



# Defining Needs for BART Access

Berkeley-El Cerrito Corridor Access Plan

Berkeley Transportation Commission Subcommittee Meeting #1

July 21, 2021



# Meeting Notices

- Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, this meeting of the City's Transportation Commission Subcommittee will be conducted exclusively through teleconference and Zoom video conference. Please be advised that pursuant to the Executive Order and the Shelter-in-Place Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, there will not be a physical meeting location available.

# Agenda

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Project Team

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Transit-Oriented Development and the Corridor Access Plan

The Corridor Access Plan to Date

## **Q&A and Discussion #1**

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Next Phase: Set BART Parking Range and Develop Initial Station Access Options

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## **Discussion #2**

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Next Steps

Public Comment

# Project Team & Collaboration

- BART Station Area Planning: **Rachel Factor**, Kamala Parks
- BART Real Estate & Property Development: Abigail Thorne-Lyman, Shannon Dodge
- Consultant Team
  - Andy Kosinski: Fehr & Peers
  - **Bob Grandy:** **Fehr & Peers**
  - **Karina Schneider:** **Fehr & Peers**
  - Katie DeLeuw: EnviroIssues
  - Jay Primus: Primus Consulting
  - Tina Konvalinka Spencer NWC Partners
- City of Berkeley Transportation Division: Beth Thomas, **Dianne Yee**
- City of Berkeley Planning Department: Alisa Shen, Justin Horner

\*Presenters in bold



# Objectives of This Meeting

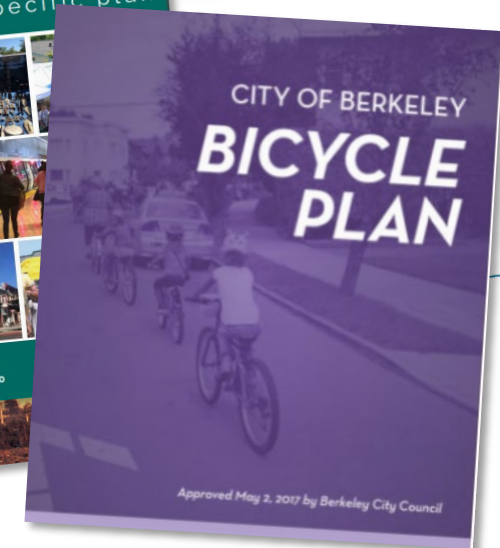
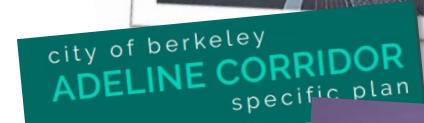
1. Describe work done to date on the Corridor Access Plan
2. Hear from you on station access needs and barriers
3. Discuss next steps for the Corridor Access Plan



# Transit-Oriented Development and the Corridor Access Plan

# Transit-Oriented Development (TOD)

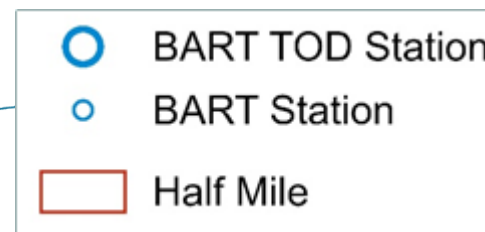
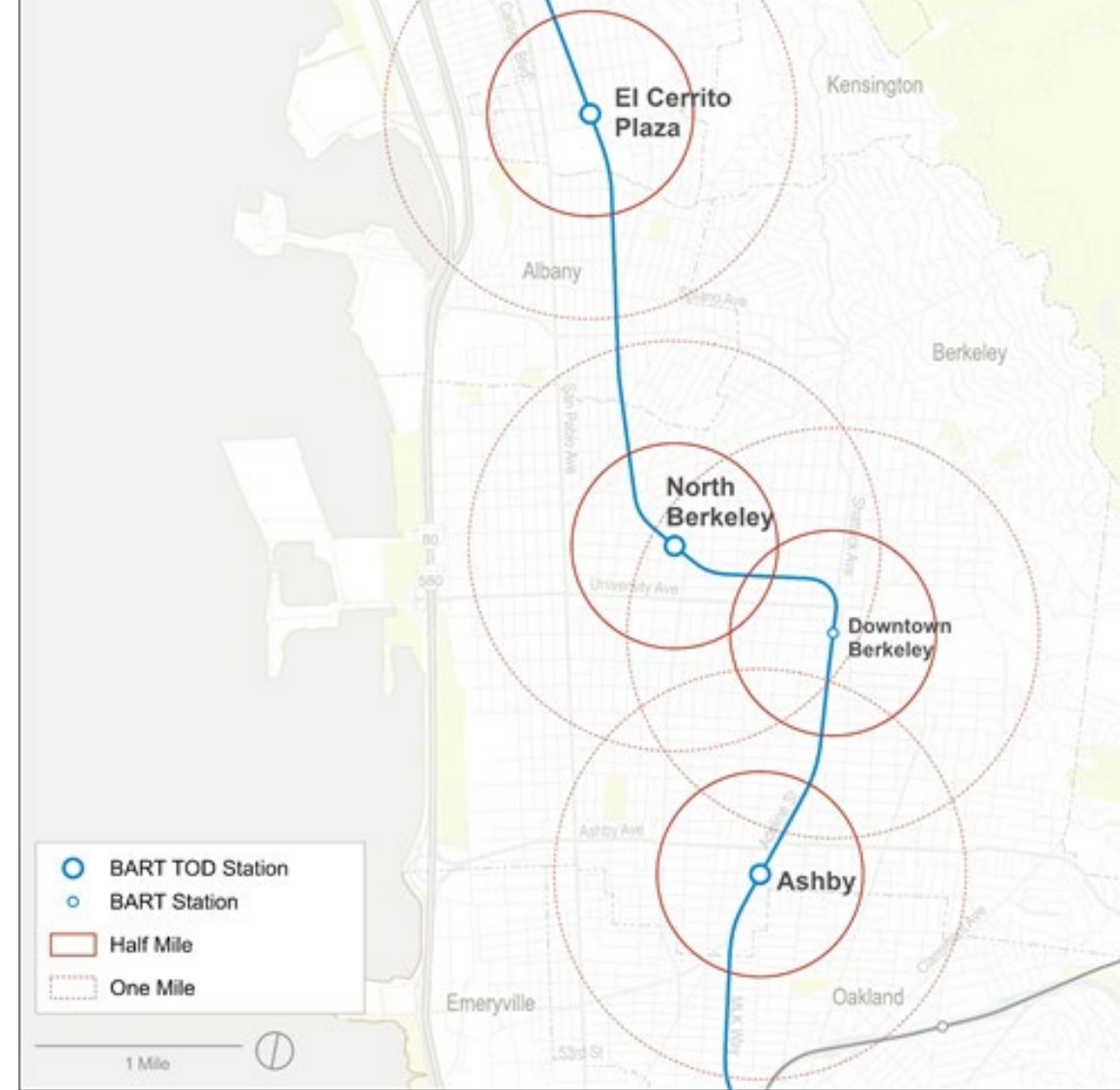
- Developing on BART property has multiple benefits for:
  - Housing
  - Equity
  - The Environment
  - The Community
  - BART Ridership
- TODs satisfy goals at all legislative levels:
  - Community: City of Berkeley
  - Regional: BART, Metropolitan Transportation Commission (MTC)
  - Statewide: CA Sustainable Communities Strategies





# Transit Oriented Development & the Berkeley-El Cerrito Corridor Access Plan

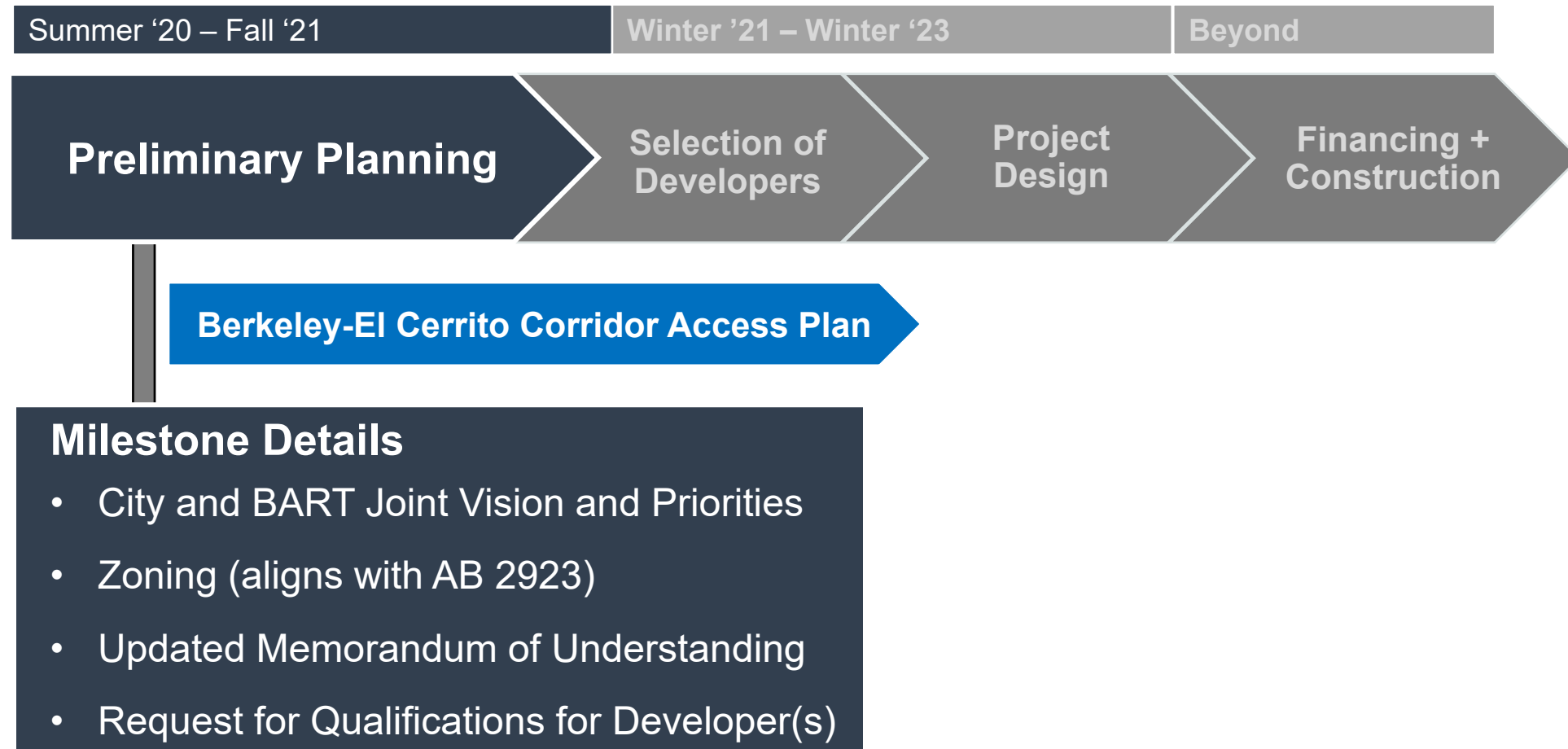
- Transit-oriented development (TOD) planned to be built on station parking lots:
  - Ashby
  - North Berkeley
  - El Cerrito Plaza
- Plan for improving ways to get to and from BART before TOD built
  - Collaborate with multiple agencies
  - Coordinate with mobility providers
  - Gather input from residents and riders
  - Establish BART rider replacement parking range
  - Develop menu of station access & parking strategies





# Ashby and North Berkeley Stations

Planning process to transform parking lots to housing

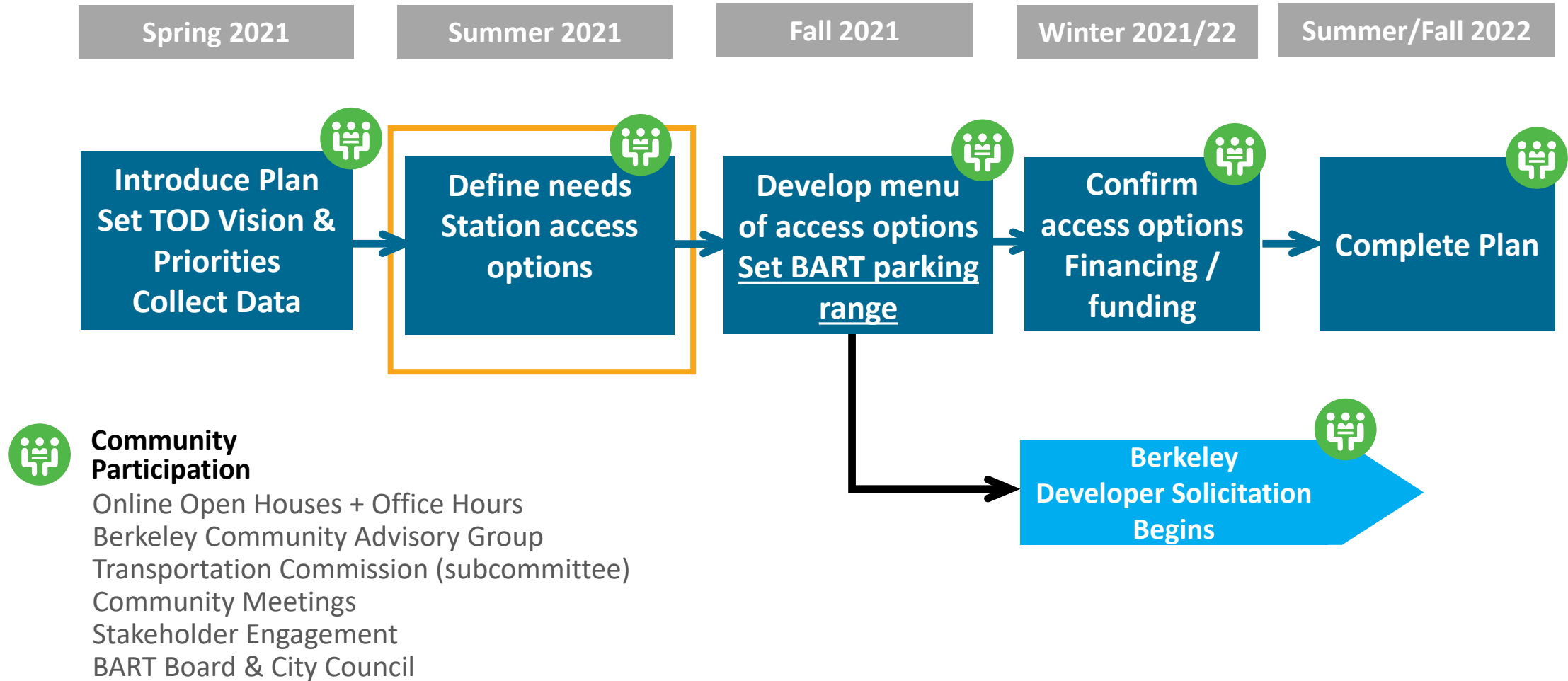


# Transportation Commission Subcommittee

- Build on the Berkeley's Community Advisory Group (CAG) work for planning development at Ashby & North Berkeley BART stations
- Focus on more detailed station access & parking strategies
- Input for the Corridor Access Plan by community members and the public
- 3 anticipated meetings
  1. Existing conditions, defining station access needs (this meeting)
  2. Menu of initial station access options and BART parking replacement range & (fall 2021)
  3. Confirming access options (winter 2022)
- Subcommittee to report back to full Transportation Commission

# The Corridor Access Plan to Date

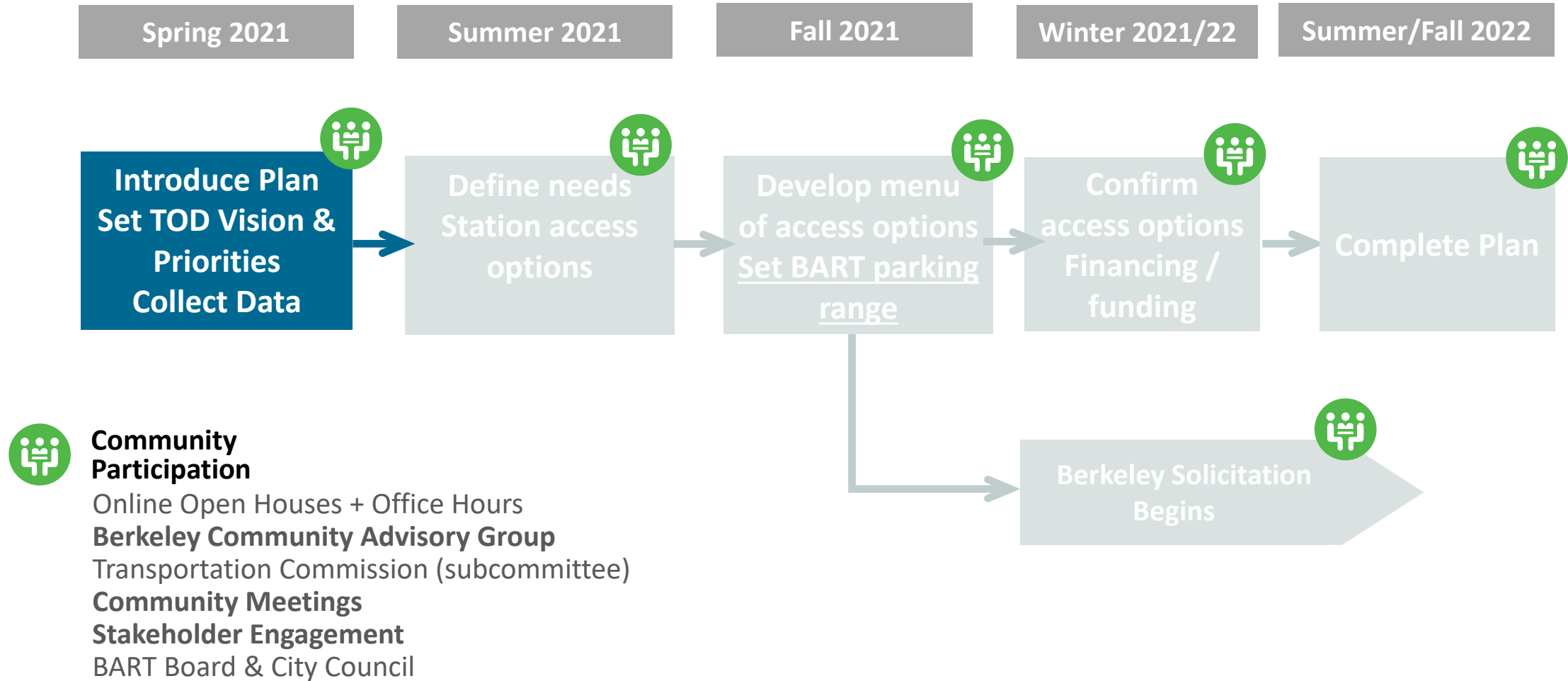
# Berkeley-El Cerrito TOD/Access Planning Timeline



\*Illustrative Timeline – Subject to Change



# Berkeley-El Cerrito TOD/Access Planning Timeline

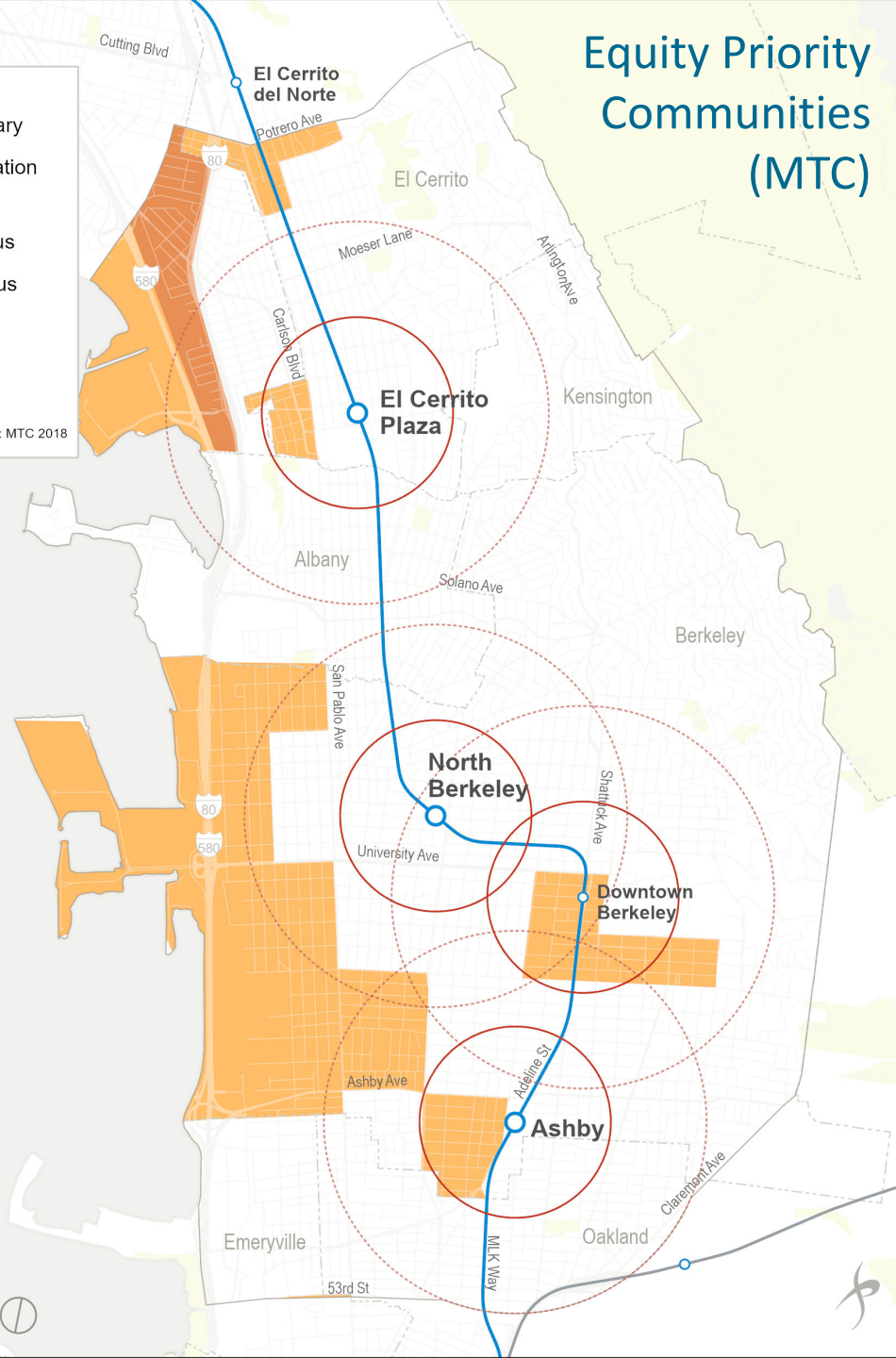
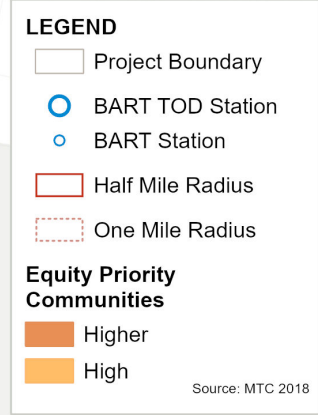


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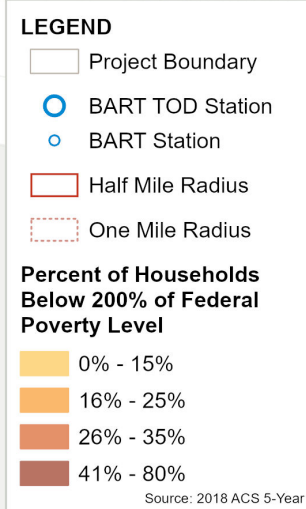
# Data Collection



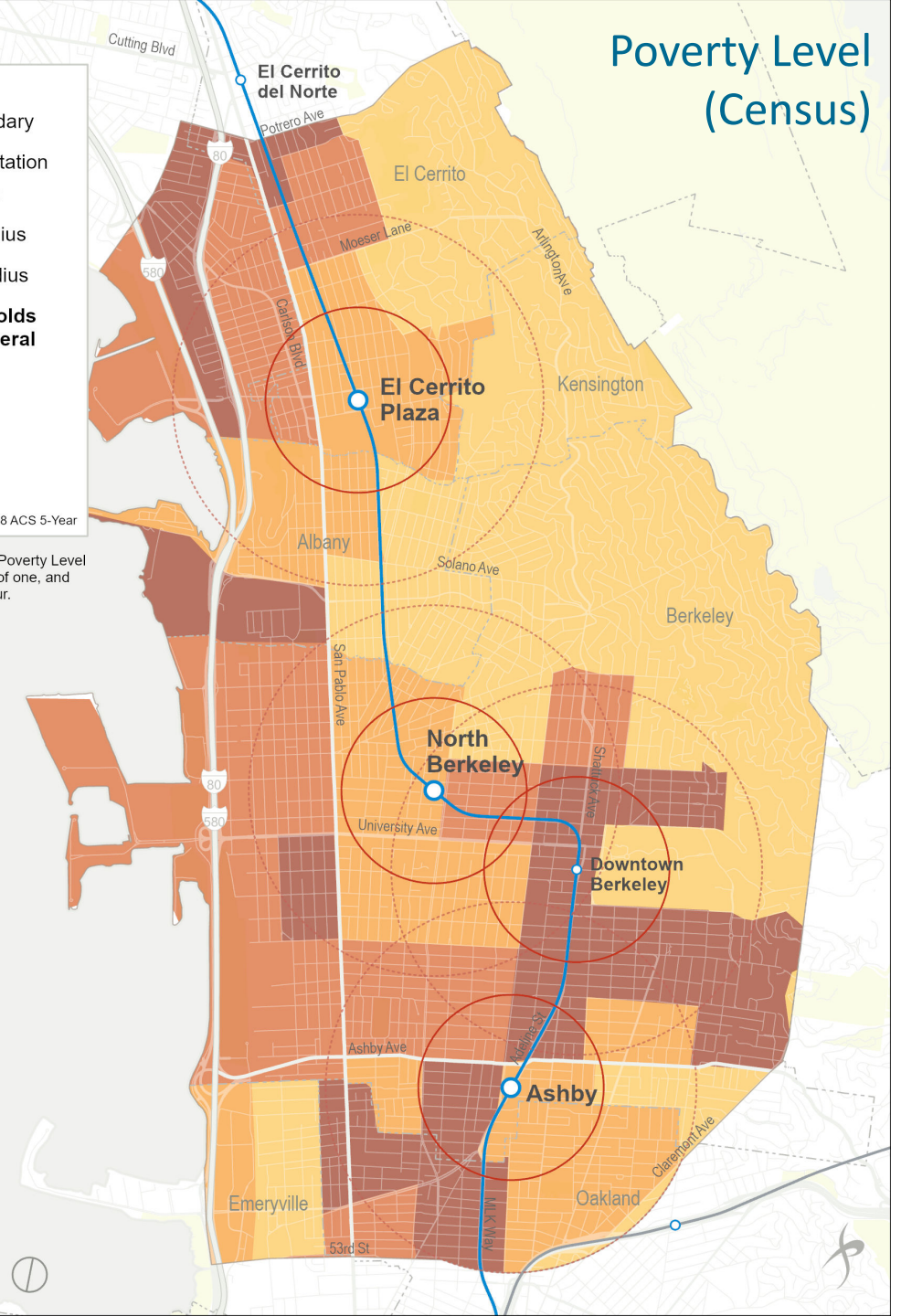
## Equity Priority Communities (MTC)



## Poverty Level (Census)

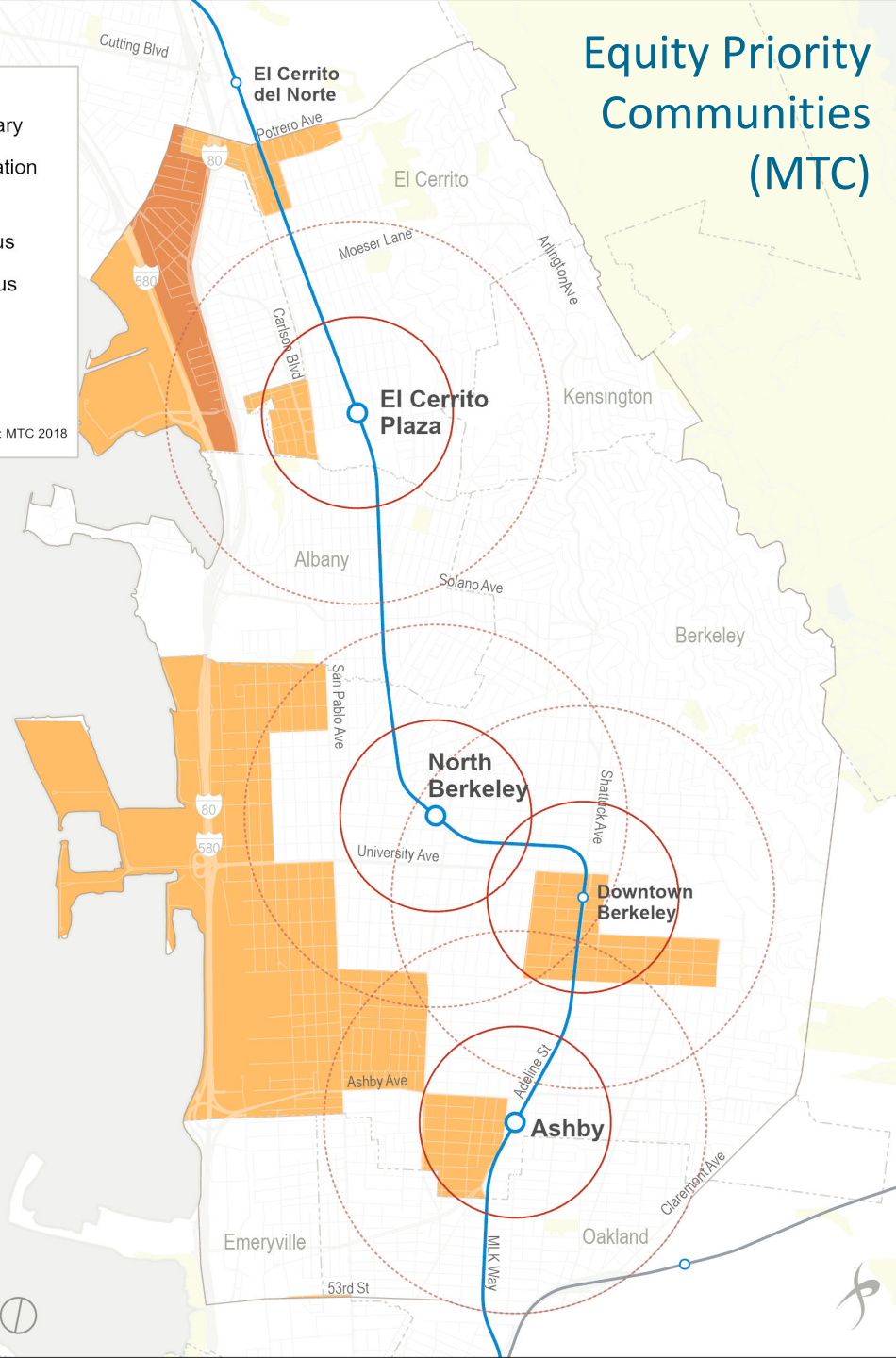
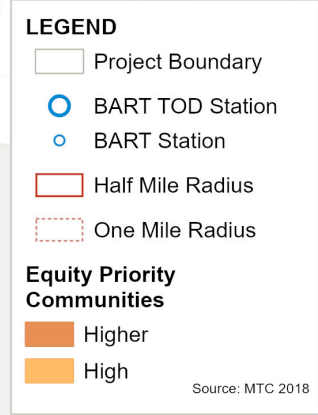


In 2018, 200% of the Federal Poverty Level was \$24,280 for a household of one, and \$50,200 for a household of four.

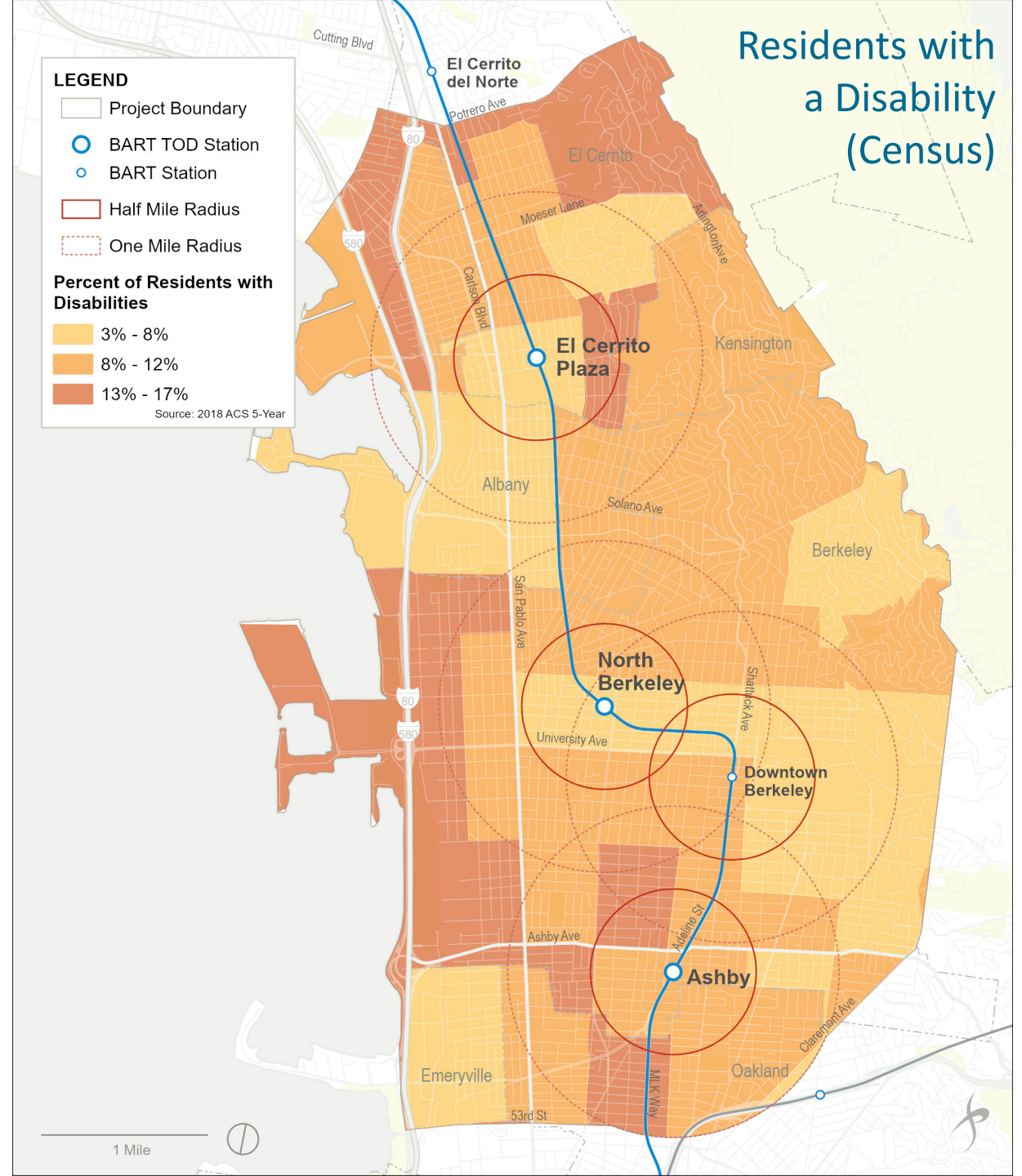
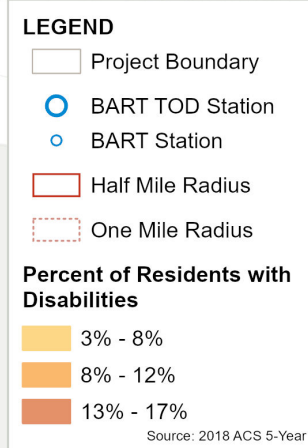




## Equity Priority Communities (MTC)

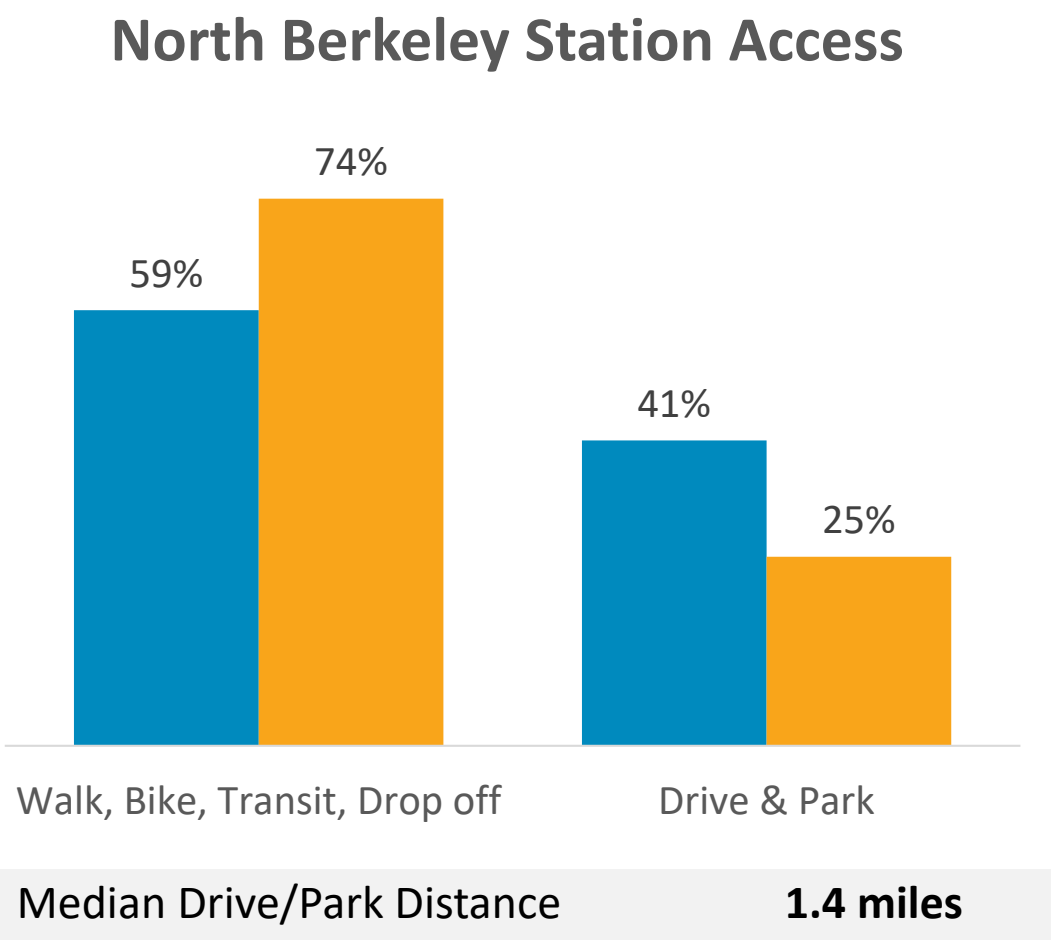
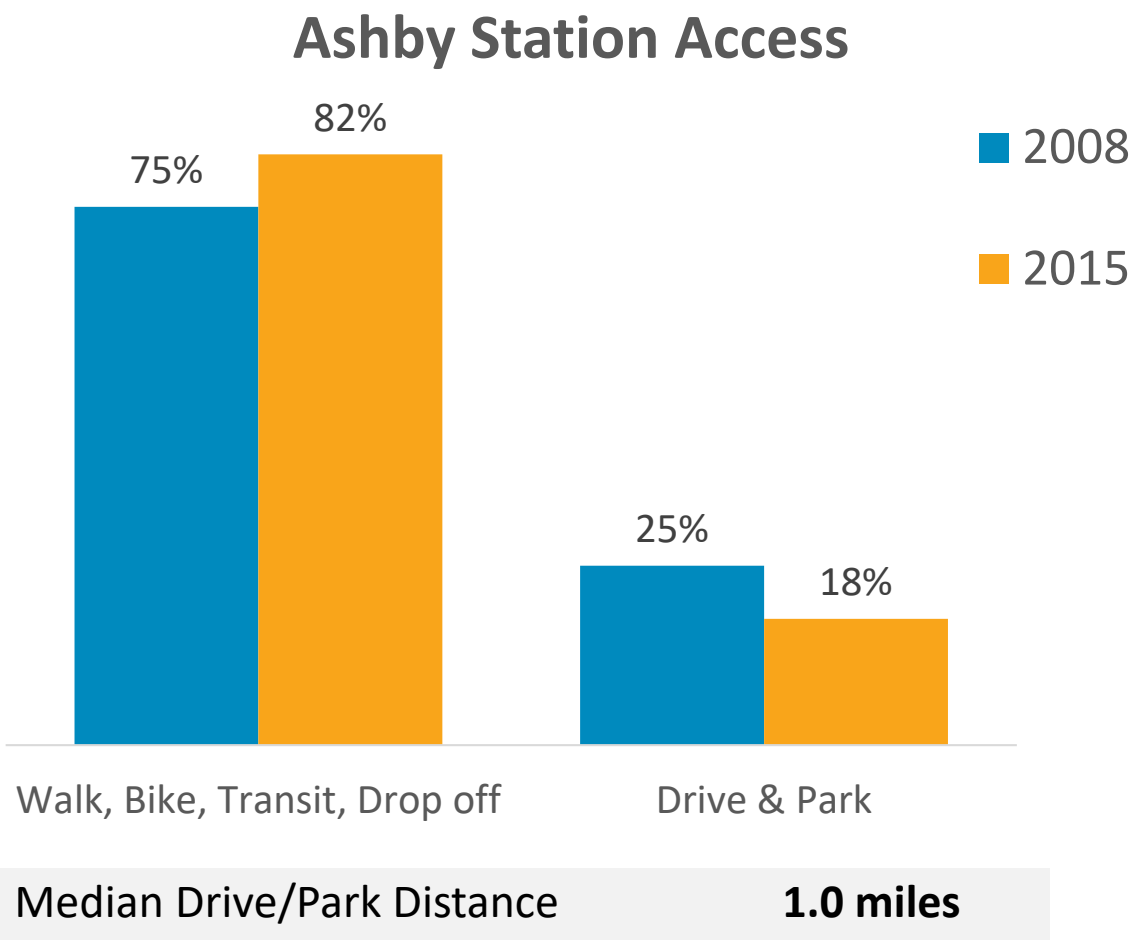


## Residents with a Disability (Census)





# Most riders do not drive and park (pre-pandemic)



# Most Ashby parkers are not driving far

## Of the people parking at BART:

**38%** within a 15-minute walk trip

**59%** within a 15-minute walk/bus trip

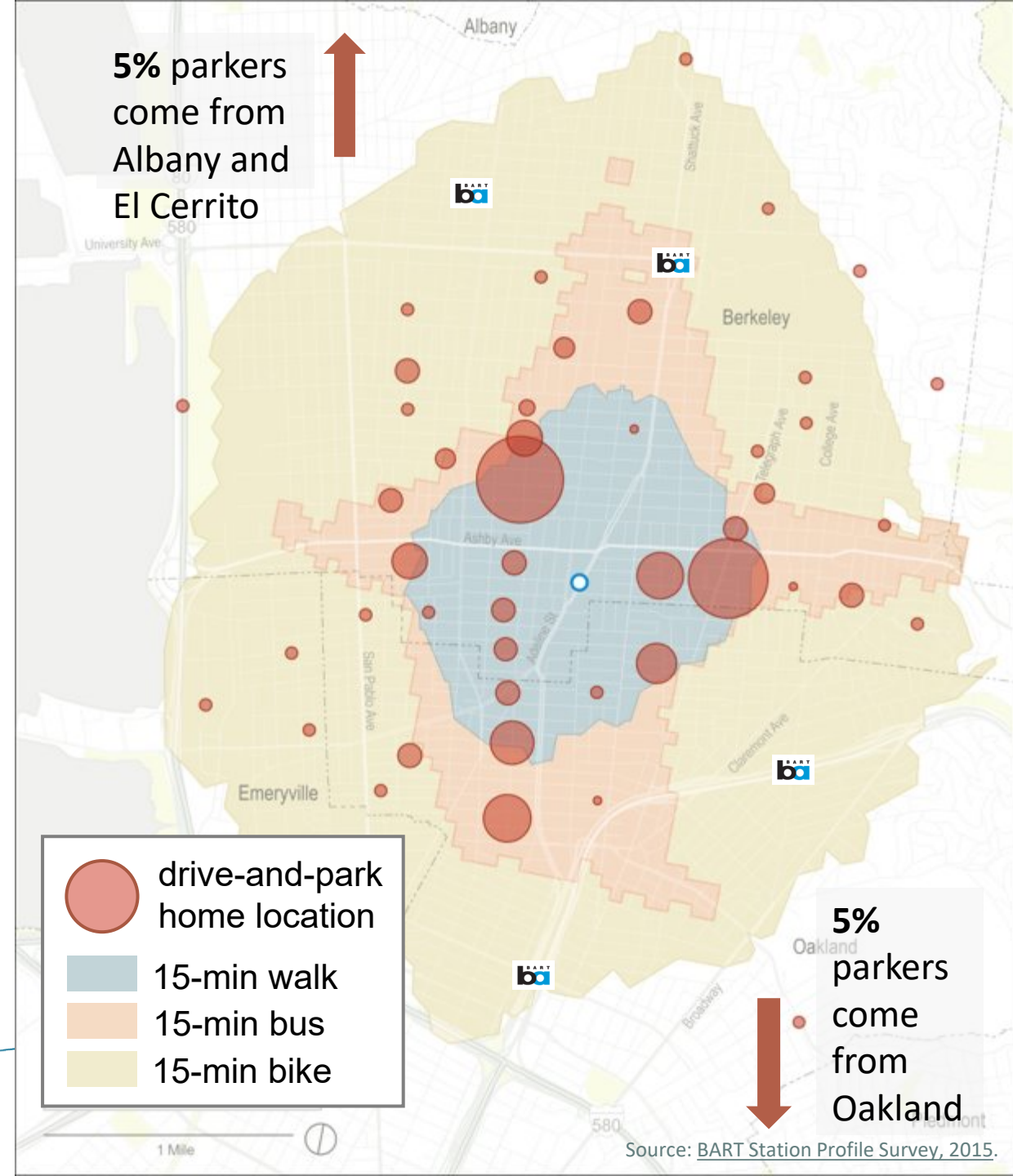
**81%** within a 15-minute walk/bus/bike trip

**19%** outside a 15-minute walk/bus/bike trip

Source: BART Station Profile Study, 2015

**27% of BART parkers** say they have no other access options (mobility challenges, pick up duties, etc.)

Source: BART El Cerrito Plaza Rider Survey, 2019



Source: BART Station Profile Survey, 2015.

# Many North Berkeley BART parkers are not driving far

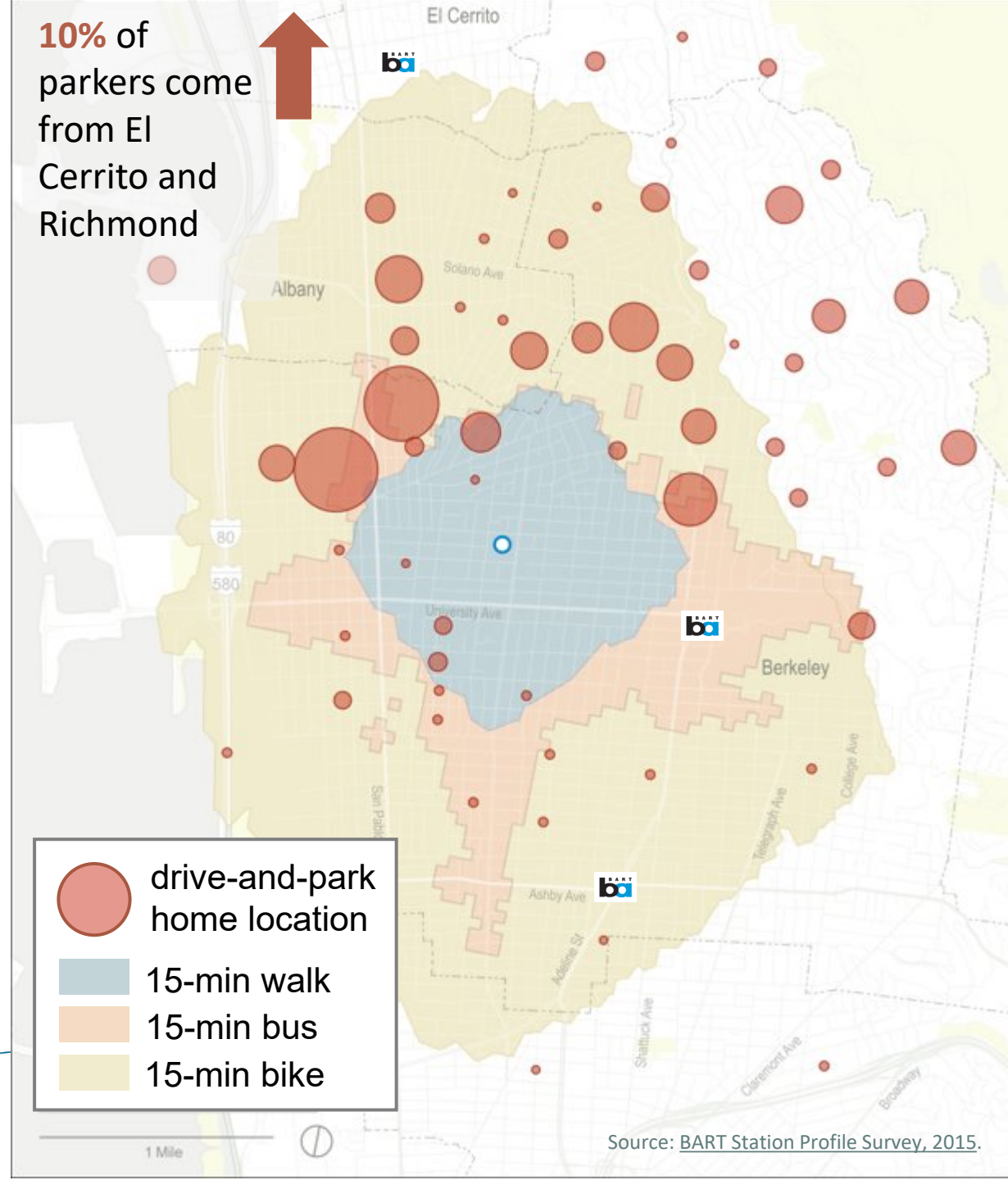
## Of the people parking at BART:

- 8%** within a 15-minute walk trip
- 19%** within a 15-minute walk/bus trip
- 64%** within a 15-minute walk/bus/bike trip
- 36%** outside a 15-minute walk/bus/bike trip

Source: BART Station Profile Study, 2015

**27% of BART parkers** say they have no other access options (mobility challenges, pick up duties, etc.)

Source: BART El Cerrito Plaza Rider Survey, 2019



# How does access vary by income?



A low income rider is **half as likely to drive and park** as a high income rider



Ashby Station: a low income rider is **six times more likely to access on the bus** as a high income rider



North Berkeley Station: a low income rider is **50% more likely to bike** as a high income rider

Low income = <\$50k based on 200% of Federal poverty-level for household of 4

Source: [BART Station Profile Survey, 2015](#).



# Mobility Provider Interviews



- Fares (MTC, BART)
  - Clipper START and regional fare integration study underway
  - Potential outcome: discounted or free transfers
- Bus Access (BART, AC Transit)
  - Planning process underway to determine COVID recovery service
  - Prioritizing lines based on criteria such as available resources, current ridership, equity, and coverage
- Shuttle Access (West Berkeley, Lawrence Berkeley Lab, Bear Transit)
  - Shuttles generally not duplicative of bus service
  - Opportunities to coordinate employer shuttles are limited
  - Little incentive to add stops for neighboring residents

# Mobility Provider Interviews (Cont'd)

- Parking Apps (Park Stash)
  - Allows users to reserve and/or rent out parking spot(s)
  - Partners include private individuals (e.g. driveways) and public/private organizations (e.g. cities, college campuses, churches, restaurants, hotels, etc.)
- On-Demand Service (Uber, Via)
  - Focused options could include rides for seniors or paratransit
  - Can be built in-app or separately for a transit agency
  - New Via service coming to Richmond



# Mobility Provider Interviews (Cont'd)



- Dockless Bike and Scooter Share (Veo, Spin)
  - No bike/scooter programs currently operating in Berkeley yet, but companies are interested
  - City staff is developing a permit program
- Docked Bike Share (Lyft/Bay Wheels)
  - Focused on the existing service area in Oakland and Berkeley
  - Lyft has no plans for expansion currently

# Station Access Joint Vision and Priorities: Highlights



# Joint Vision & Priorities: Station Access

## Input from CAG and Community meetings

### HIGHLIGHTS IN CURRENT DRAFT

#### **Housing and Community Benefits**

Favor affordable housing and other community benefits over parking.

#### **Non-Auto Access**

Increase the share of BART riders who access the stations via modes other than driving alone and parking.

#### **Safe and Equitable Access**

Provide safe and secure station access options for people of all ages, abilities, ethnicities, genders and income levels.

#### **Reduce Parking and Traffic Impacts**

Provide other parking options, alternatives to driving, parking management and other measures

#### **Pedestrian and Bicycle Access**

Provide high-quality, safe pedestrian and bicycle connections to and through the sites.



Links to Draft JVP Statements:

[www.cityofberkeley.info/bartplanning/](http://www.cityofberkeley.info/bartplanning/)

(under “CAG Meeting #7”)



# Joint Vision & Priorities: Station Access (cont'd)



## STATION-SPECIFIC HIGHLIGHTS IN CURRENT DRAFT

### ASHBY

**Transform Adeline Street** into a safer space for all modes of transportation, creating a more walkable, vibrant place.

Provide **high-quality, safe pedestrian and bicycle connections to and through the site**, including an off-street protected bicycle facility extending along Adeline Street

### NORTH BERKELEY

Where parking would be provided, **maximize parking for commuters over parking for residential** and/or potential community, nonprofit, or retail uses.

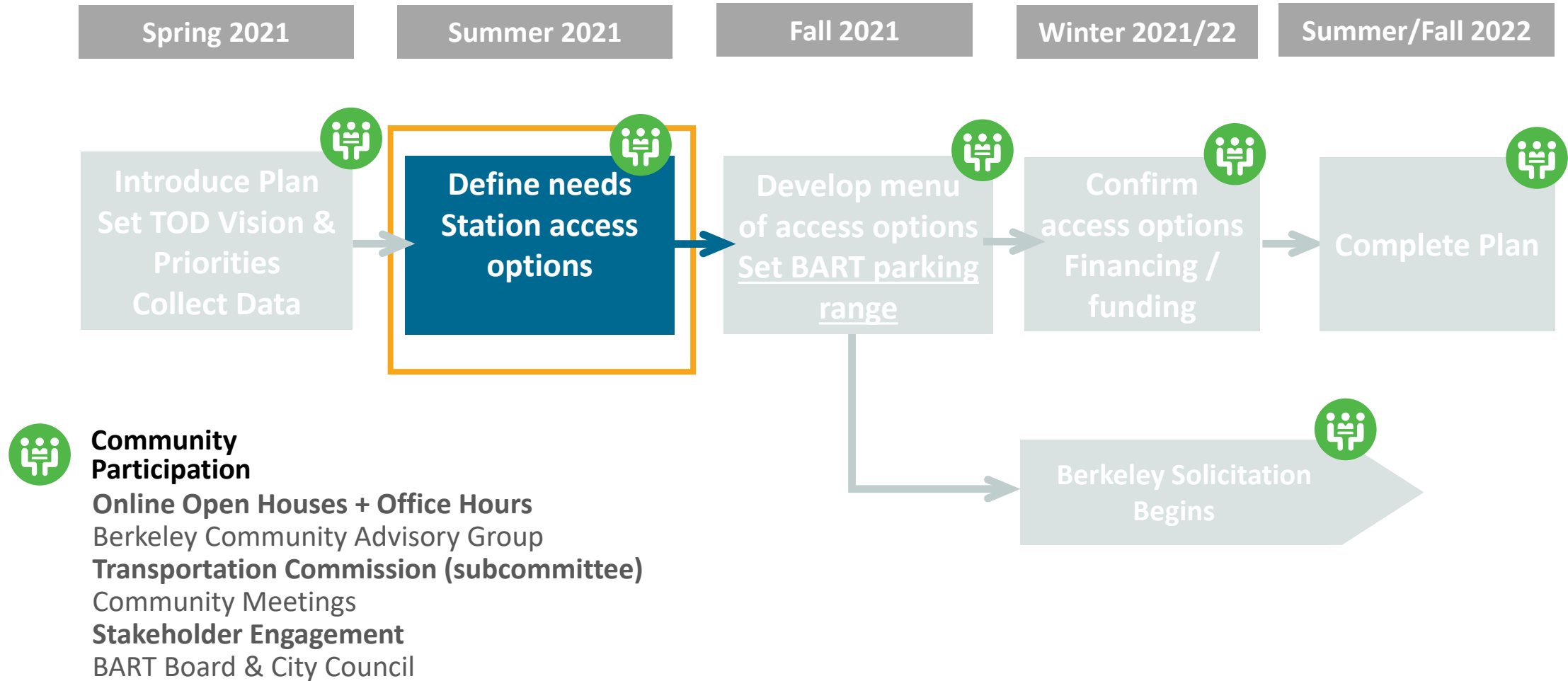
Consider the **role and design of adjacent streets** in multimodal access planning

Links to Draft JVP Statements:

<https://www.cityofberkeley.info/bartplanning/>

(under “CAG Meeting #7”)

# Berkeley-El Cerrito TOD/Access Planning Timeline



\*Illustrative Timeline – Subject to Change

# Online Open House #1 is Live!

## Goals:

- Inform the public about the project, existing conditions, and decision tradeoffs
- Gather input on existing access barriers through a survey and interactive map

The screenshot shows the homepage of the Berkeley - El Cerrito Corridor Access Plan website. The header features the BART logo and the project title "BERKELEY - EL CERRITO CORRIDOR ACCESS PLAN" in white text on a blue background. To the right of the title are icons representing various modes of transportation: a bicycle, a bus, a car, a person walking, a person pushing a stroller, and a train. Below the header is a navigation bar with links: "Welcome", "Need", "Your input" (with a speech bubble icon), "Outcomes and process", "Options", "Tradeoffs", and "Stay connected". The main content area has a blue banner with the word "Welcome" in white. Below this, the heading "Improving access to Berkeley and El Cerrito stations" is displayed. The text explains that BART and the cities are developing around 2,500 affordable and market rate homes on the El Cerrito Plaza, North Berkeley, and Ashby BART stations' parking lots. It mentions that BART is leading the Corridor Access Plan in collaboration with the cities of Berkeley and El Cerrito to identify options for people to get to and from BART. Below this text, it states that the Corridor Access Plan is funded by Caltrans and the Federal Transit Administration. To the right of the main text are two buttons: "Español" and "正體字/繁體字". Below the main text is a section titled "Overview video – 5 minutes" with a video player showing a group of people. To the right of the video player is a small text box that says "Your participation in filling out the survey and map will help us understand how current and future..." and a "Copy link" button. On the far right, there is a sidebar with the heading "Join us at our office hours and other upcoming events". The text in the sidebar says "BART is hosting virtual office hours during late July and into August. You can drop in to meet the project team, ask questions, and share input." and includes a link "Visit the project website for".

**BERKELEY - EL CERRITO**  
CORRIDOR ACCESS PLAN

Welcome Need Your input Outcomes and process Options Tradeoffs Stay connected

## Welcome

### Improving access to Berkeley and El Cerrito stations

BART and the cities are developing around 2,500 affordable and market rate homes on the El Cerrito Plaza, North Berkeley, and Ashby BART stations' parking lots. This could potentially change how some people get to those stations. In response, BART is leading the Berkeley-El Cerrito Corridor Access Plan (Corridor Access Plan), in collaboration with the cities of Berkeley and El Cerrito, to identify options for people to get to and from BART.

This Corridor Access Plan is funded by Caltrans and the Federal Transit Administration.

**Overview video – 5 minutes**

Berkeley - El Cerrito Corridor Access Plan

Your participation in filling out the survey and map will help us understand how current and future...

[Copy link](#)

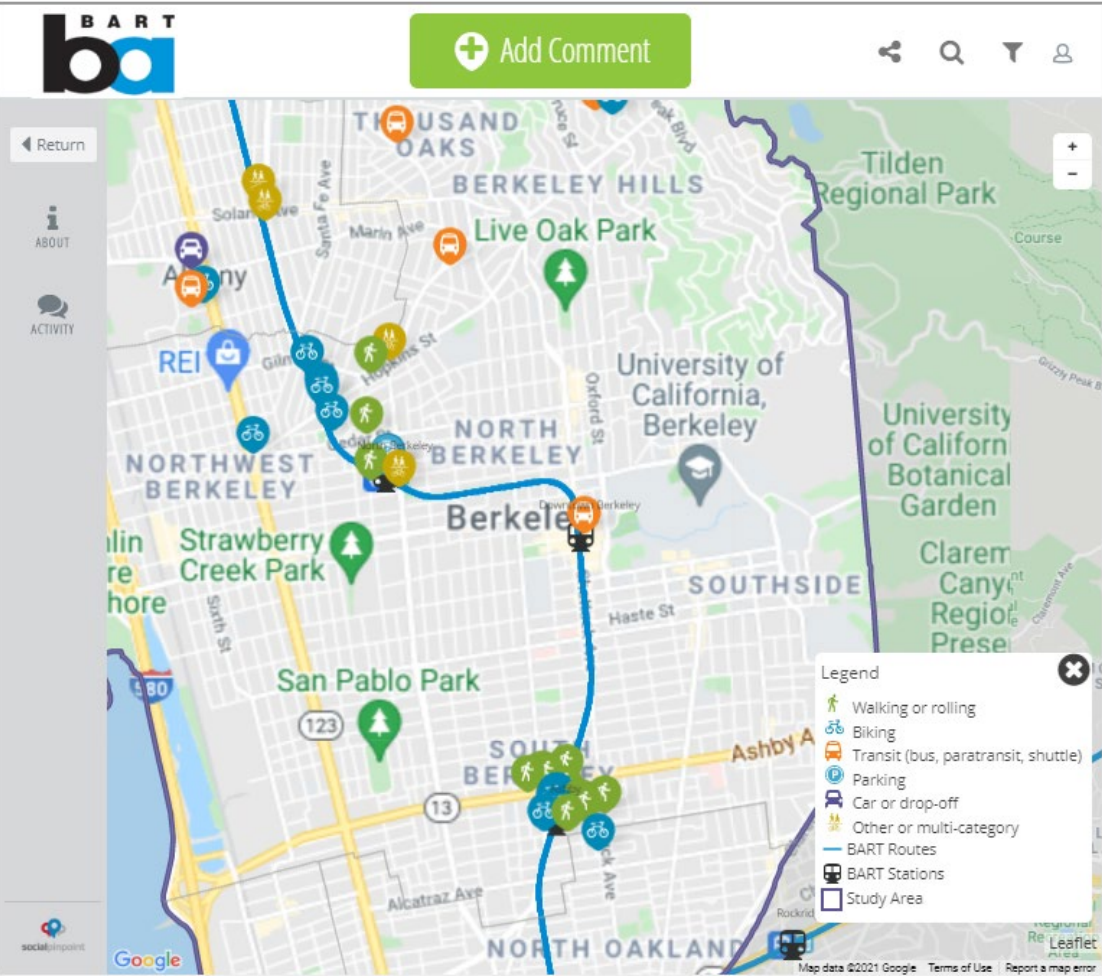
**Join us at our office hours and other upcoming events**

BART is hosting virtual office hours during late July and into August. You can drop in to meet the project team, ask questions, and share input.

[Visit the project website for](#)

197 survey responses

El Cerrito Plaza: 47%  
North Berkeley: 26%  
Ashby: 12%  
Downtown Berkeley: 3%  
Other: 12%



67 interactive map comments

### Survey

You can participate in a survey as a BART rider, as a representative of your household or business near an El Cerrito or Berkeley BART station, and/or as a potential resident of future housing at one of these BART stations. The information you provide will help us develop access options.

The following survey is also available in [Spanish](#) and [Chinese](#).

#### Take this survey as a:

- ☐ BART rider
- ☐ Resident and/or residential property owner near an El Cerrito or Berkeley BART station
- ☐ Representative of a business near an El Cerrito or Berkeley BART station
- ☐ Potential resident of future housing at an El Cerrito or Berkeley BART station

**Are you interested in answering some demographic questions? Answers to these questions help us understand your interest in and perspective on the Corridor Access Plan.**

- ☐ Yes
- ☐ No

# Questions and Feedback on Station Access Needs

1. What questions and comments do you have about the Plan to date (existing data, joint vision & priorities, community engagement, etc.)?
2. What access barriers would your community like to see addressed getting to/from:
  - Ashby BART Station?
  - Downtown Berkeley BART Station?
  - North Berkeley BART Station?
  - All Berkeley Stations?

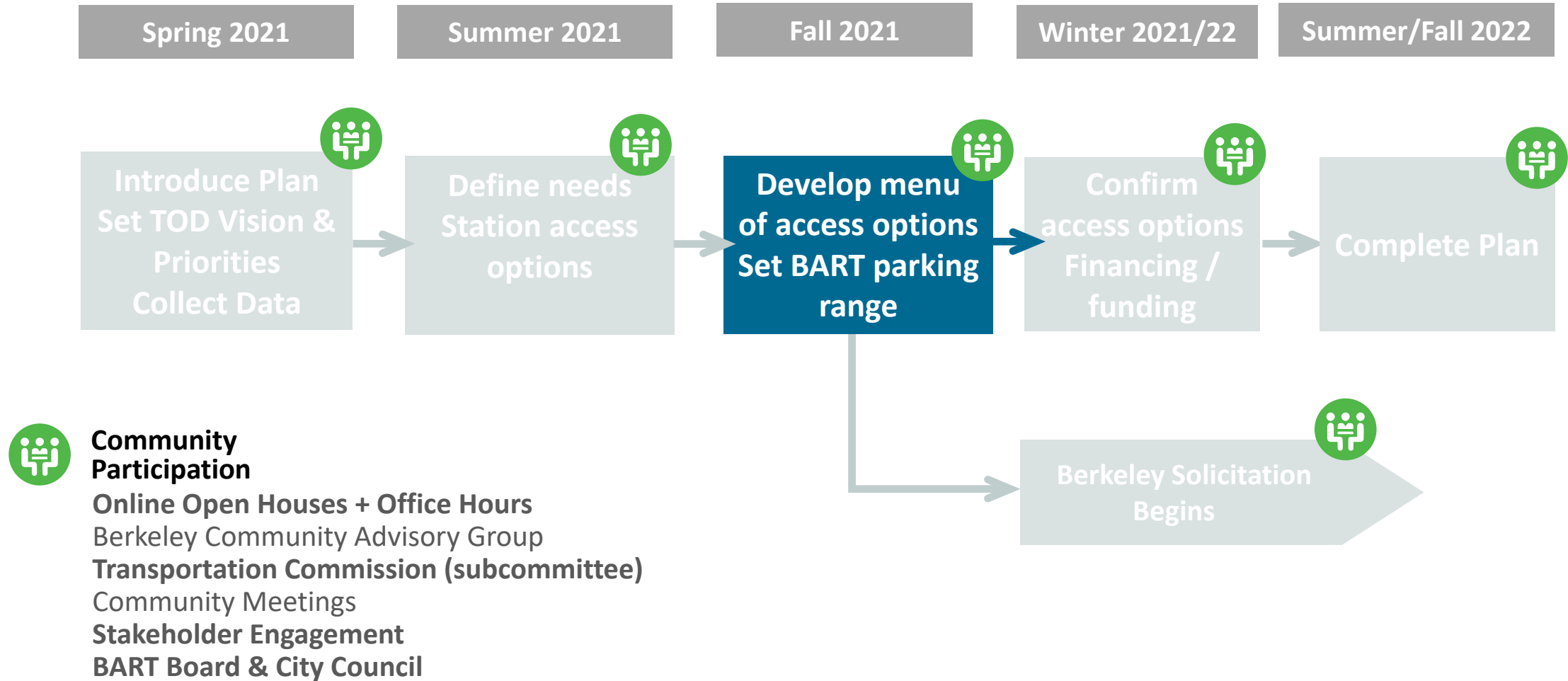
Q&A and Discussion 1





Next Phase: Set BART Parking Range &  
Develop Initial Station Access Options

# Berkeley-El Cerrito TOD/Access Planning Timeline



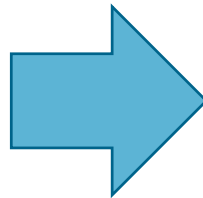
\*Illustrative Timeline – Subject to Change

# Approach to determine BART parking replacement range

## Priorities

### Investment framework

- Align with community vision & priorities
- Maximize housing
- Increase BART riders
- Prioritize sustainable & cost-efficient access
- Invest in better BART rider experience

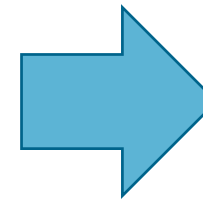


## Considerations

What are the tradeoffs?

Who is impacted by parking loss & what are their alternatives?

How will BART pay for parking?

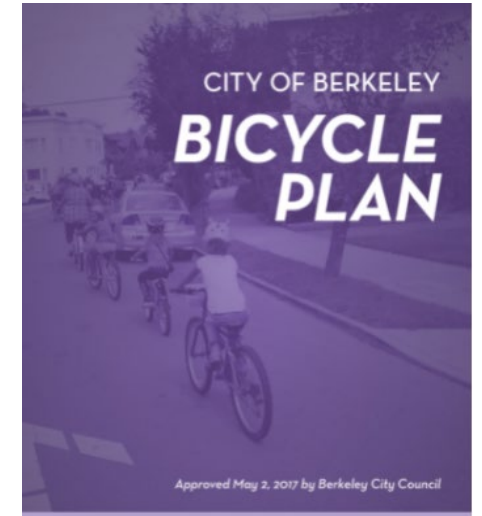


## Result

BART  
Parking Range

# Relevant Transportation Plans and Projects

- City of Berkeley Adopted Plans
  - Vision Zero
  - Strategic Transportation Plan
  - Bicycle Plan
  - Pedestrian Plan
- City-led Studies / Projects Underway
  - Adeline Corridor Reconfiguration Feasibility Study
    - Existing Conditions & Operational Analysis completed
    - Community Engagement forthcoming
  - Residential Shared Parking Pilot
    - Paused, will restart in Fall
  - GoBerkeley demand-responsive parking management program
    - Citywide expansion underway



- Sample of Other Studies / Projects Underway
  - San Pablo Avenue Corridor Study
  - BART North Berkeley Bicycle and Pedestrian Access Improvements
  - BART Ashby bike connector

# Possible strategies

## PARTNER AGENCIES



Improve walking, biking, taking transit, new mobility services (shared scooters, shared electric-bikes, etc.) & other options for people trying to get to BART



## Parking on BART property

- Dedicated BART rider parking
- Parking for persons with disabilities
- Better manage demand (pricing, carpool)
- Shared parking with TOD
- Parking at other BART stations







## Parking off BART property

- City-led on-street managed parking near the station
- Off-site shared parking opportunities (ex: churches, banks)
- Municipal garages and lots



# On-Street Parking Management Goals

-  Effectively manage supply
-  Shared on-street parking
-  Parking analytics
-  Availability for residents
-  Manage demand
-  Availability for business patrons

# Station Access Strategy Evaluation Framework



**Establish** desired outcomes, consistent with BART and local policies  
*Spring 2021*








**Filter** the initial menu of access strategies into a set for detailed analysis  
*Summer/Fall 2021*



**Analyze and score** filtered strategies to inform recommendations  
*Winter 2021*

# Draft Evaluation Framework

Goals		Objectives
1	 Shift to Environmentally Sustainable Access Options	Increase Sustainable Access Share
		Improve Air Quality
		Manage On-Site Parking for BART Riders
		Reduce Residents' Vehicle Miles Traveled Looking for Parking
2	 Support a transportation network for people of all abilities, ages, and income levels	Expand Affordable Transportation Options
		Improve Perception of Traffic Safety
		Improve Perception of Personal Safety
		Improve Universal Access
3	 Strengthen Regional Transit Ridership	Maximize Transit Ridership on BART and AC Transit
4	 Engage in Financially Responsible Decision-making	Develop Cost-effective Transportation Solutions
5	 Support Feasible Strategies	Advance Feasible Access Solutions

# Station Access Strategy Development & Evaluation

1. What would you consider to be the most critical strategies to improve access to Berkeley BART stations?
2. Do you have any suggested additions or changes to the on-street parking goals?
3. Are we missing any objectives in the evaluation framework for station access?

## Discussion 2



# Next Steps



# Corridor Access Plan: Upcoming Meetings & Events

## **Scheduled opportunities**

- Online Open House + Office Hours (OH) through Aug 20
  - OHs for North Berkeley: 8/2 (2-3 PM) & August 4 (5-6 PM)
  - OHs for Ashby: 8/16 (2-3 PM) & August 18 (5-6 PM)
  - OHs for community organizations
  - Downtown Berkeley and South Berkeley Farmer's markets & Flea Market: August (more information coming soon)

## **Next BECCAP Subcommittee Meeting**

- Fall 2021 (Date TBD)
  - BART rider replacement parking range (to be included in Joint Vision & Priorities)
  - Initial menu of access strategies

## **Future opportunities will include:**

- Online Open Houses + Office Hours
- Subcommittee meeting
- Smaller community/stakeholder meetings
- BART Board & City Council

Please visit BART's Online Open House

[bartberkeleyelcerritocap.participate.online](https://bartberkeleyelcerritocap.participate.online)

For more information on the project, go to:

[www.bart.gov/beccap](https://www.bart.gov/beccap)

To share additional station access comments or questions and sign-up for emails, go to:

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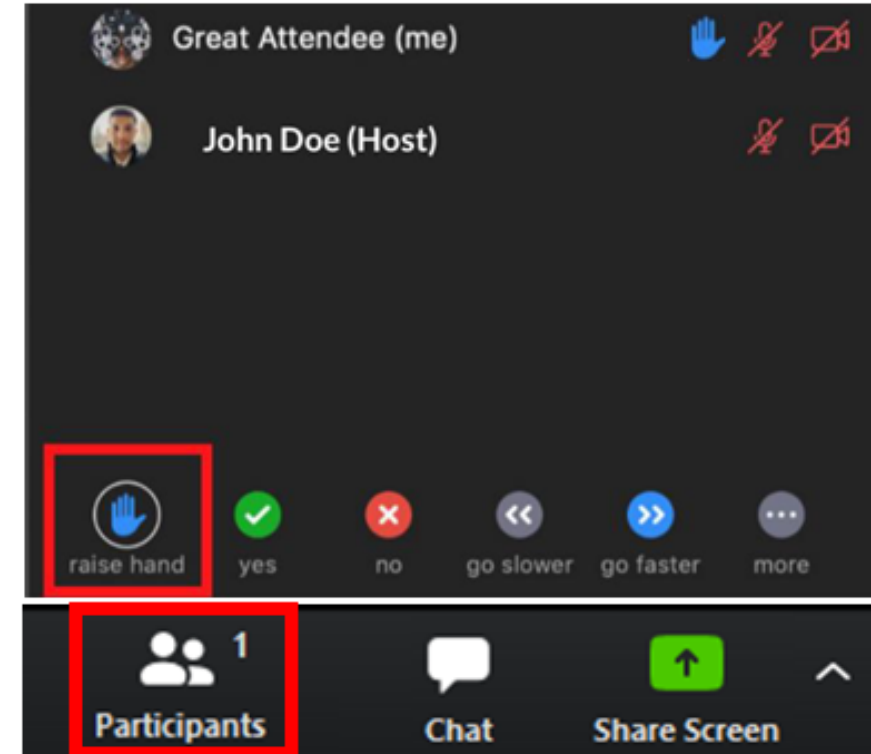
# Public Comment

# Public comment

Via Raise Hand feature (either on computer or by dialing \*9 on your phone). The meeting facilitator (Dianne) will recognize you and unmute your mic. ***one minute per speaker.***



## Raise Hand Feature



Sign up to for email list and submit comments at [www.bart.gov/beccap/comment](http://www.bart.gov/beccap/comment)

# Thank You for Participating

Please visit BART's Online Open House through August 20th:

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[www.bart.gov/beccap/comment](http://www.bart.gov/beccap/comment)

For more information AND to sign up to receive emails about the City of Berkeley's overall planning process for the Ashby and North Berkeley developments go to: [www.cityofberkeley.info/bartplanning](http://www.cityofberkeley.info/bartplanning)



