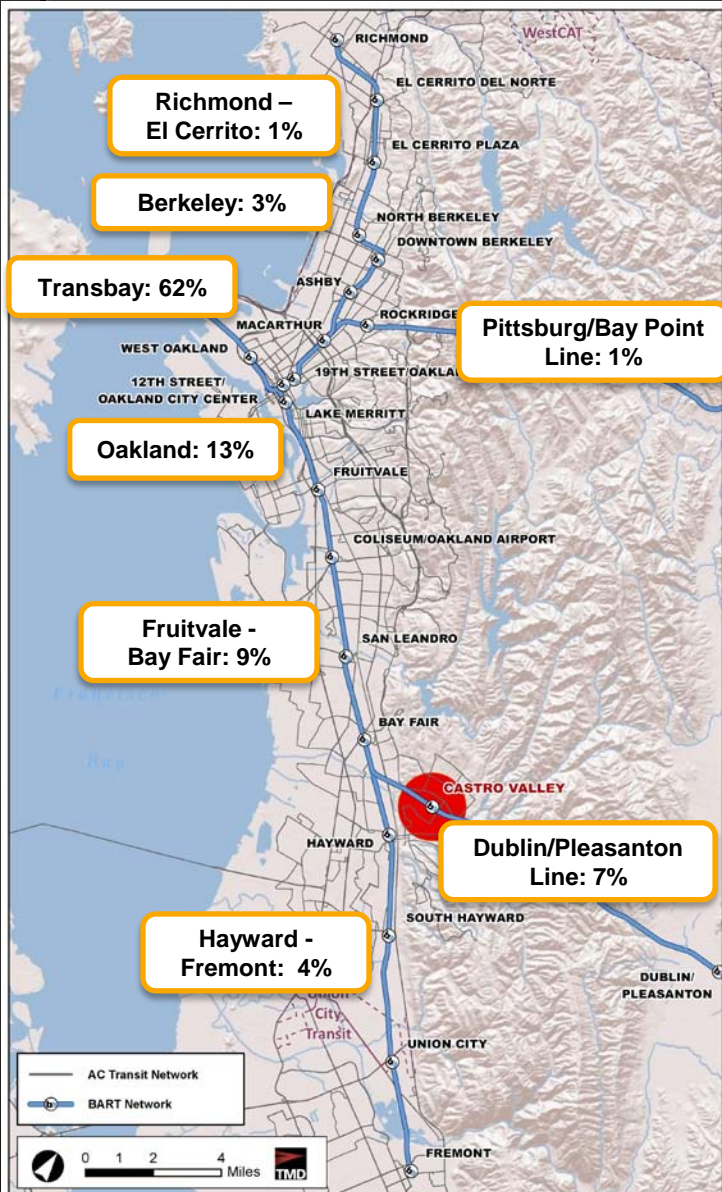


Access Mode	
Walk	14%
Taxi	0%
Motorcycle	0%
Bicycle	2%
Transit	1%
Car	82%
<i>Total Responses</i>	2,102

Median Distance (mi)	
All Modes	1.73
Car	1.98

Parking Availability	
Total Spaces	1,098
Midday Available	9
Percent Available	0.8%

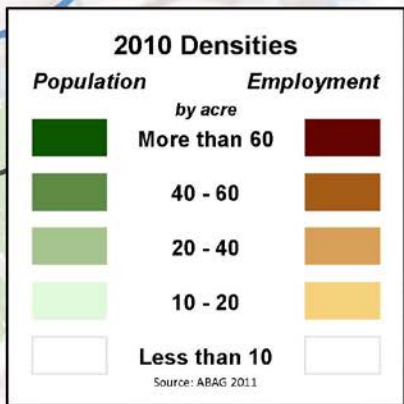
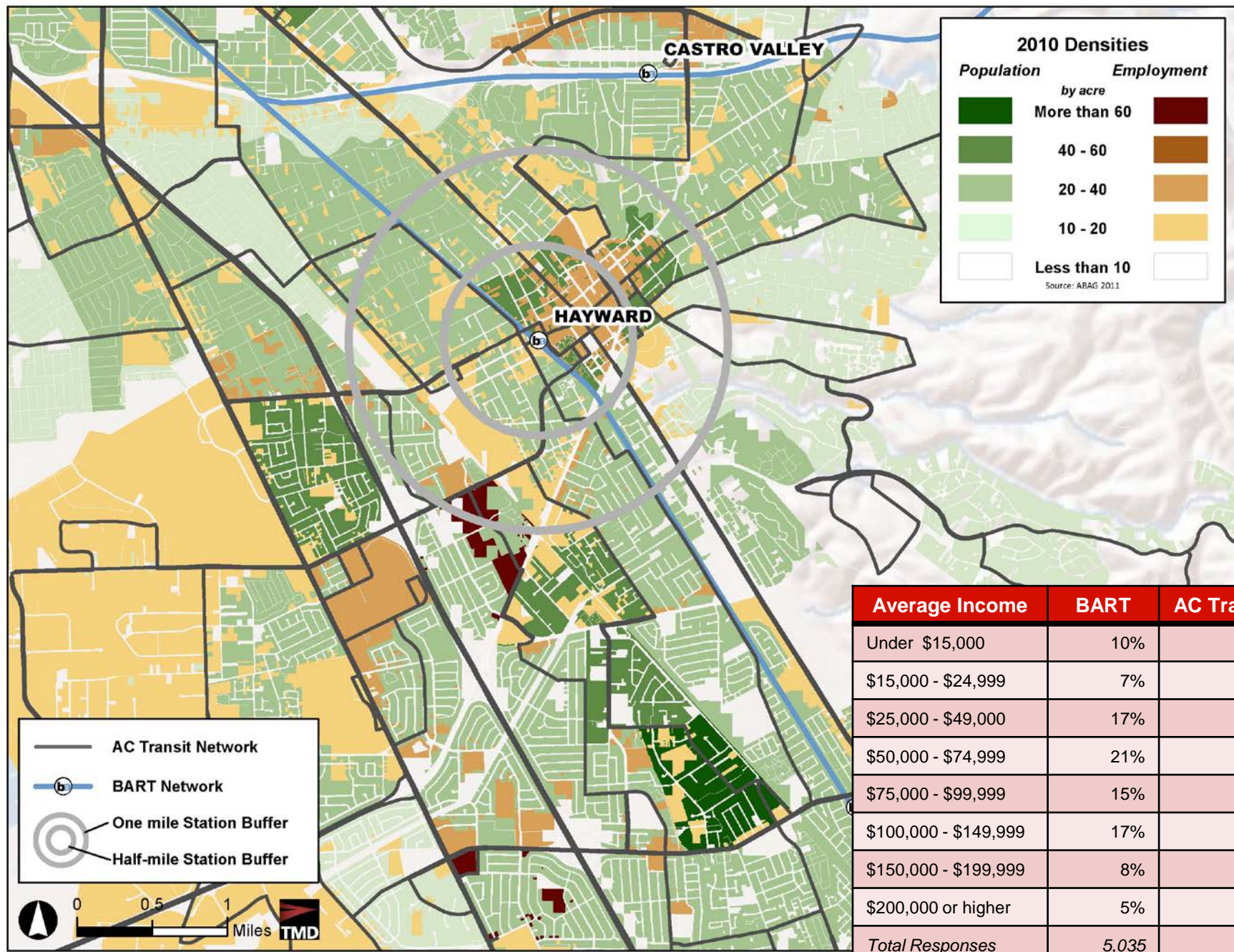
Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	29%	32%	30%
Outer East Bay	8%	8%	8%
Transbay	63%	59%	62%

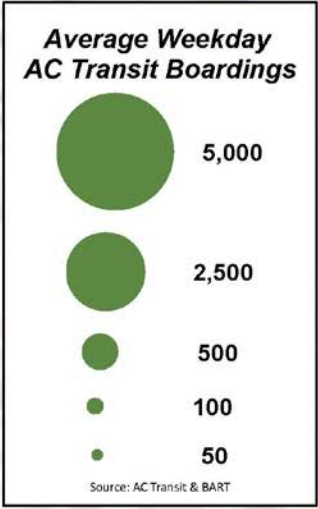
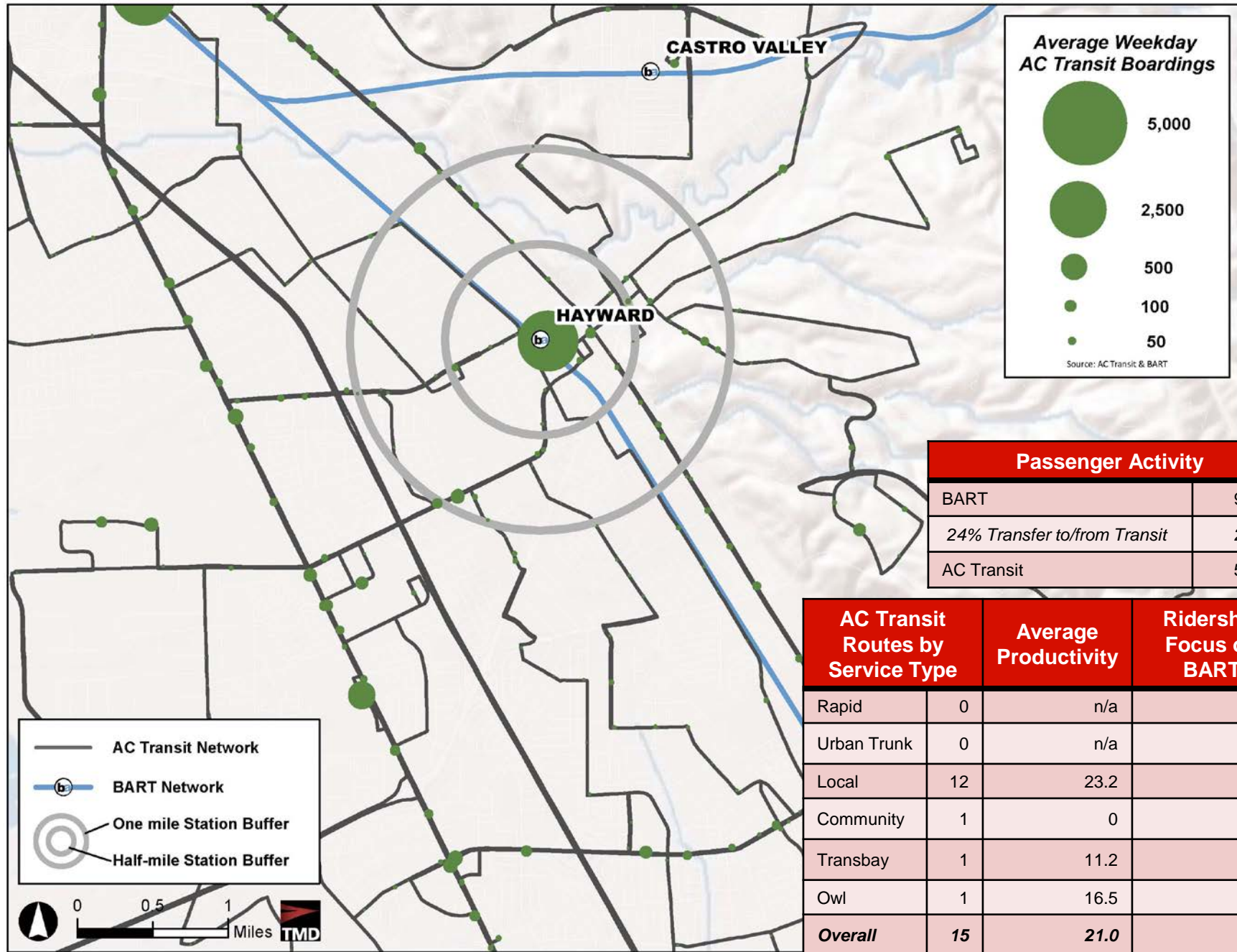
Station Profile

Hayward



Average Income	BART	AC Transit
Under \$15,000	10%	29%
\$15,000 - \$24,999	7%	18%
\$25,000 - \$49,000	17%	24%
\$50,000 - \$74,999	21%	9%
\$75,000 - \$99,999	15%	6%
\$100,000 - \$149,999	17%	8%
\$150,000 - \$199,999	8%	5%
\$200,000 or higher	5%	2%
Total Responses	5,035	66

Note: AC Transit and BART incomes are based on entry station.



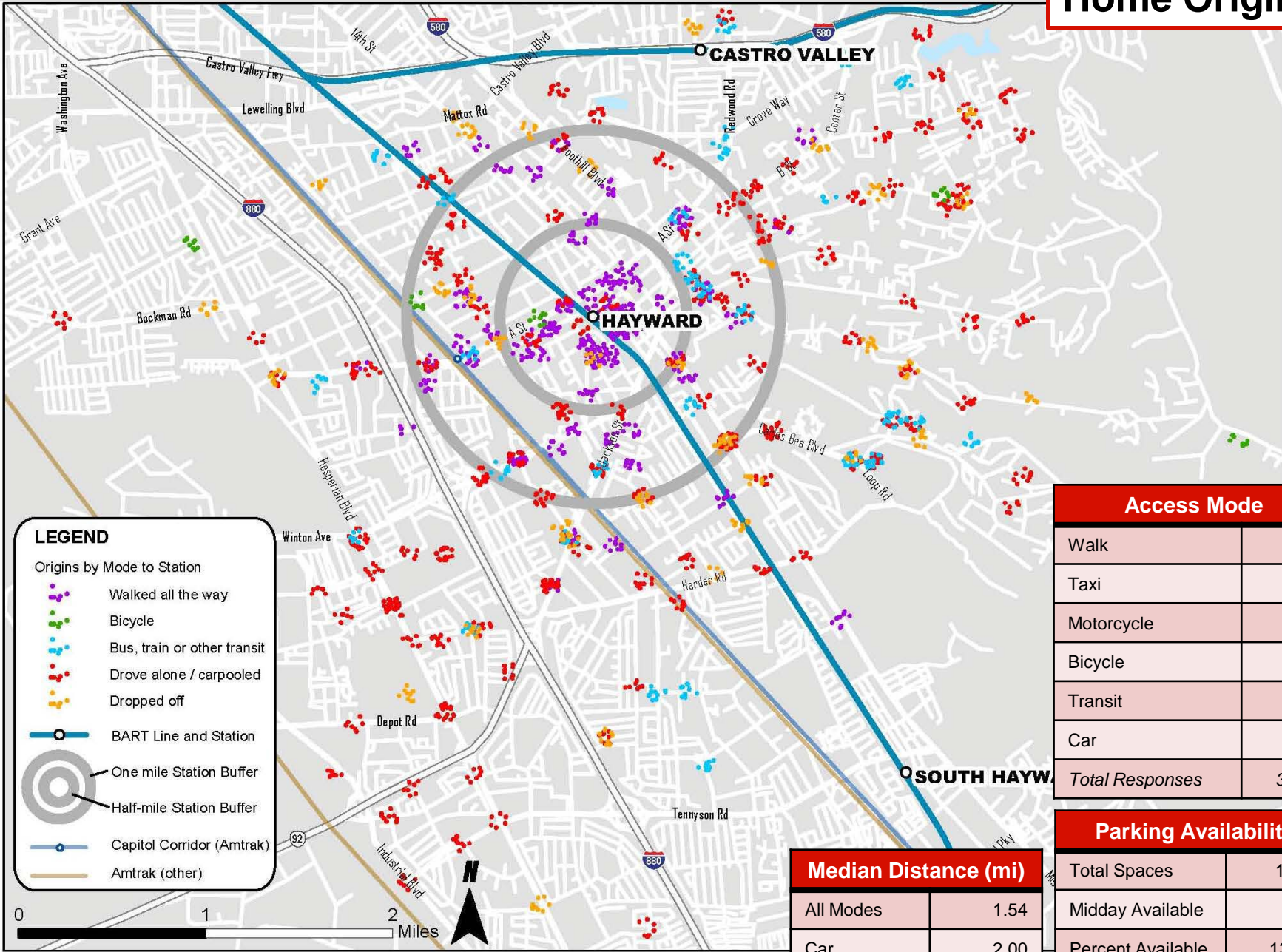
Passenger Activity	
BART	9,293
24% Transfer to/from Transit	2,205
AC Transit	5,152

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	12	23.2	23%
Community	1	0	0%
Transbay	1	11.2	33%
Owl	1	16.5	5%
Overall	15	21.0	23%

- AC Transit Network
- BART Network
- One mile Station Buffer
- Half-mile Station Buffer

0 0.5 1 Miles

Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

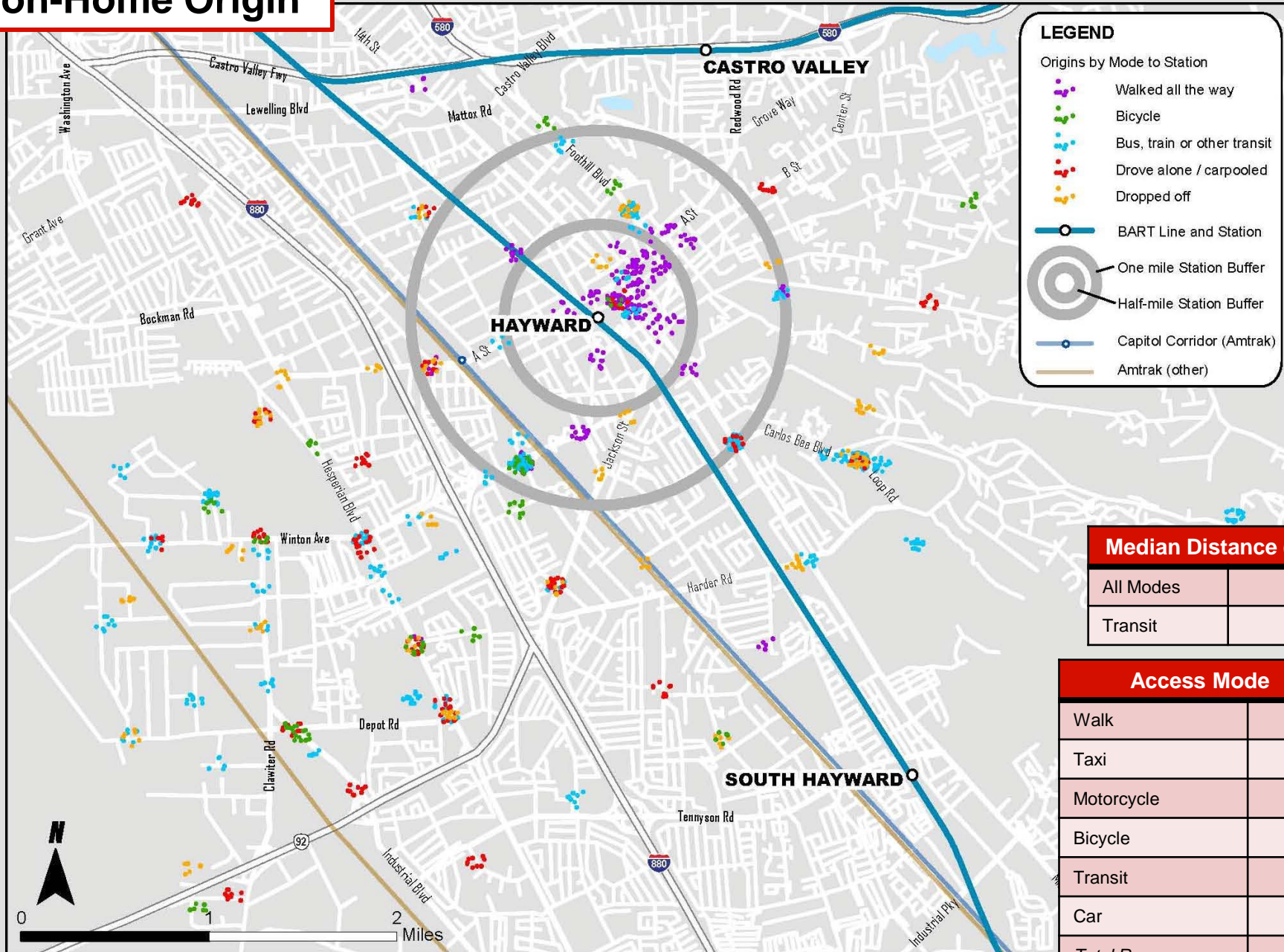
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

Access Mode	
Walk	22%
Taxi	1%
Motorcycle	0%
Bicycle	1%
Transit	8%
Car	68%
<i>Total Responses</i>	<i>3,078</i>

Median Distance (mi)	
All Modes	1.54
Car	2.00

Parking Availability	
Total Spaces	1,437
Midday Available	197
Percent Available	13.7%

Non-Home Origin



LEGEND

Origins by Mode to Station

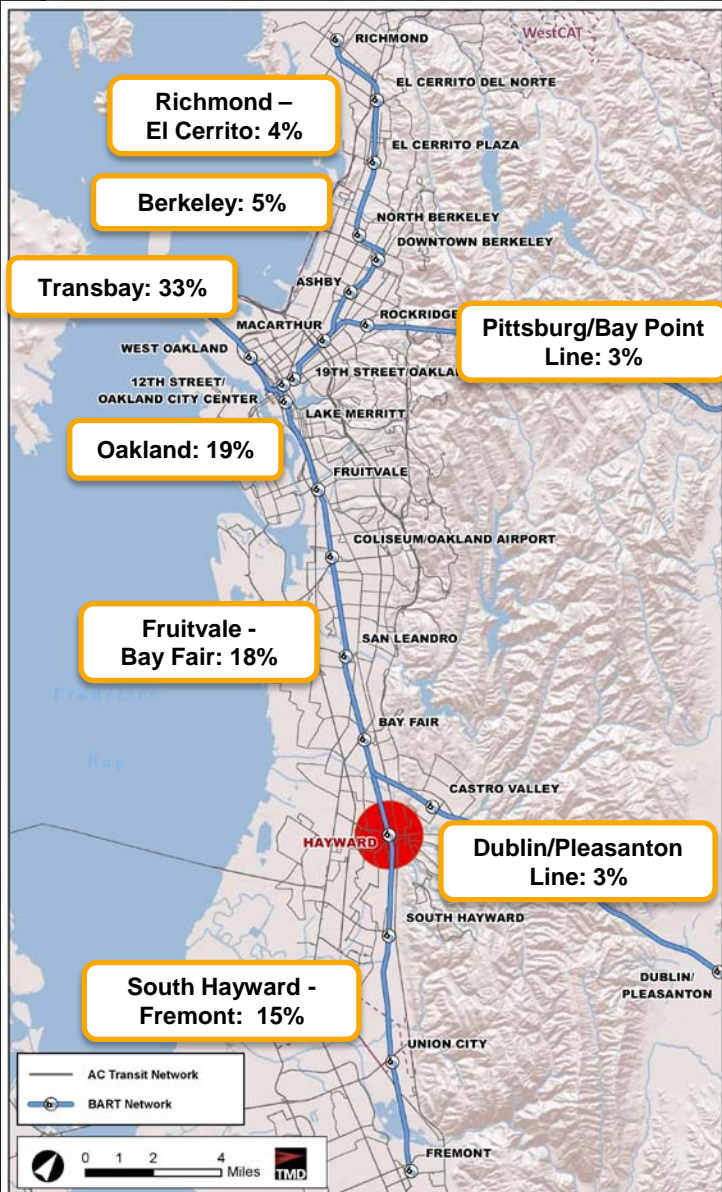
- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)

Median Distance (mi)	
All Modes	1.89
Transit	1.89

Access Mode	
Walk	20%
Taxi	0%
Motorcycle	0%
Bicycle	5%
Transit	50%
Car	25%
Total Responses	1,843

Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	59%	64%	61%
Outer East Bay	5%	7%	6%
Transbay	36%	29%	33%

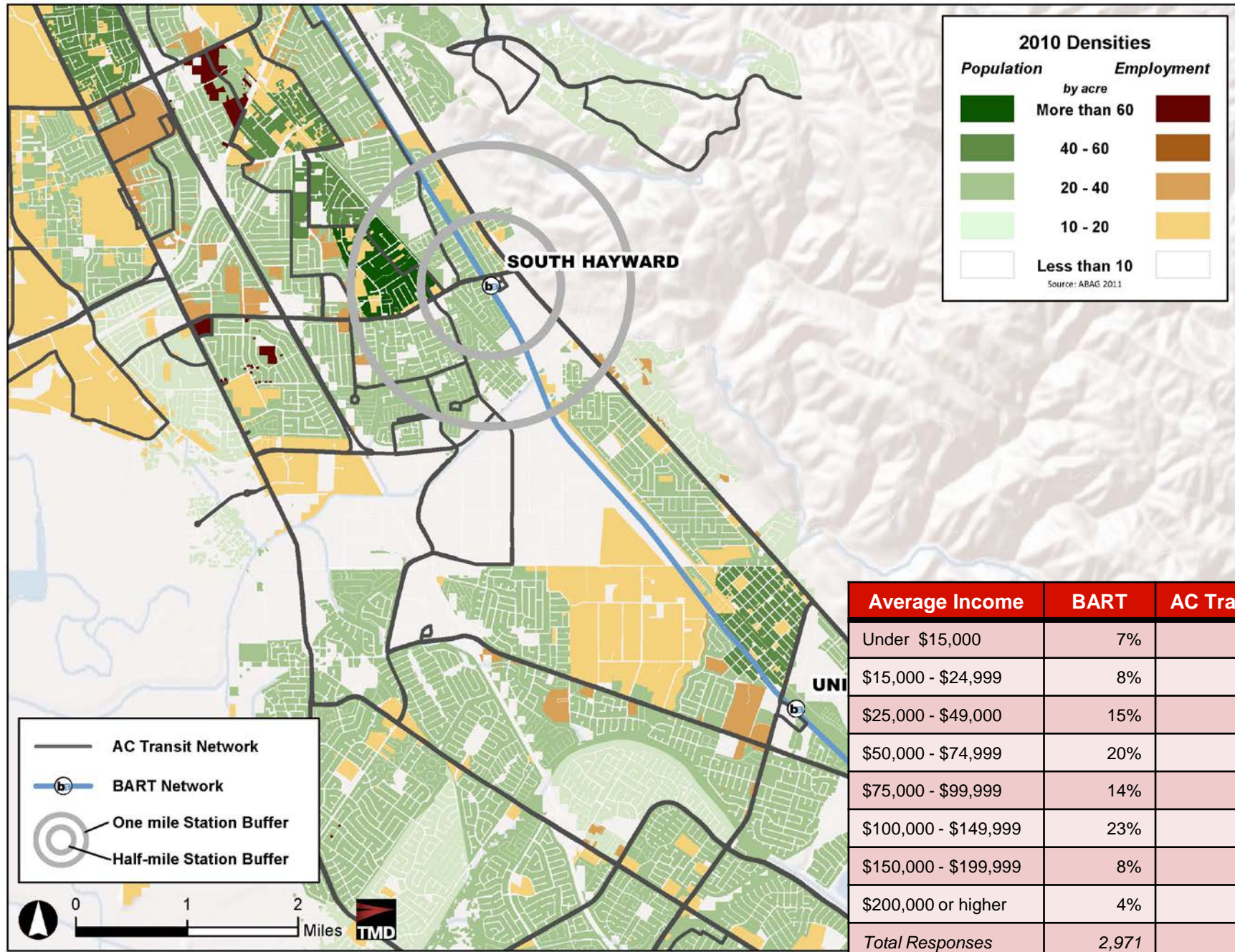
Station Profile

South Hayward



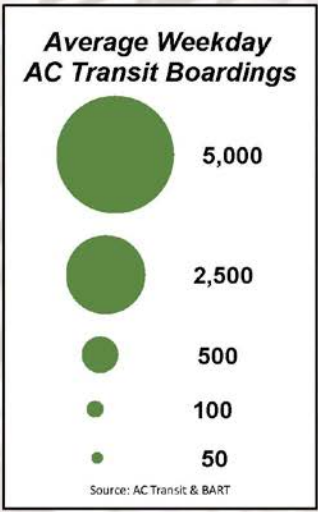
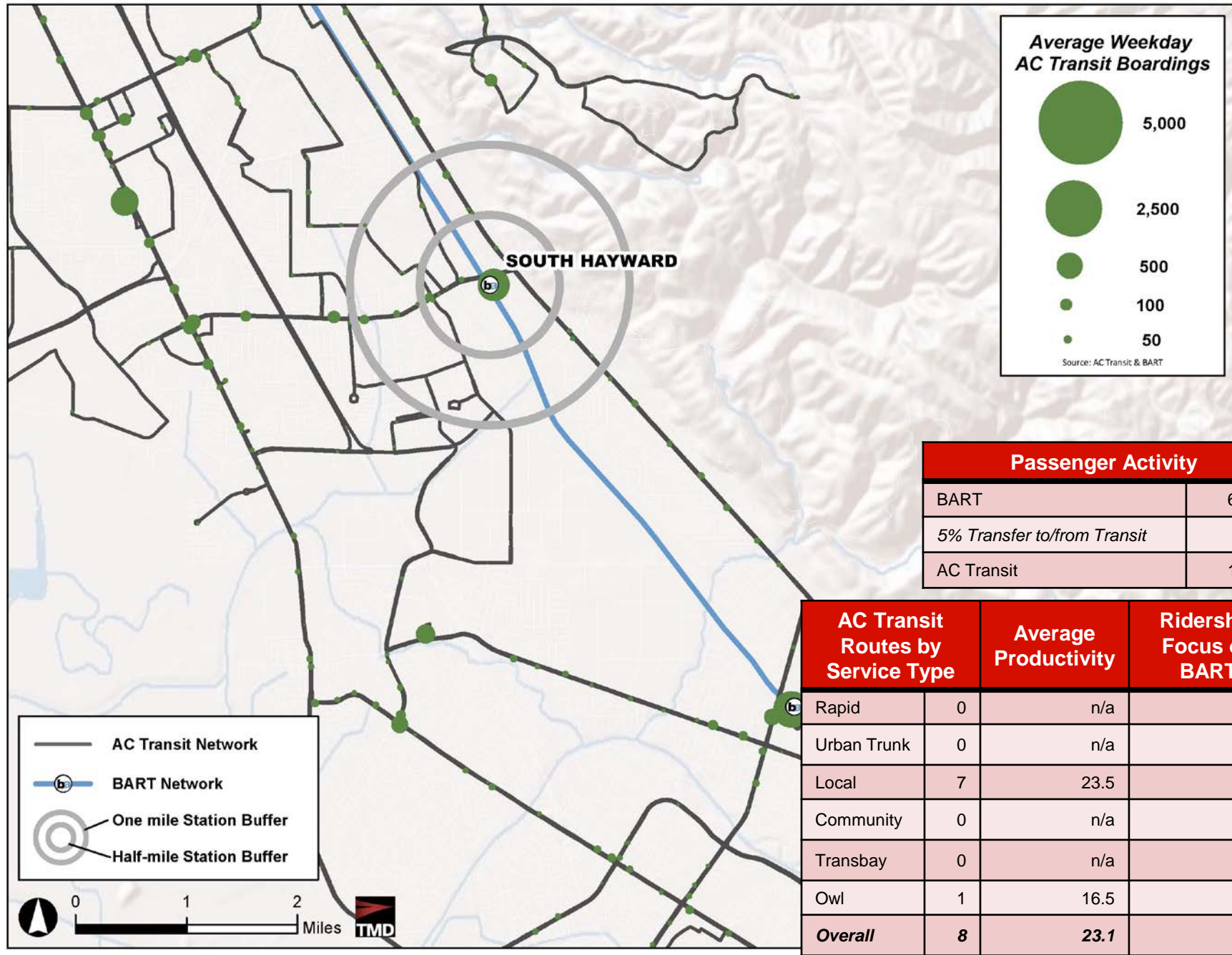
TRANSIT
SUSTAINABILITY
PROJECT





Average Income	BART	AC Transit
Under \$15,000	7%	25%
\$15,000 - \$24,999	8%	31%
\$25,000 - \$49,000	15%	13%
\$50,000 - \$74,999	20%	25%
\$75,000 - \$99,999	14%	6%
\$100,000 - \$149,999	23%	0%
\$150,000 - \$199,999	8%	0%
\$200,000 or higher	4%	0%
<i>Total Responses</i>	2,971	16

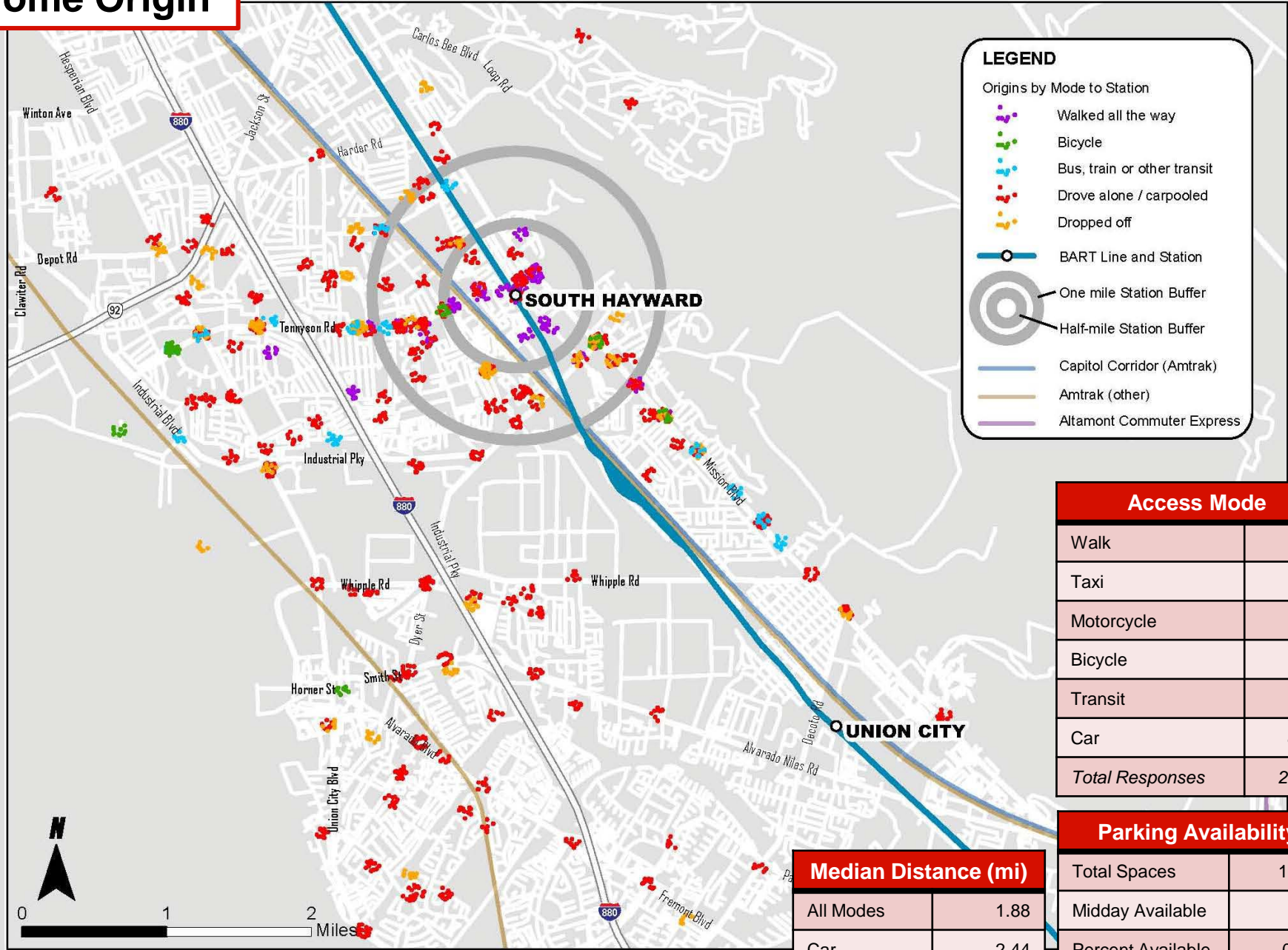
Note: AC Transit and BART incomes are based on entry station.



Passenger Activity	
BART	6,148
5% Transfer to/from Transit	307
AC Transit	1,439

AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	7	23.5	9%
Community	0	n/a	n/a
Transbay	0	n/a	n/a
Owl	1	16.5	1%
Overall	8	23.1	9%

Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

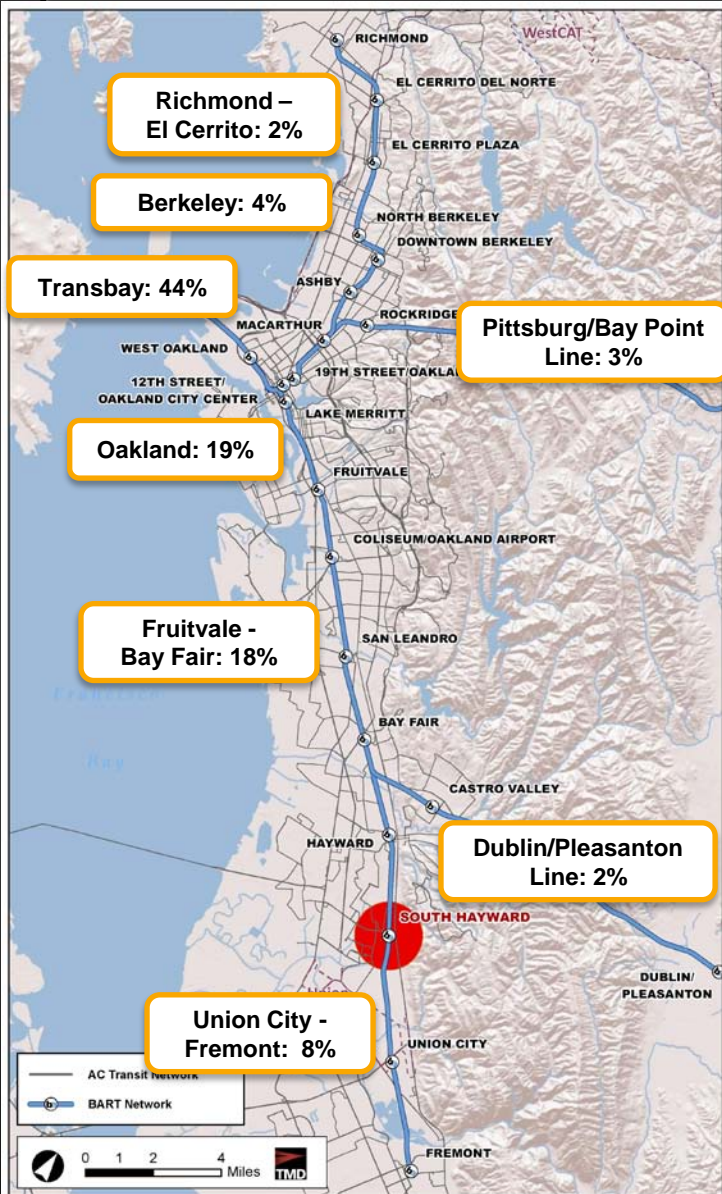
- BART Line and Station
- One mile Station Buffer
- Half-mile Station Buffer
- Capitol Corridor (Amtrak)
- Amtrak (other)
- Altamont Commuter Express

Access Mode	
Walk	12%
Taxi	0%
Motorcycle	0%
Bicycle	2%
Transit	5%
Car	81%
Total Responses	2,689

Median Distance (mi)	
All Modes	1.88
Car	2.44

Parking Availability	
Total Spaces	1,077
Midday Available	2
Percent Available	0.2%

Travel Patterns

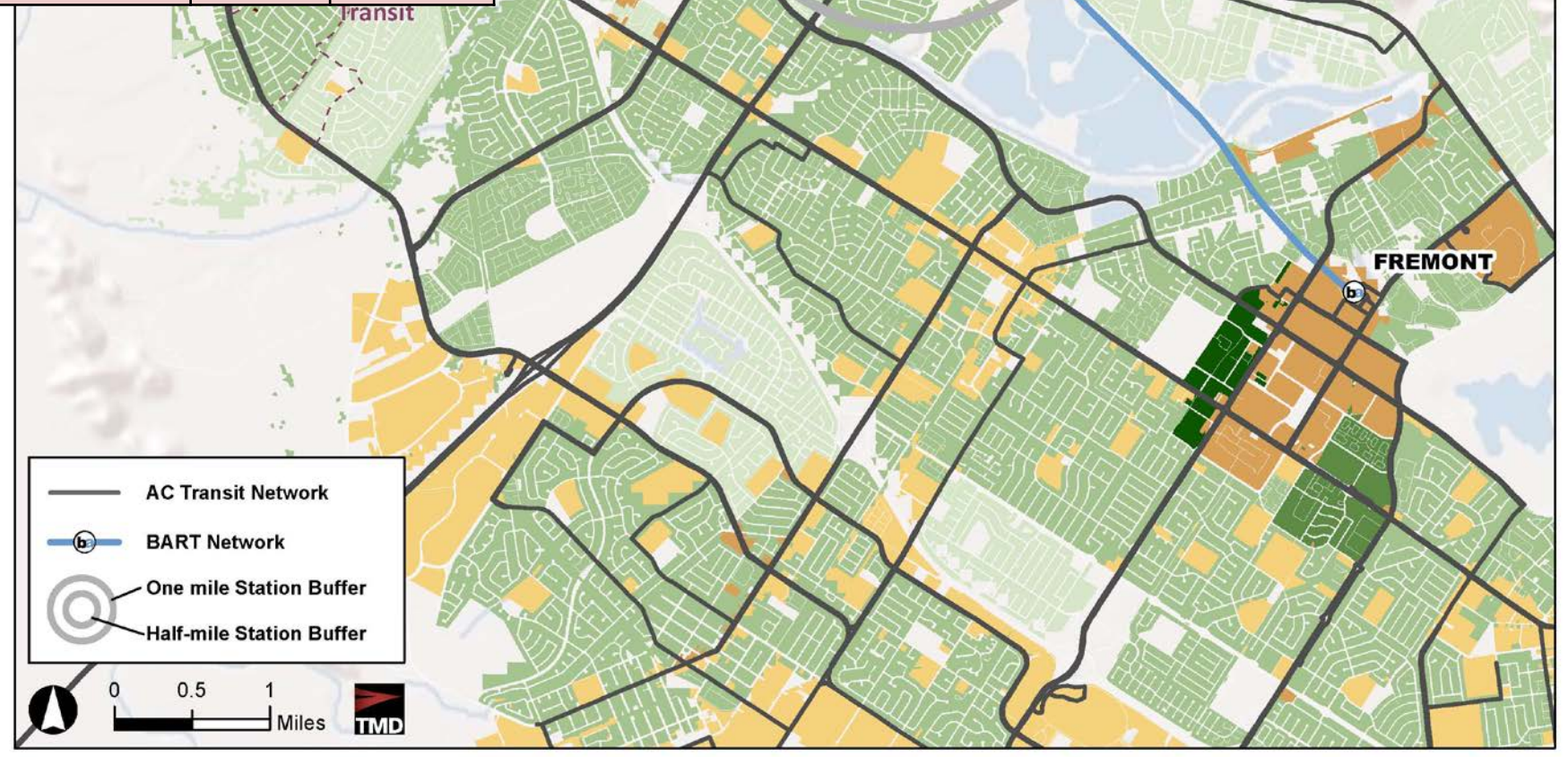
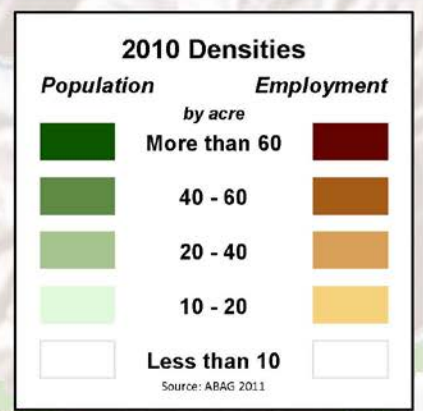


Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	50%	53%	51%
Outer East Bay	5%	5%	5%
Transbay	45%	42%	44%

Station Profile

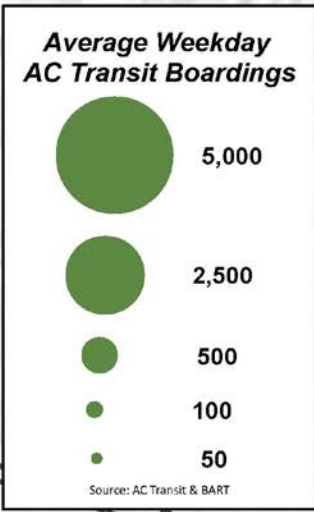
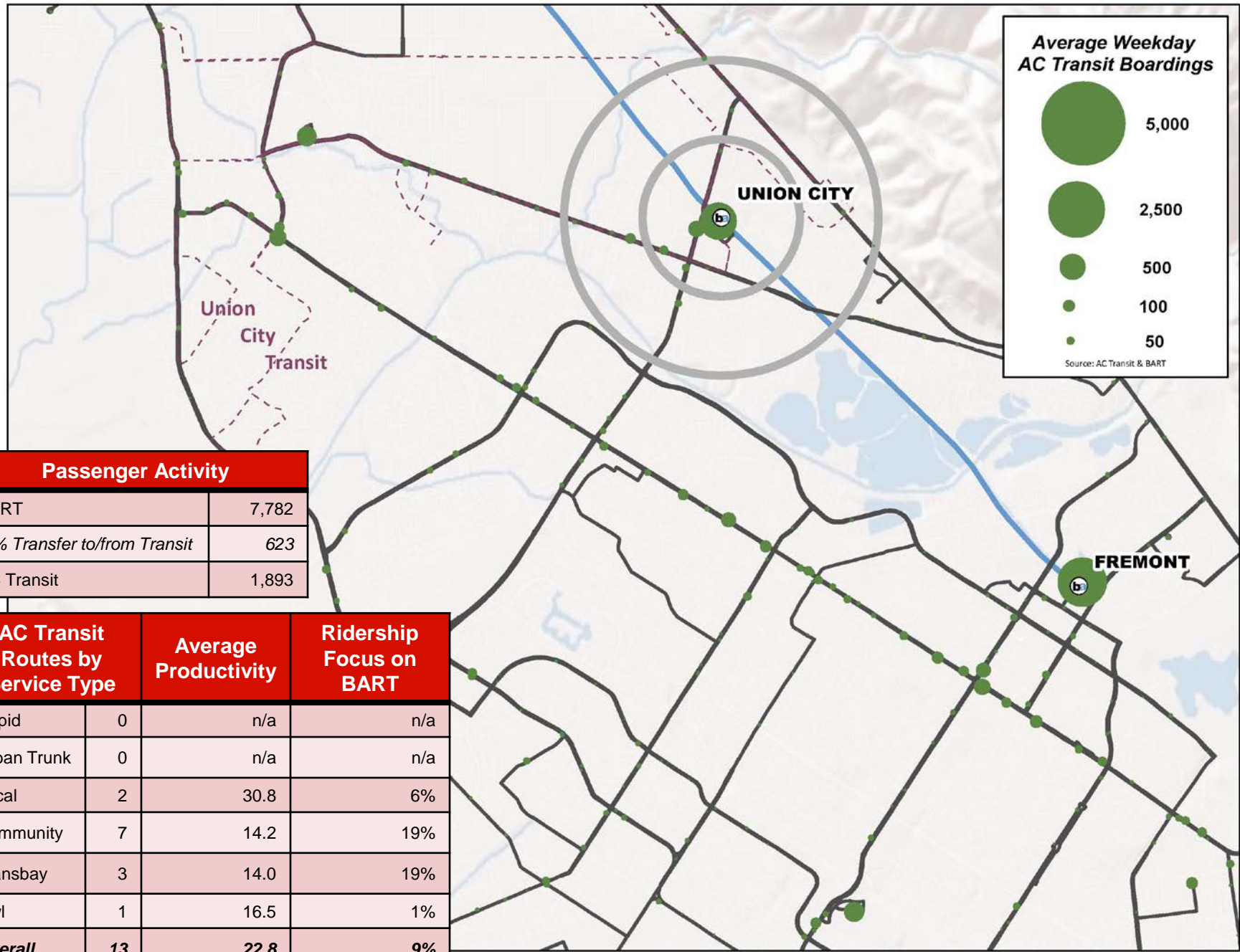
Union City

Average Income	BART	AC Transit
Under \$15,000	5%	18%
\$15,000 - \$24,999	5%	18%
\$25,000 - \$49,000	12%	18%
\$50,000 - \$74,999	19%	18%
\$75,000 - \$99,999	17%	14%
\$100,000 - \$149,999	25%	5%
\$150,000 - \$199,999	10%	9%
\$200,000 or higher	6%	0%
<i>Total Responses</i>	<i>4,882</i>	<i>22</i>



- AC Transit Network
- BART Network
- One mile Station Buffer
- Half-mile Station Buffer

Note: AC Transit and BART incomes are based on entry station.



Passenger Activity	
BART	7,782
8% Transfer to/from Transit	623
AC Transit	1,893

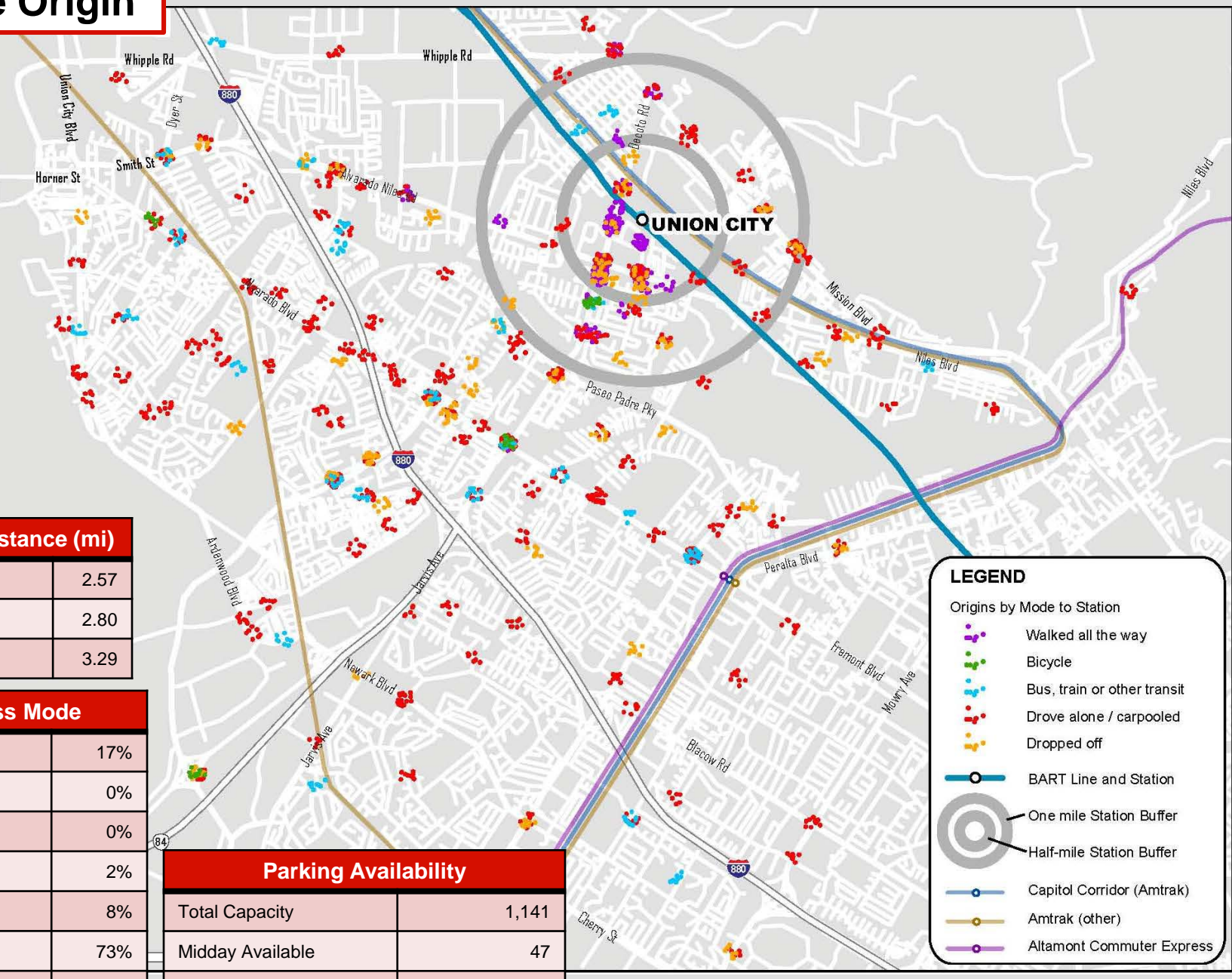
AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	2	30.8	6%
Community	7	14.2	19%
Transbay	3	14.0	19%
Owl	1	16.5	1%
Overall	13	22.8	9%

Home Origin

Median Distance (mi)	
All Modes	2.57
Car	2.80
Transit	3.29

Access Mode	
Walk	17%
Taxi	0%
Motorcycle	0%
Bicycle	2%
Transit	8%
Car	73%
Total Responses	3,326

Parking Availability	
Total Capacity	1,141
Midday Available	47
Percent Available	4.1%



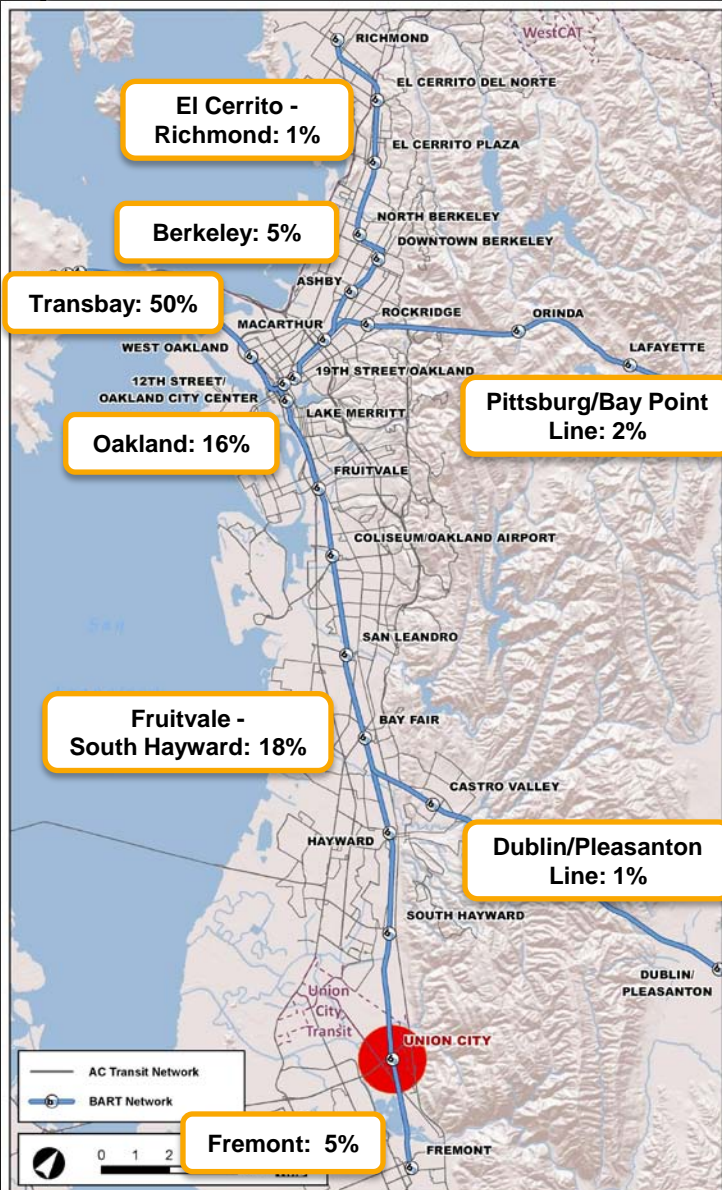
LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpoled
- Dropped off

—○— BART Line and Station
○ One mile Station Buffer
○ Half-mile Station Buffer
—○— Capitol Corridor (Amtrak)
—○— Amtrak (other)
—○— Altamont Commuter Express

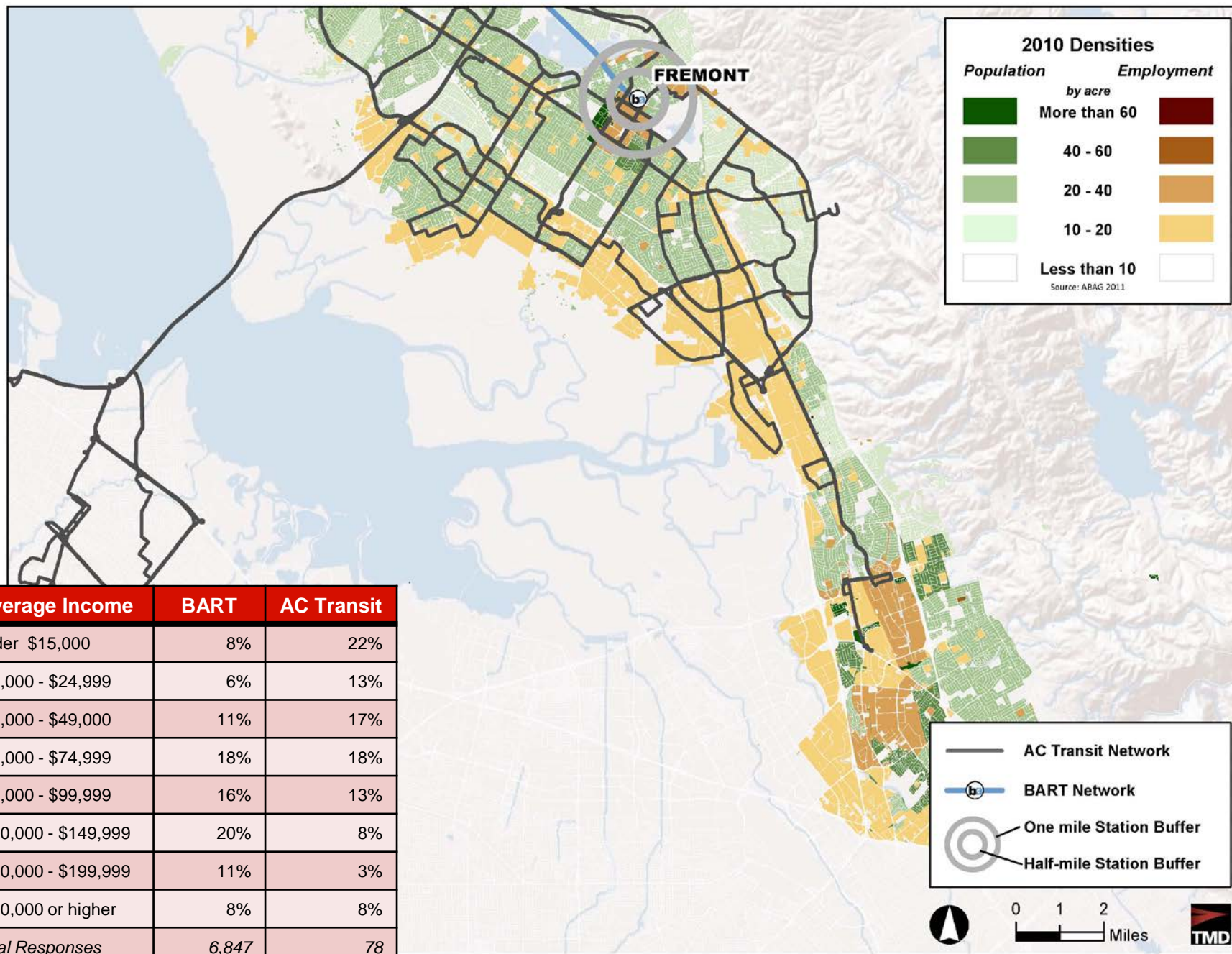
Travel Patterns



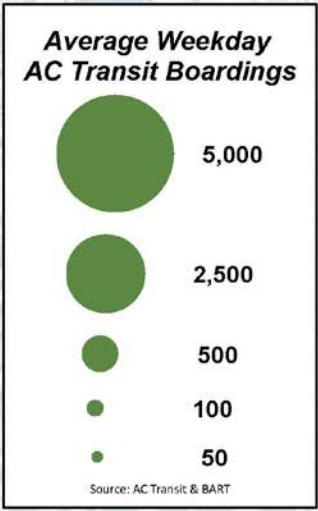
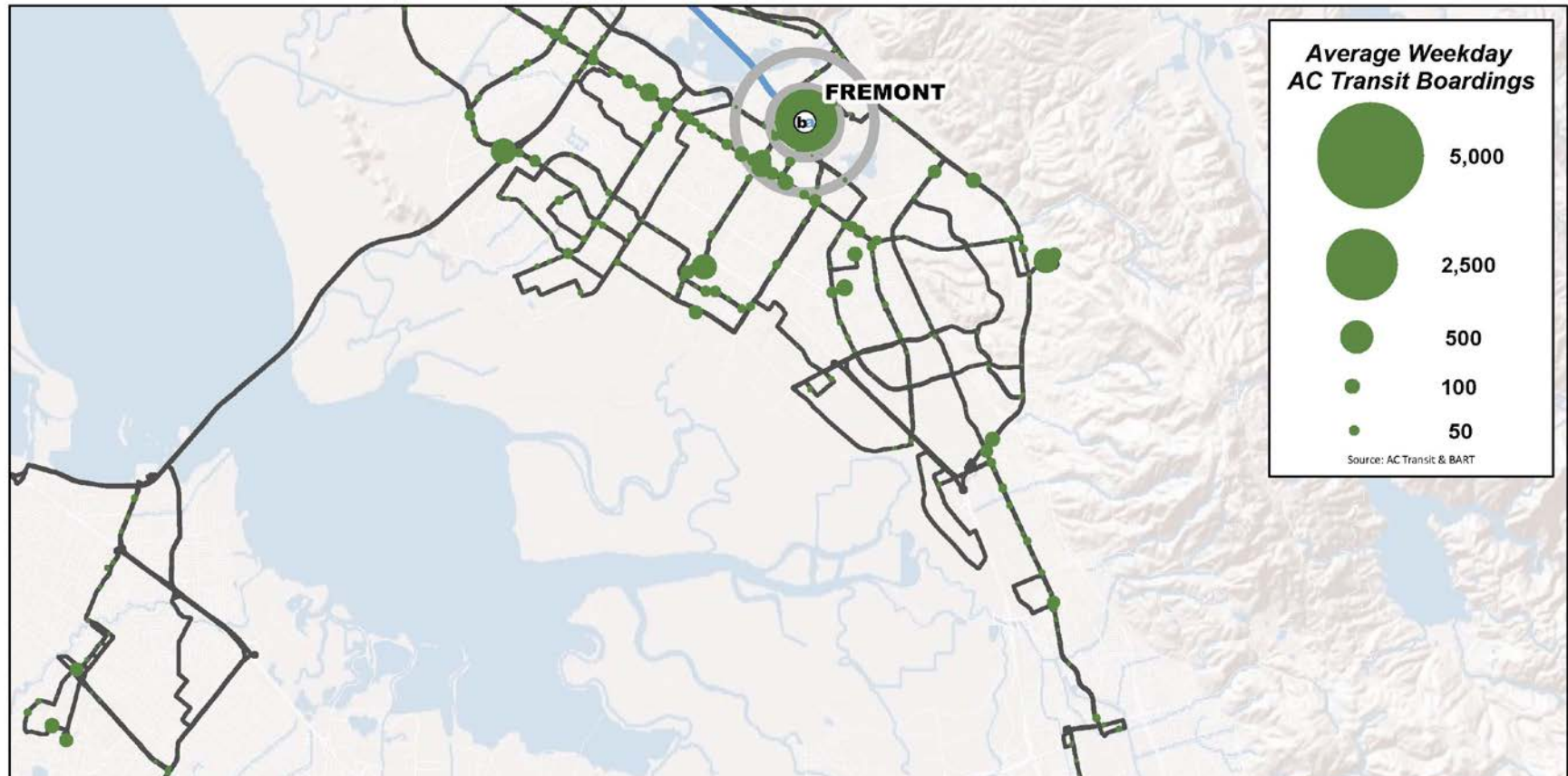
Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	46%	46%	46%
Outer East Bay	4%	4%	4%
Transbay	50%	50%	50%

Station Profile

Fremont

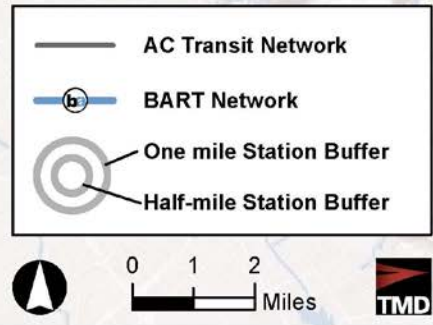


Note: AC Transit and BART incomes are based on entry station.

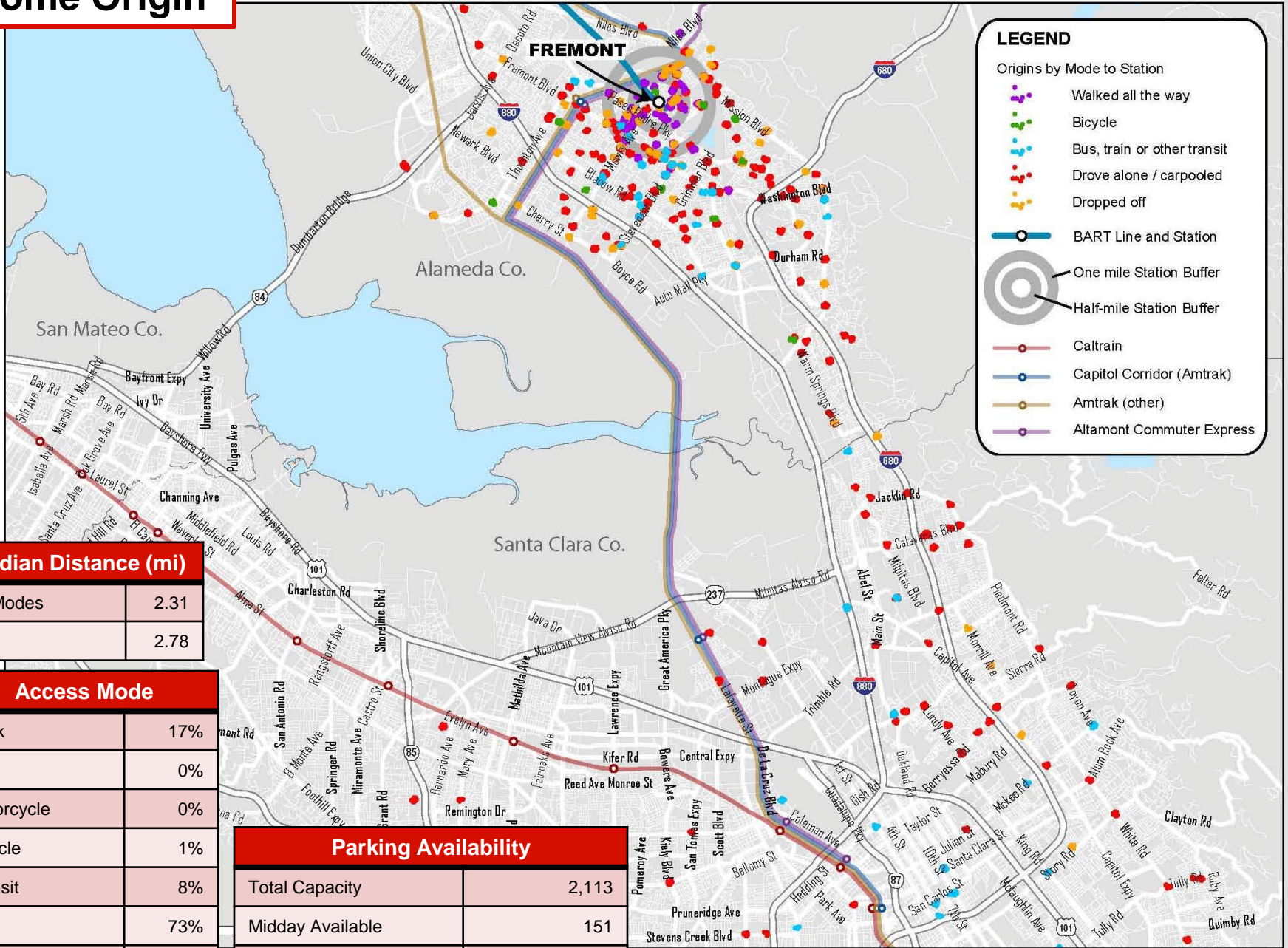


AC Transit Routes by Service Type		Average Productivity	Ridership Focus on BART
Rapid	0	n/a	n/a
Urban Trunk	0	n/a	n/a
Local	2	24.0	13%
Community	11	15.6	26%
Transbay	1	34.7	6%
Owl	1	16.5	9%
Overall	15	19.6	18%

Passenger Activity	
BART	14,560
15% Transfer to/from Transit	2,219
AC Transit	3,221



Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

○ BART Line and Station

One mile Station Buffer

Half-mile Station Buffer

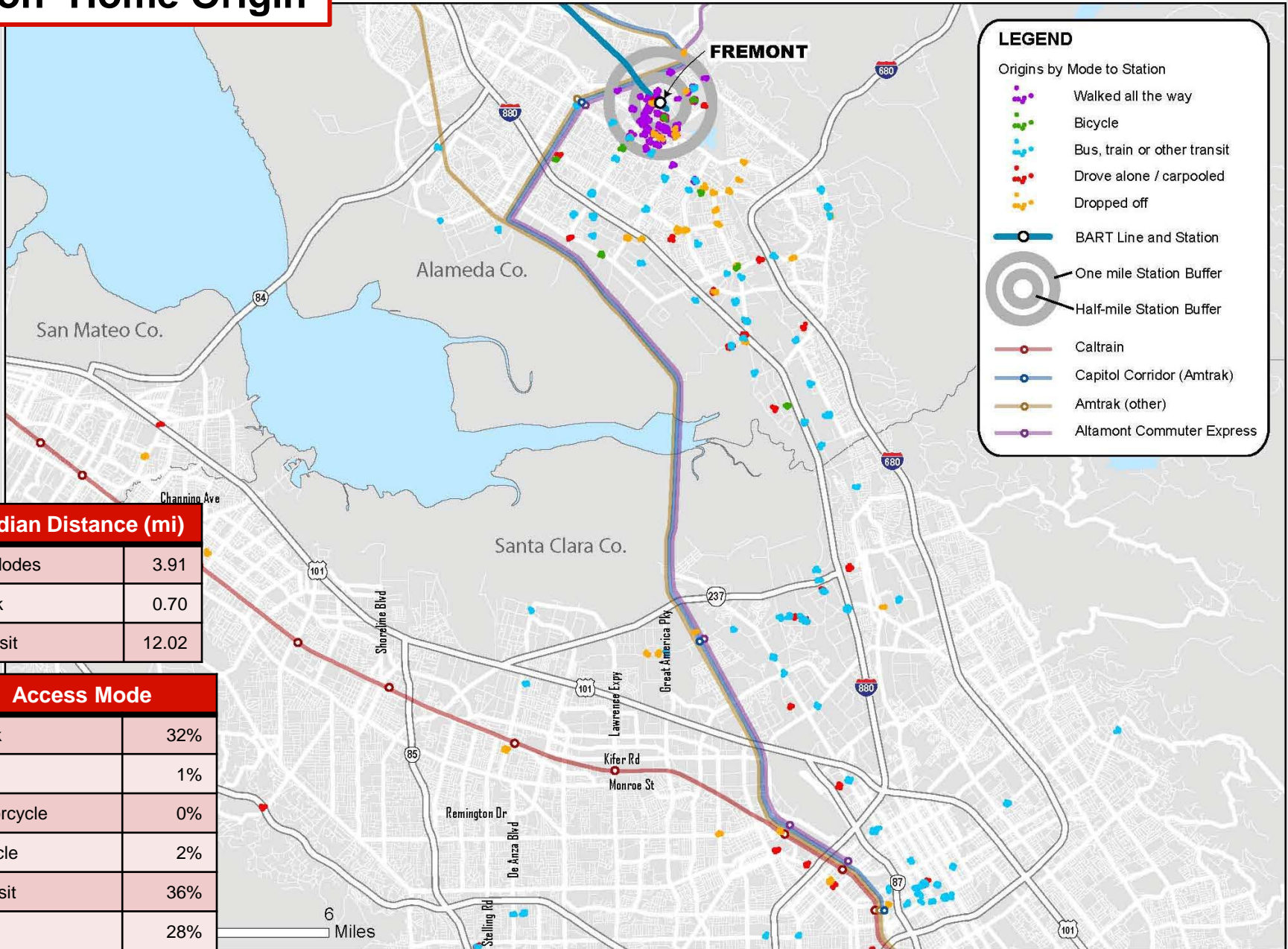
- Caltrain
- Capitol Corridor (Amtrak)
- Amtrak (other)
- Altamont Commuter Express

Median Distance (mi)	
All Modes	2.31
Car	2.78

Access Mode	
Walk	17%
Taxi	0%
Motorcycle	0%
Bicycle	1%
Transit	8%
Car	73%
Total Responses	5,431

Parking Availability	
Total Capacity	2,113
Midday Available	151
Percent Available	7.1%

Non- Home Origin



LEGEND

Origins by Mode to Station

- Walked all the way
- Bicycle
- Bus, train or other transit
- Drove alone / carpooled
- Dropped off

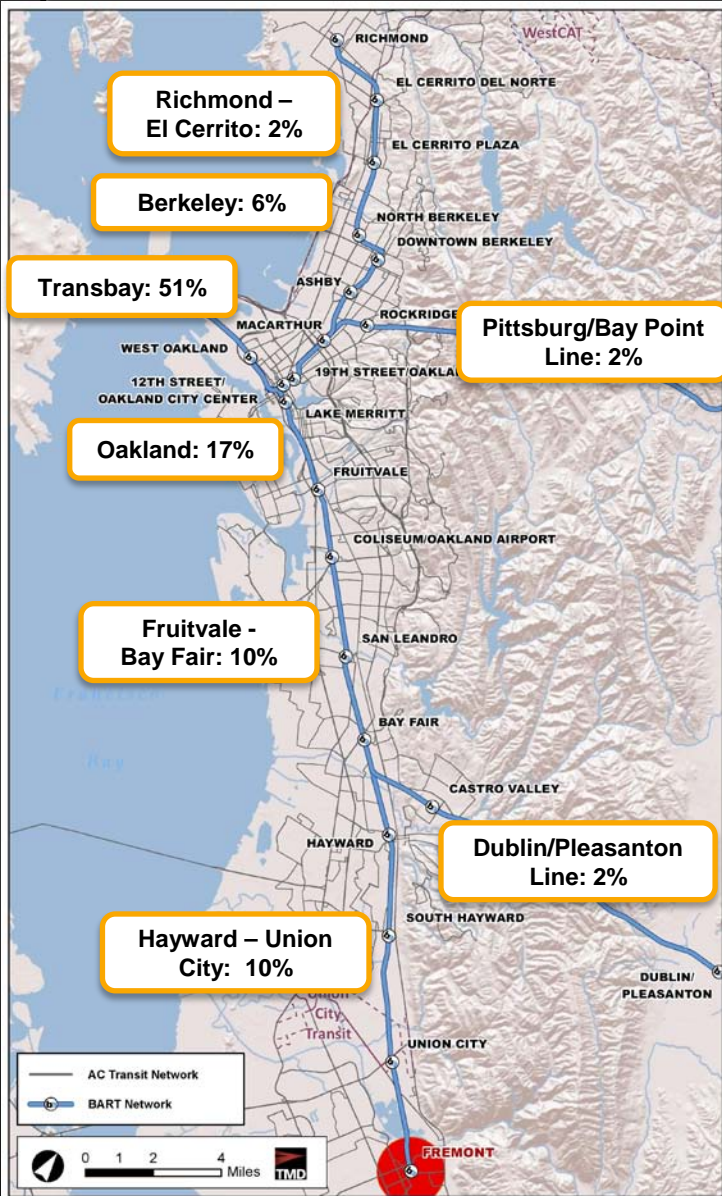
—○— BART Line and Station
—○— One mile Station Buffer
—○— Half-mile Station Buffer

—○— Caltrain
—○— Capitol Corridor (Amtrak)
—○— Amtrak (other)
—○— Altamont Commuter Express

Median Distance (mi)	
All Modes	3.91
Walk	0.70
Transit	12.02

Access Mode	
Walk	32%
Taxi	1%
Motorcycle	0%
Bicycle	2%
Transit	36%
Car	28%
<i>Total Responses</i>	1,862

Travel Patterns



Travel Pattern	Peak	Off-Peak	Total
Inner East Bay	45%	44%	45%
Outer East Bay	4%	4%	4%
Transbay	51%	52%	51%

Summary

- Station profiles indicate a difference between Metro stations in the urban core and Commute stations.
- **Metro** includes 16 stations between Richmond and Bay Fair
 - Most passengers travel to destinations within the BART Metro area and into San Francisco
 - Walk access/egress is common due to high residential and employment densities
- **Commuter** refers to 7 stations south/east of Bay Fair station
 - Longer access travel distances
 - Low residential and employment densities both adjacent to station and within short transit rides
 - Transit frequencies significantly lower than other stations

Data Sources

- **Pop/Emp Densities** : ABAG 2011
- **Income**: 2008 BART Station Profile Report, 2008-09 AC On-Board Rider Profile
- **Ridership**: AC Transit Fall 2010, BART Feb/Mar 2011
- **Transfer Rates**: 2008 BART Station Profile Report, 2008-2009 AC On-Board Rider Profile
- **Access Maps/Data**: 2008 BART Station Profile Report
- **Travel Patterns**: BART Feb/Mar 2011