

**S T A F F   R E P O R T**

SUBJECT:    Tri-Valley Park and Ride Study  
FROM:        Christy Wegener, Director of Planning and Operations  
DATE:        June 26, 2017

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**Action Requested**

None – Information only

**Background**

Alameda County Transportation Commission (ACTC) recently finalized the Tri-Valley Park and Ride Study. This staff report is a summary of findings and recommendations.

**Discussion**

The Executive Summary is included as Attachment 1 and full copies will be provided at the Committee meeting for distribution. The Tri-Valley Park and Ride Study included four elements: 1) An assessment of current conditions; 2) A travel behavior and market analysis of current/future demand; 3) Development/evaluation of potential alternatives; and 4) Implementation strategy.

The study includes several recommendations for short-term measures that can be implemented in advance of a BART to Livermore extension. These measures include the following:

- 1) Initiative a high-frequency shuttle (15-minutes) during peak times between the Airway Park and Ride Lot and the Dublin/Pleasanton BART Station as a pilot test service concept.
- 2) Construct a new park and ride lot at Bernal Ave/I-680 in Pleasanton.
- 3) Construct a new parking garage at the Dublin/Pleasanton BART Station.
- 4) Construct facility enhancements at all park and rides in the study area.
- 5) Deploy ITS enhancements to better integrate transit and park-and-ride facilities.

**Next Steps**

LAVTA's Long Range Transit Plan (LRTP) will consider and incorporate the Tri-Valley Park and Ride study recommendations as a short/medium-term projects to be implemented as funding allows. Staff is also exploring providing an application-based platform for real time parking information data feeds and real time bus arrival information to implement some of the technological-based recommendations in the study.

**Recommendation**

None –Information Only

**Attachment:**

1. Final Tri-Valley Park and Ride Study Executive Summary



## Executive Summary

### Background

The Tri-Valley Integrated Transit and Park-and-Ride Study emerged from the concerns of three cities in the Tri-Valley – Dublin, Pleasanton and Livermore – and LAVTA – the bus operator in the Tri-Valley – about the persistent traffic congestion and how commuters in the Tri-Valley travel to and from area transit services. Traffic congestion in the area continues to increase, but available parking at the two BART and three ACE stations in the area is relatively constrained, limiting the options for new patrons wishing to access transit alternatives. There are four park-and-ride lots in the Tri-Valley, and most have adequate capacity for more users, but these facilities are not currently attracting many BART and ACE users.

In 2013, the three Tri-Valley jurisdictions and LAVTA developed a scope of work for a study of how to enable greater connections between park-and-rides and transit in the Tri-Valley. The stated goal of the study was to identify potential changes and improvements in satellite park-and-ride lots (including multi-modal access to the facilities) and local transit service to increase the use of rail and bus services in the Tri-Valley; reduce single-occupancy vehicle (SOV) trips and vehicle miles traveled (VMT); and facilitate a coordinated, efficient, and sustainable transportation system in Alameda County's portion of the Tri-Valley area. The jurisdictions and LAVTA submitted the study to the Alameda County Transportation Commission's Sustainable Communities Technical Assistance Program (SC-TAP), and the study was selected for SC-TAP funding in early 2014.

### The Study Process

There were four technical tasks for this study, the results of which are summarized here in this final report. Further details are provided in the Appendices to the report that cover each of the technical tasks:

- An Existing Conditions Assessment of all nine park-and-ride facilities

- A Travel Behavior and Market Analysis of current and future demand, which included a user survey
- Development and Evaluation of Potential Improvement Measures
- Development of an Implementation Strategy

The project management has come from the Alameda CTC while the study development was guided by a Technical Advisory Committee (TAC) consisting of the three cities in the Tri-Valley (Dublin, Pleasanton, and Livermore), the three primary transit providers (BART, ACE, and LAVTA), Alameda County, Caltrans, and MTC. All technical documents were reviewed closely by the TAC members, particularly the Tri-Valley jurisdictions, BART, and LAVTA, and finalized after addressing their comments.

### **Summary of Improvement Measures**

The technical analysis conducted during this study confirmed that improvements to various park-and-ride facilities and services in the Tri-Valley can deliver transportation benefits that will reduce SOV trips and VMT to the study area. Given the patterns of travel demand anticipated over the next fifteen years, it is expected that some or all of the improvement measures described below would be promising elements of an overall strategy for managing congestion during peak hours. One or more of the short-term strategies could be implemented in any order within the next three to five years and the rest within the next fifteen years.

### **Potential Short-Term Measures**

- Initiate high-frequency shuttle service during peak commute period from the Airway park-and-ride lot in Livermore owned by BART to the Dublin/Pleasanton BART station as a pilot test of the service concept.
- Construct a new park-and-ride lot in Pleasanton at Bernal Avenue.
- Construct a new parking garage at the Dublin/Pleasanton BART station adding 550 net new spaces to the existing parking capacity at the station.
- Construct facility enhancements at all park-and-ride lots in the study area.
- Deploy ITS enhancements to better integrate transit and park-and-ride facilities more closely together, including: transit signal priority treatments; real-time vehicle arrival/departure information; and real-time parking occupancy information.

- Facilitate use of park-and-ride lot capacity for private employer shuttles via pricing policy.
- Implement parking pricing and management strategies to maximize facility utilization and to make payments, pricing integration, and enforcement both easy and cost-effective.

### Potential Long-Term Measures

- Expand the park-and-ride lot at Airway to 500 spaces. When the BART extension to Livermore occurs in the long-term, it is anticipated that the expanded Airway lot would be converted to parking for the new station and the shuttle service would no longer be needed.
- Add high-frequency peak period shuttle service from the Bernal lot to the West Dublin/Pleasanton BART station.
- Construct a new park-and-ride lot owned by BART at Greenville Road and I-580, and provide high-frequency peak period shuttle service to the nearest BART station (Dublin/Pleasanton or a new Livermore station).
- Extend ITS improvements and parking management strategies to new park-and-ride lots, as appropriate.

Taken together, the implementation of the short-term and long-term improvement measures would lead to improvements across all three performance metrics. It is estimated that in 2030, the full set of improvement measures would lead to roughly 2200 additional daily parkers, about 2000 additional daily transit trips, and a reduction of about 1800 single-occupant vehicle commute trips. That would result in almost 105,000 fewer vehicle miles of travel per workday or over 26 million fewer vehicle miles of travel per year.



### ***Moving Forward***

Each of the individual improvement measures described in the previous section can be pursued independently at the discretion of the respective facility owners, on whatever timeline is most appropriate for the responsible jurisdiction or agency. At the same time, the transportation landscape in the Tri-Valley is currently undergoing rapid changes, with the jurisdictions and agencies in the area launching multiple initiatives to pilot new transportation concepts in the study area, such as LAVTA's Go Dublin! effort and the Carpool to BART program. Implementation of any measures identified in this study should be coordinated with on-going and other future activities contemplated within the study area, not just the current set of identified improvements. Pursuing enhanced coordination between the stakeholders in the Tri-Valley can help capture the synergies between projects and improve overall implementation of transportation improvement measures in the years ahead.