Ready to Retire

Average Fleet Age in Years*

*2010 Public Transportation Vehicle Database, published June 2010 by American Public Transportation Association
Growing Demand

- 1977
- 1979
- 1981
- 1983
- 1985
- 1987
- 1989
- 1991
- 1993
- 1995
- 1997
- 1999
- 2001
- 2003
- 2005
- 2007
- 2009
- 2011
- 2013
- EST 2015
Bay Bridge Corridor

BART riders = 22,200/hr

People in cars = 14,200/hr

*One “person” = 500 people. 2014 Caltrans and BART peak direction totals for peak hour, based on an average of non-holiday Tuesdays, Wednesdays, and Thursdays. Assumes 71% of vehicles use SOV lanes with average occupancy of 1.15 persons/car, and 29% of vehicles use HOV lanes with average occupancy of 2.65 persons/car, based on 2014 Bay Area Toll Authority data and 2012 Caltrans Bay Area Managed Lanes report.
Features

Quieter: "micro-plug" doors will help seal out noise

Cooler: cooling systems will distribute air directly to the ceilings, making it more comfortable for standees on hot days

Comfortable: padded seats will be covered with wipeable fabric for ease of cleaning

Easy to use: routes will be color coded like the BART system map, and next stop information will be readily available via automated announcements and digital screens.
Interior
Floor Plan
Bike Rack
Accessible Features

- For customers with **vision impairments**: inter-car barriers, automated announcements

- For customers with **hearing impairments**: interior and exterior digital displays, test of induction loop system

- For customers with **mobility impairments**: different-colored priority seating, floor marking for wheelchair areas, seats that are higher off the floor making it easier to sit down and stand up, intercoms located near doors, separate door for bicycles
In an inspired, yet practical move, BART’s Board of Directors has decided that the design should be informed by the riding public. Those who use the BART train system can give their input on their needs by visiting BART.gov.”

—Reuters
35,000 customers provided input so far

<table>
<thead>
<tr>
<th>Outreach Event</th>
<th>Count</th>
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<tbody>
<tr>
<td>Previous Outreach</td>
<td>17,500</td>
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<tr>
<td>Embarcadero (SF)</td>
<td>3,542</td>
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<tr>
<td>West Oakland</td>
<td>1,546</td>
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<tr>
<td>Fremont</td>
<td>1,586</td>
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<tr>
<td>Pittsburg/Bay Point</td>
<td>1,858</td>
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<tr>
<td>Civic Center (SF)</td>
<td>2,341</td>
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<tr>
<td>North Berkeley</td>
<td>1,691</td>
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<tr>
<td>Milpitas/Great Mall</td>
<td>300</td>
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<td>Dublin/Pleasanton</td>
<td>1,200</td>
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<tr>
<td>Fruitvale</td>
<td>1,618</td>
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<tr>
<td>Concord</td>
<td>1,785</td>
</tr>
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<td>Grand Total</td>
<td>34,967</td>
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</tbody>
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Initial Model
MacArthur
July 2013

Final Model
Embarcadero
April 2014
General Surveys

- Exterior Appearance
- Overall Interior Layout
- Seats—Comfort
- Seats—Ease of Cleaning
- Bike Rack
- Floor-to-ceiling Pole
- Floor
- Digital Screens and Signs
- Color Scheme
- Lighting

[Bar chart showing ratings for different aspects of public transportation, with green bars indicating 'Good or Excellent', orange bars indicating 'Only Fair or Poor', and blue bars indicating 'Don’t Know'.]
Specific Surveys (seating example)

- **Seat Width**
  - 18”
  - 19”
  - 20”
  - 22”
  - 90% found a 20” seat acceptable

- **Seat Height**
  - 19”
  - 18”
  - 17”
  - 16”
  - 97% found an 18” high seat acceptable

- **Hip to Knee Leg Room**
  - 27”
  - 26”
  - 25”
  - 97% found a 27” leg room acceptable
Next Steps

• Arrival of first pilot car – Dec 2015
• Testing Phase
• First production cars – Jan 2017
Car Count Increase

Notes:
- 905 car plan is based on a mix of old and new cars, and could only be sustained after old cars are retired if additional funding and contract authority are identified. Current Contract is for 775 cars.
- Use of 1,000 cars requires companion investment in train control upgrade.
Fleet of the Future
More info at bart.gov/cars
Not The Same

**NOT the Same**

- **Our Colors**—82% Support
  - Pantone 7706
  - Pantone 390

- **The Other Team**
  - Pantone 289
  - Pantone 368