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

Project Team

Transit-Oriented Development and the Corridor Access Plan

The Corridor Access Plan to Date

Q&A and Discussion #1

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

Discussion #2

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: EnvirolIssues
  • 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 Oritented 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

*Illustrative Timeline – Subject to Change

<table>
<thead>
<tr>
<th>Summer ‘20 – Fall ‘21</th>
<th>Winter ‘21 – Winter ‘23</th>
<th>Beyond</th>
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<tbody>
<tr>
<td>Preliminary Planning</td>
<td>Selection of Developers</td>
<td>Project Design</td>
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Berkeley-El Cerrito Corridor Access Plan

Milestone Details
- City and BART Joint Vision and Priorities
- Zoning (aligns with AB 2923)
- Updated Memorandum of Understanding
- Request for Qualifications for Developer(s)
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

**Introduce Plan**
- Spring 2021
- Set TOD Vision & Priorities
- Collect Data

**Define needs**
- Summer 2021
- Station access options

**Develop menu of access options**
- Fall 2021
- Set BART parking range

**Confirm access options**
- Winter 2021/22
- Financing / funding

**Complete Plan**
- Summer/Fall 2022

*Illustrative Timeline – Subject to Change

**Community Participation**
- Online Open Houses + Office Hours
- Berkeley Community Advisory Group
- Transportation Commission (subcommittee)
- Community Meetings
- Stakeholder Engagement
- BART Board & City Council

Berkeley Developer Solicitation Begins
Berkeley-El Cerrito TOD/Access Planning Timeline

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*Illustrative Timeline – Subject to Change*
Data Collection
Most riders do not drive and park (pre-pandemic)

**Ashby Station Access**

<table>
<thead>
<tr>
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<th>2008</th>
<th>2015</th>
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<tbody>
<tr>
<td>Walk, Bike, Transit, Drop off</td>
<td>75%</td>
<td>82%</td>
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<tr>
<td>Drive &amp; Park</td>
<td>25%</td>
<td>18%</td>
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</table>

**North Berkeley Station Access**

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk, Bike, Transit, Drop off</td>
<td>59%</td>
<td>74%</td>
</tr>
<tr>
<td>Drive &amp; Park</td>
<td>41%</td>
<td>25%</td>
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</tbody>
</table>

**Median Drive/Park Distance**

- **Ashby Station**: 1.0 miles
- **North Berkeley Station**: 1.4 miles

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

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

Source: BART Station Profile Study, 2015

Source: BART El Cerrito Plaza Rider Survey, 2019
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”)

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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:
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### Berkeley-El Cerrito TOD/Access Planning Timeline

**Spring 2021**
- Introduce Plan
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- Collect Data

**Summer 2021**
- Define needs
- Station access options

**Fall 2021**
- Develop menu of access options
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**Winter 2021/22**
- Confirm access options
- Financing / funding

**Summer/Fall 2022**
- Complete Plan

#### Community Participation
- Online Open Houses + Office Hours
- Berkeley Community Advisory Group
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*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
El Cerrito Plaza: 47%
North Berkeley: 26%
Ashby: 12%
Downtown Berkeley: 3%
Other: 12%

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?
Next Phase: Set BART Parking Range & Develop Initial Station Access Options
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*Illustrative Timeline – Subject to Change
Approach to determine BART parking replacement range

**Priorities**
- 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

*Note: CAG Meeting #6 detailed the BART parking replacement approach*
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

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
- Parking analytics
- Manage demand

- Shared on-street parking
- Availability for residents
- Availability for business patrons
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

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| **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?
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

For more information on the project, go to: www.bart.gov/beccap

To share additional station access comments or questions and sign-up for emails, go to: www.bart.gov/beccap/comment
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.*

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: bartberkeleyelcerritocap.participate.online

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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