



# ▶ Station Access for Future Development at El Cerrito Plaza BART station

October 12, 2021

Community meeting



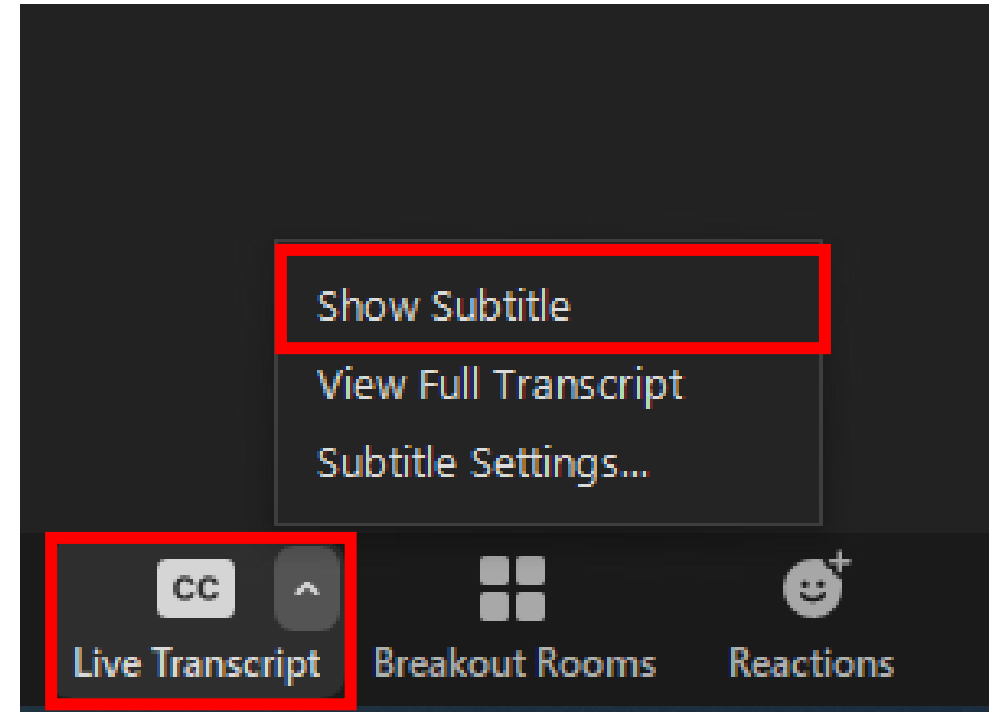
# Agenda

- Introductions and Zoom guidance (6:00 PM)
- Presentation (6:10 PM)
  - Why BART plans to develop at El Cerrito Plaza BART Station
  - On-site BART rider parking
  - Preliminary access strategies
  - Next steps
- Questions and answers (6:50 PM)
- Closing
- End (8:00 PM)

# Zoom Logistics: Set Live Transcript

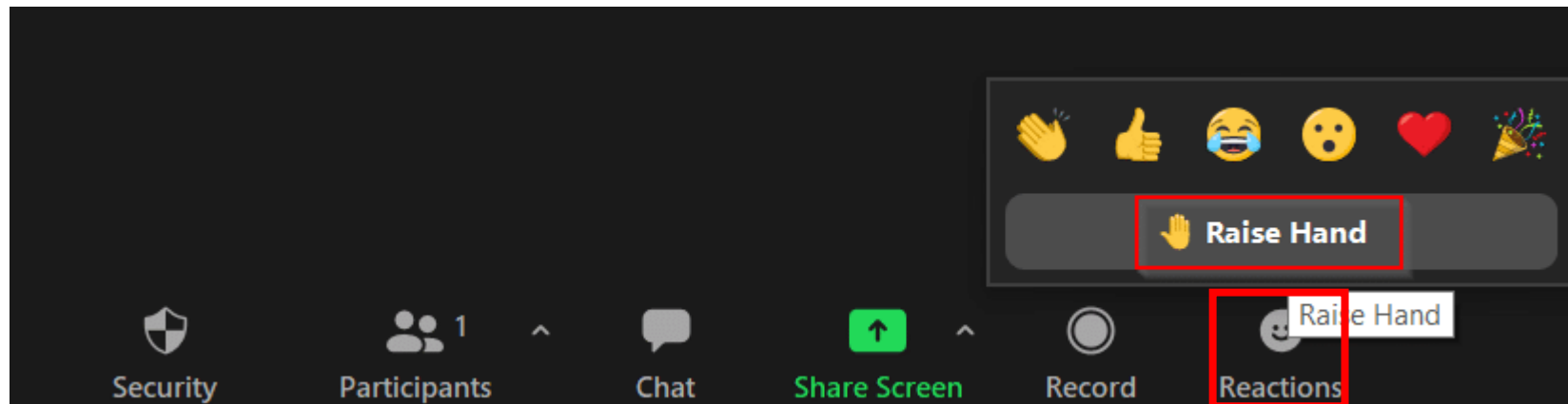
To enable live transcription:

- At the bottom of the screen, select Live Transcript.
- Click “Show Subtitle” to view captions.
- Click “View Full Transcript” to see transcripts in real time as a side bar.



# Community Guidelines and How to Participate

- Q&A session following the presentation
  - 1-minute limit per speaker
  - Each person to have a chance to speak
  - Use raise hand button or \*9 if calling in from a phone
  - Facilitator (Katie) will unmute you



# Project Team & Collaboration

## COLLABORATING AGENCIES



- BART
  - Rachel Factor, Principal Planner
- Consultant Team
  - Envirolssues: Katie DeLeuw, Senior Associate
  - Fehr & Peers: Andy Kosinski, Project Manager
- City of El Cerrito Staff
- Holliday-Related Development Team

# Who is here in the meeting tonight?

Poll question: What brought you to this meeting tonight?

# Why BART plans to develop at El Cerrito Plaza BART Station



# Transit-Oriented Development (TOD)

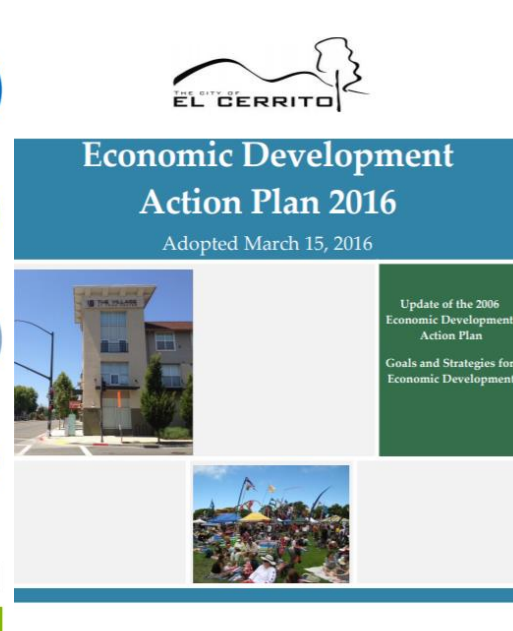
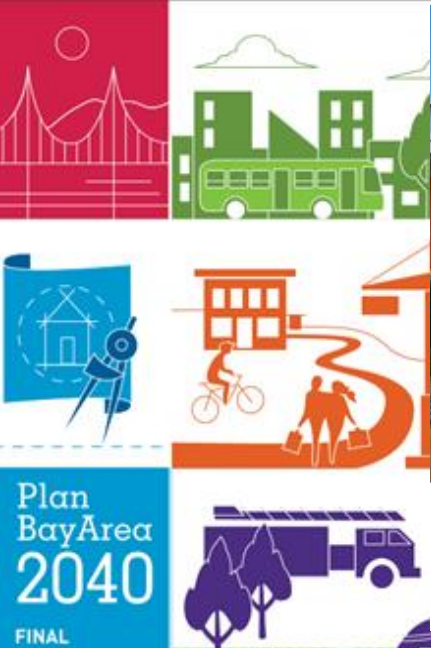
TODs at or near BART stations lead to:

- Greenhouse gas emissions reductions
- More homes close to high-quality transit
- BART ridership increases
- Better integrate station into the surrounding neighborhood
- Greater sense of safety
- Lower household transportation costs



BART TOD policy: “Strive for no or limited parking replacement...” at El Cerrito Plaza BART (Urban w/ Parking station)





# Regional and City Policies support TOD

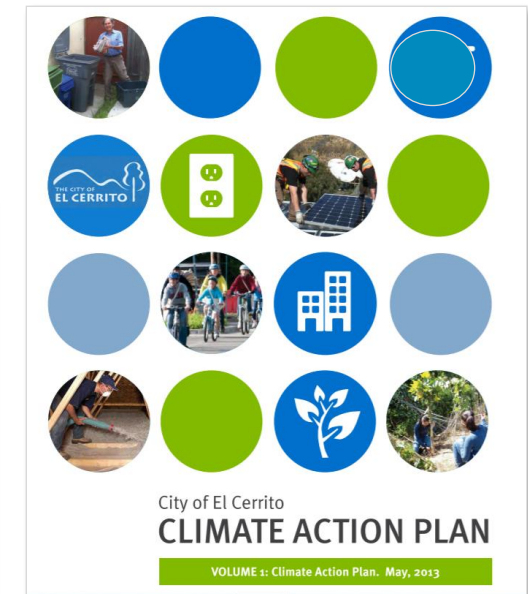
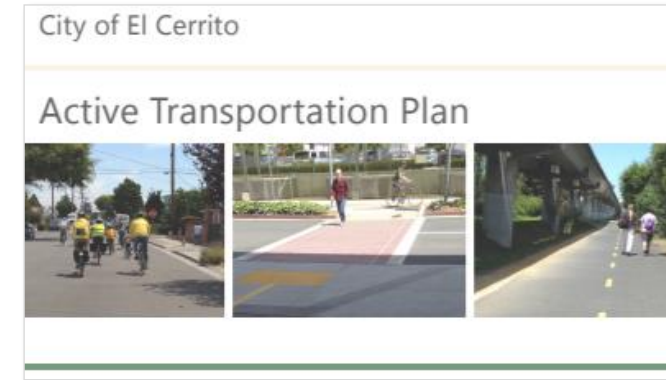
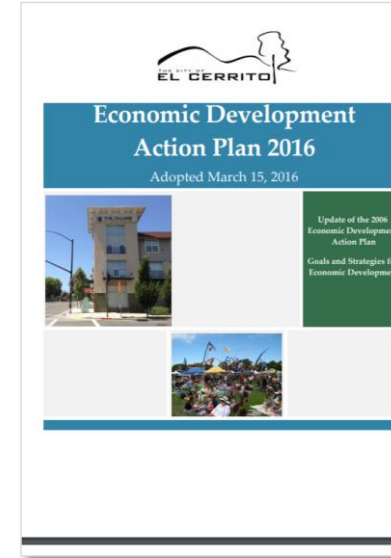


# City/BART Goals & Objectives for El Cerrito Plaza BART Development\* – Access Related Highlights

- A5. City to manage area parking – with BART's support
- E1. Increase % of people who walk, bike and take transit
- E2. Minimize need for BART rider parking replacement in an on-site garage
- E5. Expand the pedestrian & bicycle network – particularly connecting to the Ohlone Greenway
- E6. Embrace evolution of mobility with new technologies

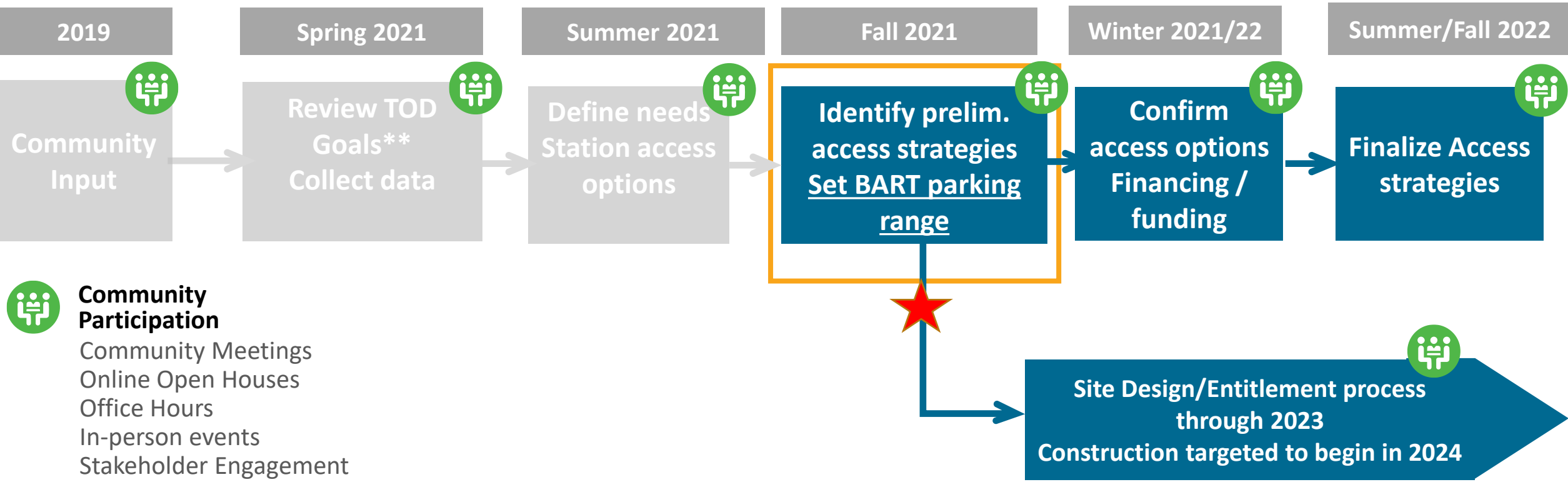
\* City/BART Goals & Objectives for El Cerrito Plaza BART TOD:

<https://www.bart.gov/about/business/tod/el-cerrito-plaza>





# Station Access Planning Process for the Development: Construction targeted to begin in 2024\*



\*Illustrative Timeline – Subject to Change

\*\* BART/City Goals & Objectives adopted by City Council In November 2019

# Surveys and Polls of Existing BART Riders

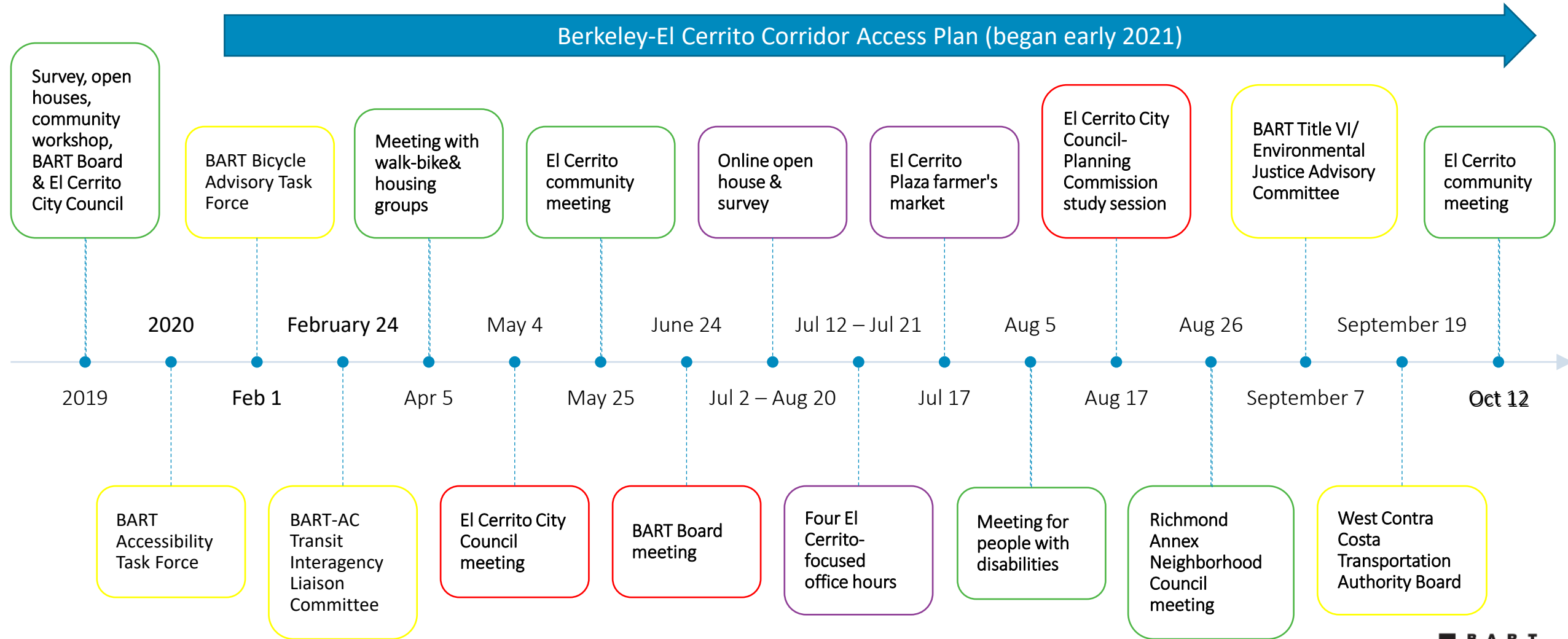
Source	Outreach Method	Extent	Number of Respondents	
			Total	El Cerrito Plaza
<b>2015 Station Profile Study</b>	<b>In-station</b>	<b>BART system</b>	<b>~24,000*</b>	<b>634 entries*</b>
2016 Customer Satisfaction Survey	On train	BART system	5,342	138**
2018 Customer Satisfaction Survey	On train	BART system	5,294	101**
<b>2019 El Cerrito Plaza Station Access Survey</b>	<b>In-station</b>	<b>El Cerrito Plaza</b>	<b>467</b>	<b>467</b>
2020 Customer Satisfaction Survey	On train	BART system	2,969	78**
2021 (May 25) Community Meeting Poll	Online	El Cerrito Plaza	150	150
<b>2021 Berkeley-El Cerrito Corridor Access Plan Survey</b>	<b>Online</b>	<b>Ashby to El Cerrito Plaza</b>	<b>1,968</b>	<b>464</b>

\* Respondents coming from home to BART

\*\* Respondents who either entered or exited the station



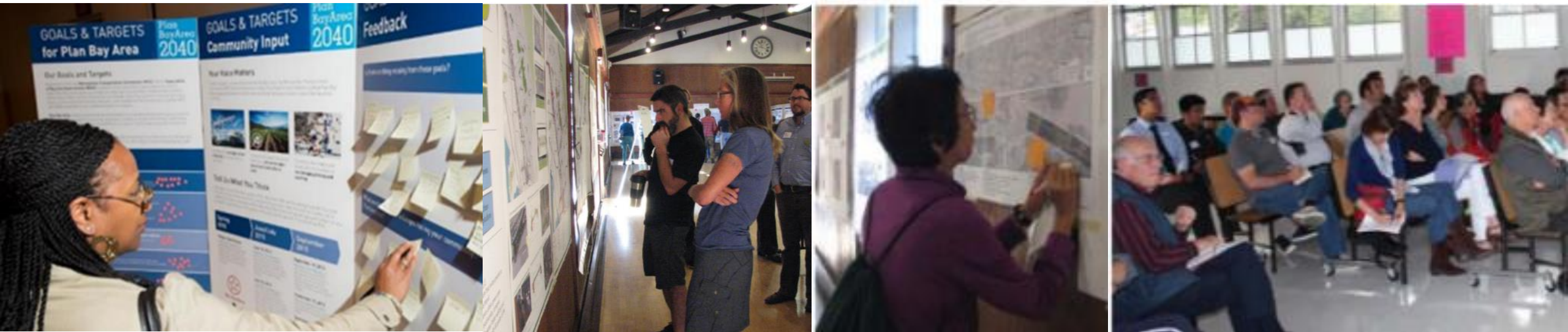
# El Cerrito Plaza Station Community Process\*



# How El Cerrito Plaza Station Community Feedback was Used

Input from community engagement since 2015 was used to determine:

- Recommendation for maximum and minimum levels of BART rider parking provided on-site
- Preliminary access strategies for riders getting to and from BART without parking
- Other potential options for BART rider parking



# Highlights from outreach efforts

*Bold = comparatively more input received in 2021 than in earlier outreach*



## Walk/Bike

- Bigger secure bike parking for all bikes
- Improve connections to Ohlone Greenway
- More walk time at signals



## Safety

- Better night-time lighting
- Activate areas along the Greenway
- Concerns about BART parkers in the neighborhood



## On-Street Parking

- Concerns about spillover impacts
- Interest in paid BART parking on neighborhood streets



## Bus Access

- More transit options in the Hills and Richmond Annex
- Increased transit service from hills to El Cerrito del Norte or Downtown Berkeley



## New Mobility/Programs

- *Dockless e-bikes to serve the hills*
- On-demand transit service with smaller vehicles
- *Campaigns to inform people about transportation options*

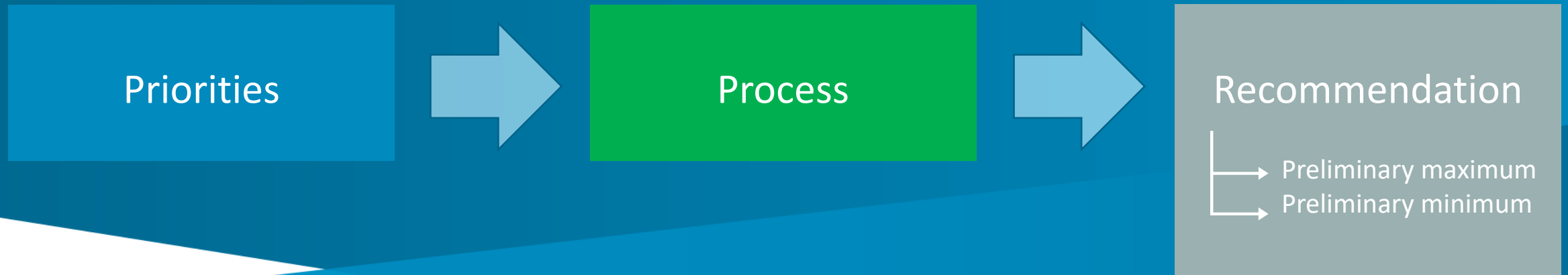


## BART Rider Parking

- Concerns about reduced BART rider parking
- *Zero BART rider parking replacement to maximize benefits from TOD*



# On-site BART rider parking



# TOD priorities that impact on-Site BART rider parking

Housing & vibrancy

Equitable investments

Prioritize sustainable access

Invest in flexible, adaptable options

Increase BART riders

Fruitvale



AFTER TOD



Pleasant Hill



BEFORE TOD



# TOD priorities that impact on-Site BART rider parking

Housing &  
vibrancy

Equitable  
investments

Prioritize  
sustainable access

Invest in flexible,  
adaptable options

Increase BART  
riders

- Low-income riders are almost half as likely to drive as high-income riders
- 2/3 of riders get to/from El Cerrito Plaza without driving and parking
- 80% of those with a disability get to BART by walking, biking taking the bus, or getting dropped off

Low income = less than 200% of Federal poverty-level, which for 2015 data is <\$50k based on a household of 4.

Source: BART Station Profile Survey, 2015



**El Cerrito Plaza station today**

Photo Credit: Holliday-Related Development Team

# TOD priorities that impact on-Site BART rider parking

Housing & vibrancy

Equitable investments

Prioritize sustainable access

Invest in flexible, adaptable options

Increase BART riders

- According to BART policy guidelines and ridership analysis, El Cerrito Plaza station was a candidate to have no on-site BART rider parking
- However, we heard about many physical barriers in otherwise getting to the station, including:



**Dark Streets**

Photo Credit James Stout



**Difficult crossings (Central/ Carlson)**

Photo Credit: Google Maps



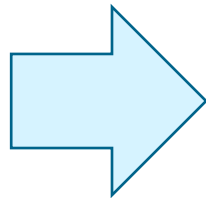
**Steep inclines**

Photo Credit: East Bay Times

# Process for Determining the Range

## Priorities

- Maximize housing
- Equitable investments
- Prioritize sustainable access
- Invest in flexible, adaptable options
- Increase BART riders

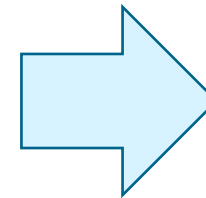


## Process

Q1: Who is impacted & what are their alternatives?

Q2: How will BART pay for parking?

Q3: What are the tradeoffs?



## Recommendation

Recommended  
BART Parking  
Range



# Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

## Determining the recommended maximum

- **Objective**

- Provide enough parking to reasonably accommodate those who may not have other options to get to BART

- **Data used**

- Community input/survey responses: people with limited choices who would need spaces close to the station
  - Mobility challenges
  - Pick up/drop off duties or combined trips with errands

- **Two calculation methods**

1. Simple method
2. Detailed method

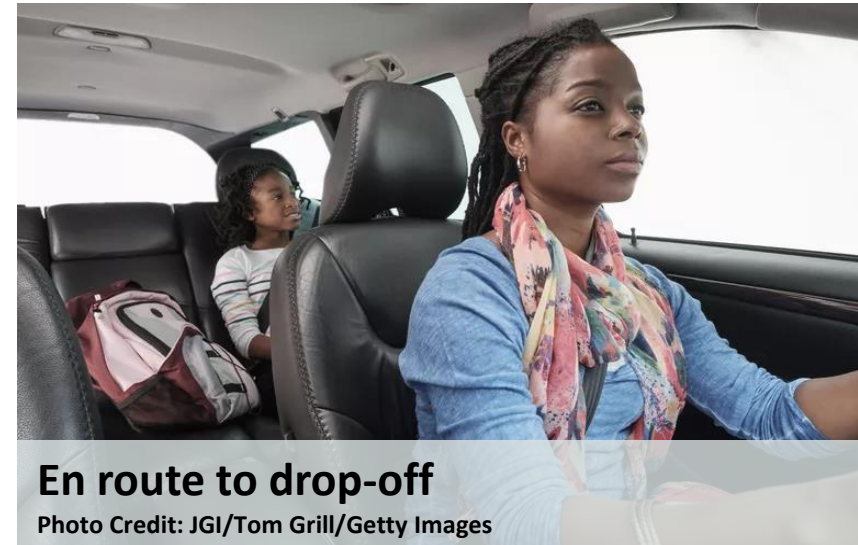
- **Result**

- **250 spaces**, (~34% of the existing 740 spaces)



**People with accessibility needs on BART**

Photo Credit: BART



**En route to drop-off**

Photo Credit: JGI/Tom Grill/Getty Images

Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

## Determining the maximum (simple method)

### Current lot size

- 740 spaces



### Parking-dependent population

- 29% (=215)



### Round up

- add 15% (=~250)

### What we heard from BART parkers

~**29%** say they drive mainly due to mobility challenges or pick up duties/errands

29%, Source: BART El Cerrito Plaza Rider Survey, 2019

28%, Source: BART Online Open House, July/Aug 2021



Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

# Determining the maximum (detailed method)

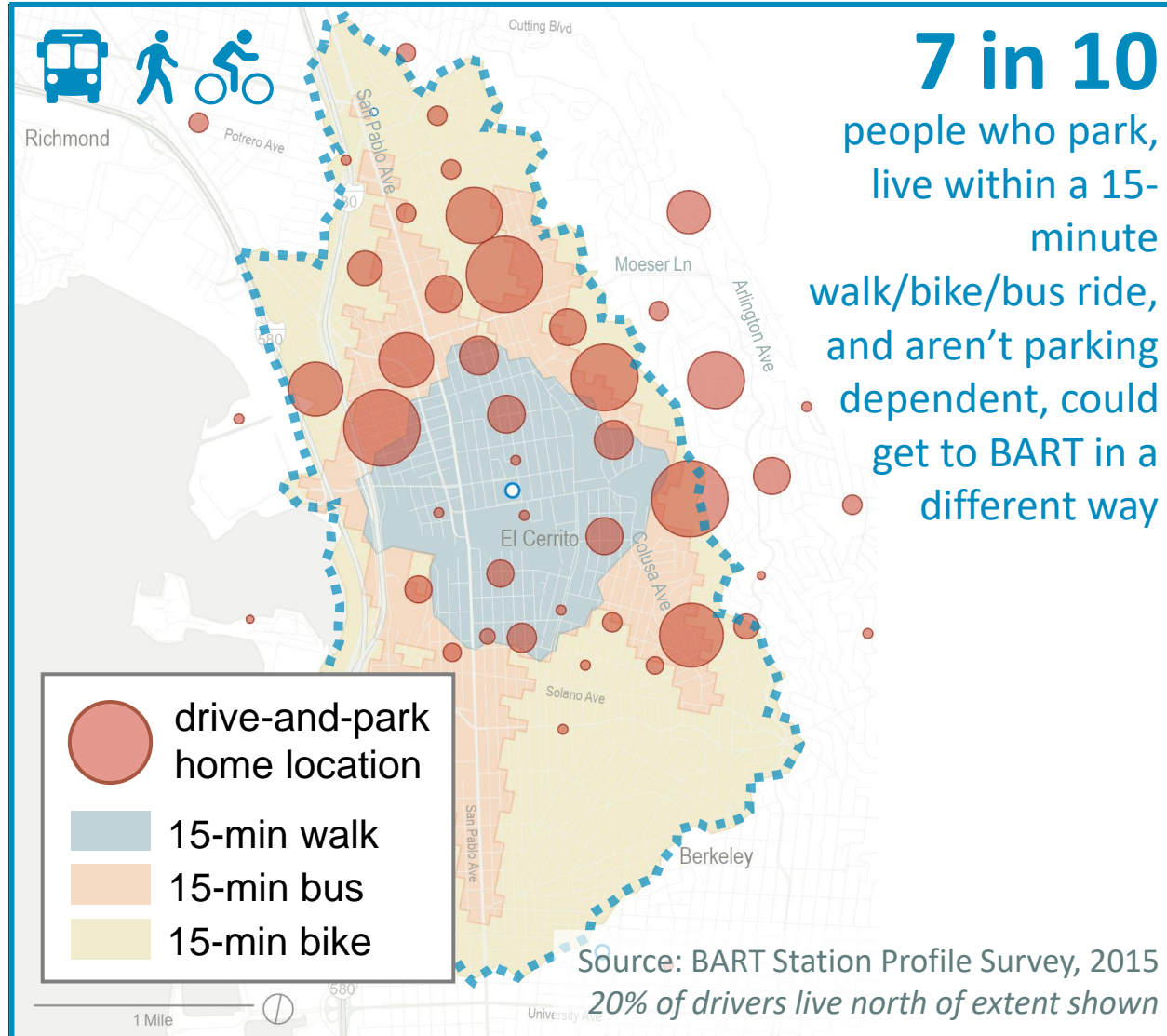


All pre-COVID on-street parkers would continue to park there

1 in 5



of all people who park would work remotely



# Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

## Determining the recommended minimum

- **Objective**

- Provide enough parking to reasonably accommodate a portion of those who may not have other options to get to BART, given funding challenges and design tradeoffs

- **Data used**

- Community input/survey responses: people with physical mobility challenges

- **Calculation method**

- $(\text{Number of on-site spaces}) \times (13\% \text{ of drivers who reported physical mobility challenges in 2021 survey}^*)$

- **Result**

- **100 spaces** (~14% of the existing 740 spaces)



**BART riders with accessibility needs**

Photo Credit: BART



**BART riders with accessibility needs**

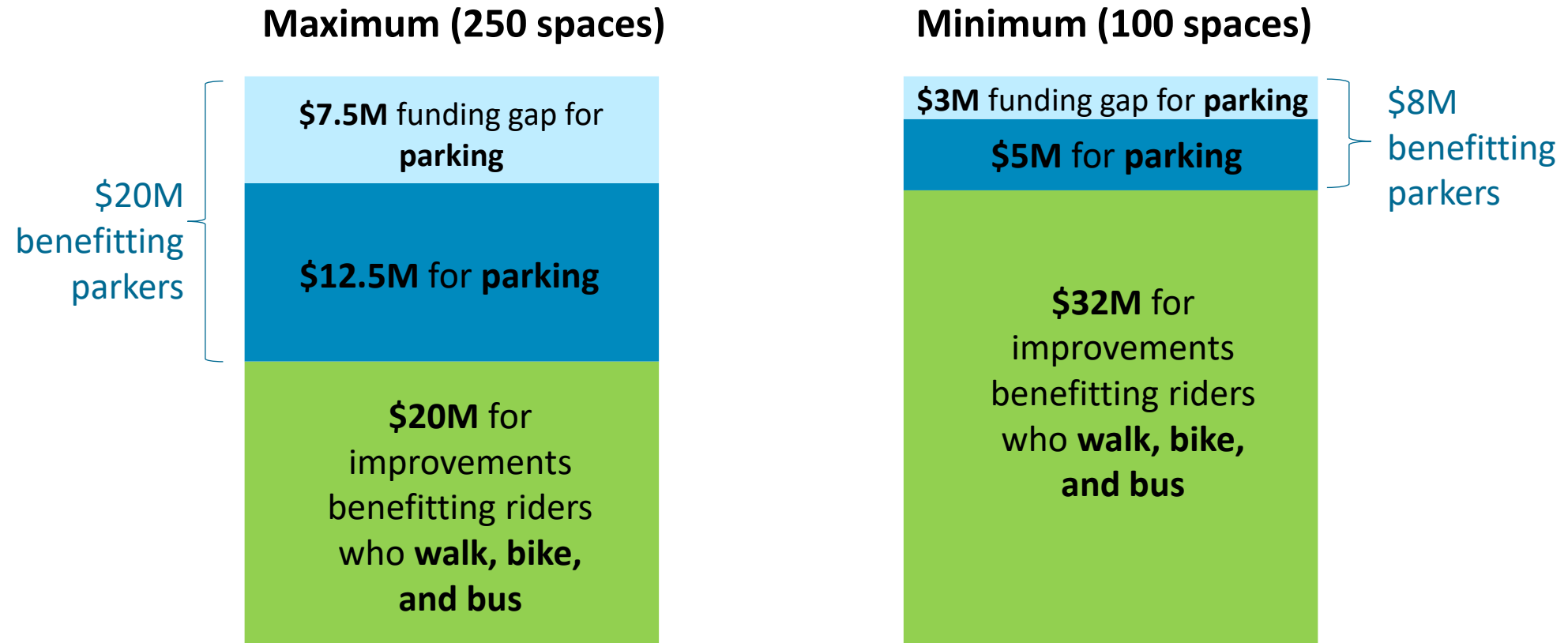
Photo Credit: BART

Q2

HOW WILL BART PAY FOR PARKING?

# Funding for station access and parking

We can reasonably assume a total of **\$40M** for all access investments



## Assumptions:

- Cost to build structured parking = **\$80,000+/space** (not including annual operating, enforcement, maintenance or repair costs estimated at around **\$1,000/space/year**).
- One known grant source only covers **60% (\$50,000)** of the cost to build each parking space.

# Q3

## WHAT ARE THE TRADEOFFS?

### Parking has spatial/design tradeoffs

#### Homes

- 150 fewer parking spaces results in roughly 50-100 more homes

#### Design

- More parking means bulkier, larger scale buildings
- Less parking provides more opportunity
  - for people to gather and children to play
  - to shape the building to meet the street and blend with the neighborhood

2 parking stalls = roughly the same amount of space needed for 1 home \*



Parking spaces require around 350 square feet for the parking stall, driving areas, and equipment

\* Illustrative example: The size of the units for the development have not yet been determined.

Example: Upper story open space  
Photo Credit: Mithun



Example: Taller in the middle with step downs  
Photo Credit: Van Meter Williams Pollack





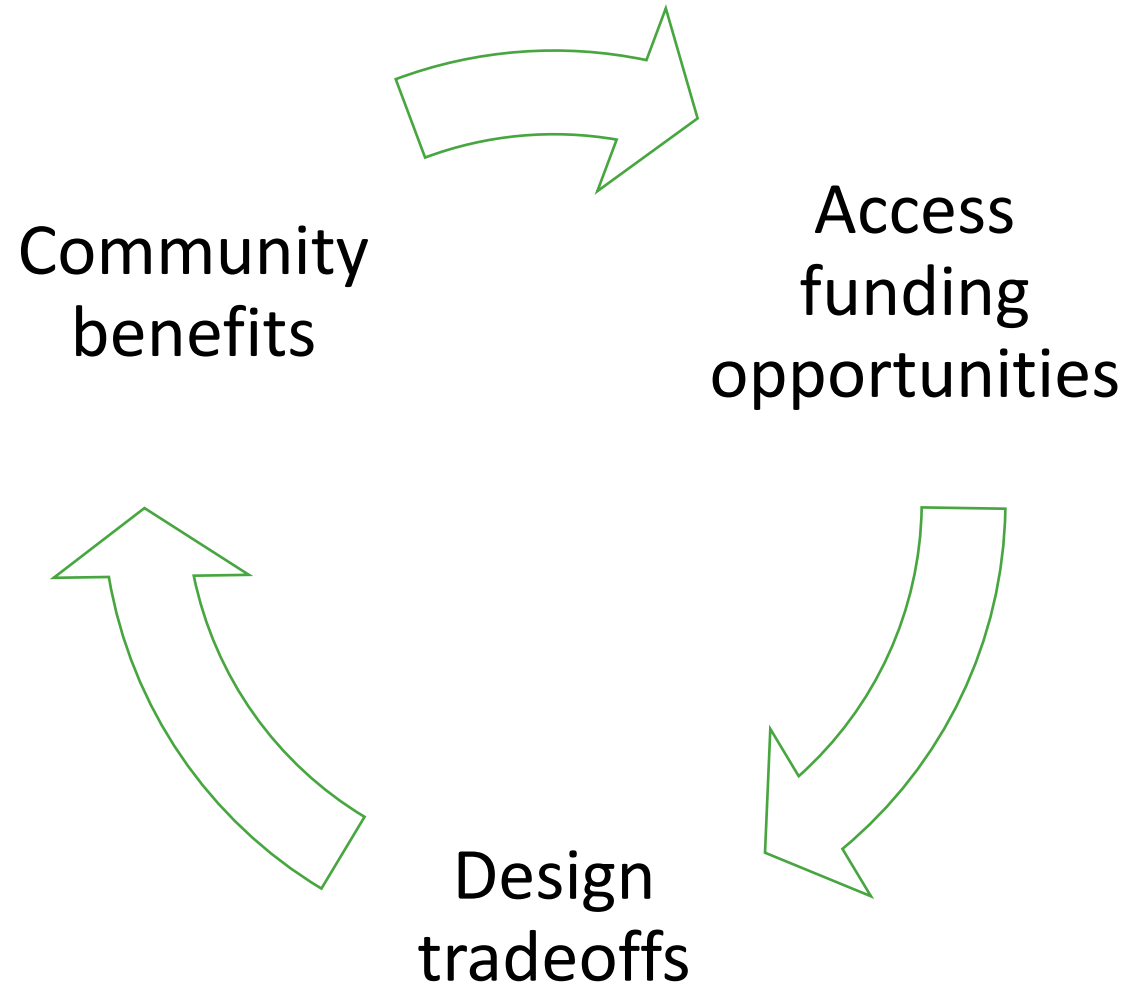
# Recommendation for BART Board Action

- Adopt El Cerrito Plaza TOD Goals & Objectives, including BART-specific on-site parking range:
  - ***Goal E2.1 Provide between 100 and 250 parking spaces for BART riders in an on-site garage, including at least as many accessible parking spaces as are currently provided.\****
- *This new goal is complementary to the City-Council adopted Goal E2:*
  - ***Minimize the need for BART patron parking replacement in an on-site garage by exploring and developing other parking and access options for patrons who do not live near the station, and by maximizing the use of existing available parking capacity in close proximity to the station.***

\* Goal E2.1 was not adopted by the El Cerrito City Council.

# Next steps: We will determine final On-Site BART parking number as part of overall access strategy

As the project design advances, BART will continue to work w/ the Community, City, Developer to determine the mix of on and off-site access improvements including the final on-site BART parking number



# Preliminary access strategies

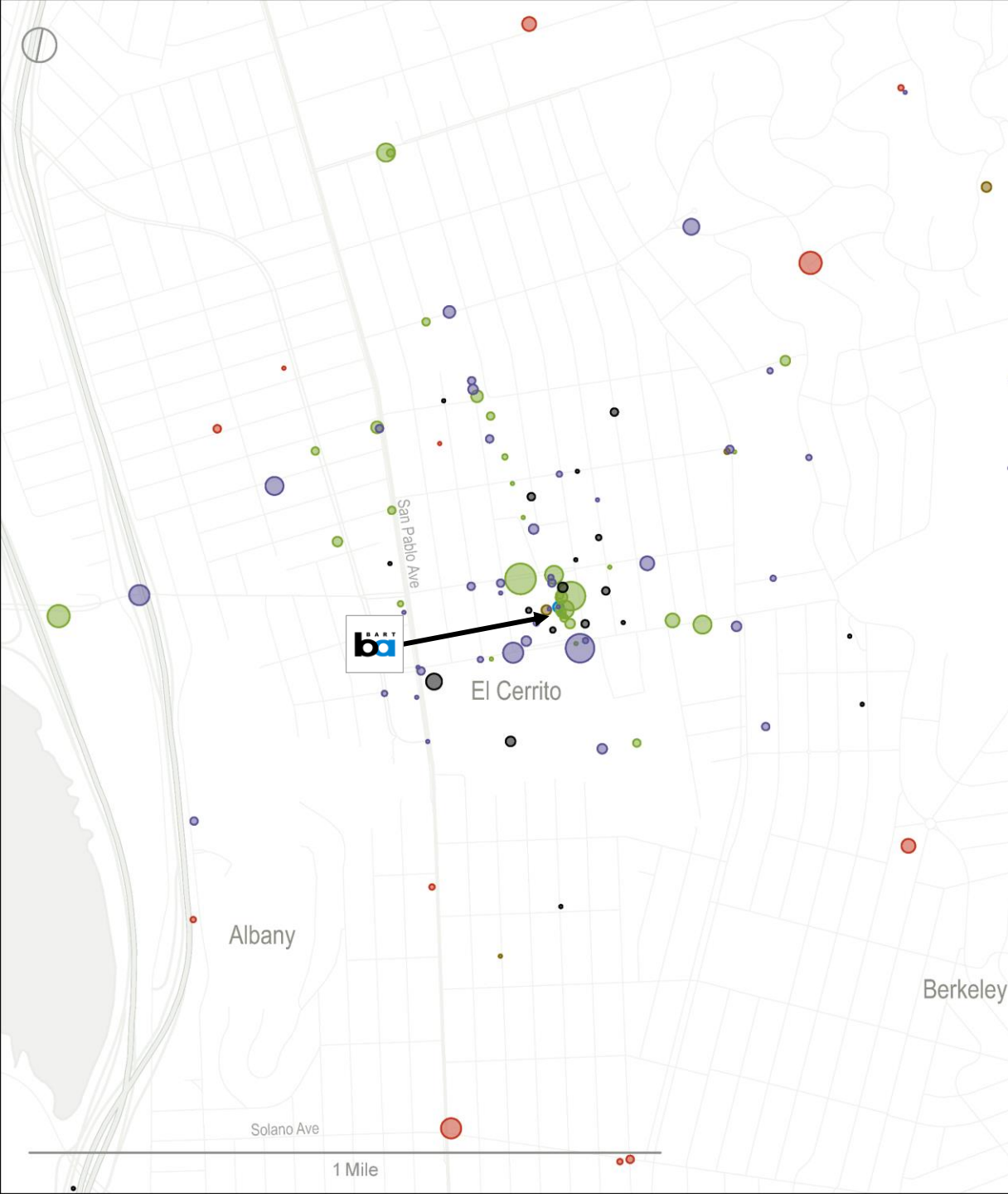


# Hundreds of access ideas from dozens of sources

Input was collected from:






- BART Online Open House #1
  - Public Idea Map
  - Public Survey
  - Public Comment Form
- Farmer's market event
- Office hours
- El Cerrito Active Transportation Plan
- El Cerrito Climate Action Plan
- El Cerrito Community Meeting
- San Pablo Avenue Specific Plan
- Several other plans





## 500+ IDEAS

comments and upvotes received for El Cerrito Plaza station

	Bike	154 (26%)
	Car/Dropoff	14 (2%)
	Parking	42 (7%)
	Transit	174 (30%)*
	Walking	137 (23%)
	Other	67 (11%)

\*Many transit comments are in the hills area (not shown)  
Specific Map Comments can be found in the Online Open House  
Site: <https://bartberkeleyelcerritocap.participate.online/>

# Sample Strategies to further evaluate:\*

## Station Design and Access



Accessible wayfinding signage (top) and station area design sample (bottom)

### Universal Design Standards

- Ensure accessibility by people of different ages, abilities, races/ethnicities, genders, and income levels
- Design highly accessible pathways, street furnishings, and landscaping

### Design Accessible Multi-Modal Wayfinding

- Accessible wayfinding for navigation to buses, paratransit
- Coordinate design with City and transit agencies

### Provide Dedicated Curb Space for Buses, Pick-Up and Drop-Off

- Include separate accessible loading zones

### Design Accessible Paths to Station Entrance

- Make connections throughout site



# Sample Strategies to further evaluate:\*

## Walk and Roll



*Path lighting (top) and pedestrian bulb-outs (bottom)*

### Improve Lighting

- Pedestrian paths, bike parking, bus stops
- Surrounding streets

### Improve Connections to the Ohlone Greenway

- Repave or widen sidewalks
- ADA accessible curb ramps and high-visibility crosswalks

### Pedestrian Improvements along key corridors (ex: Carlson, San Pablo, and Richmond)

- Upgrade pedestrian signals to countdown; improve signal timing
- High visibility, raised crosswalks
- Sidewalk reconstruction/repairs
- Shorten crossing distance with bulb-outs and pedestrian islands

# Sample Strategies to further evaluate:\*

## Bike and Scooter



### East Side Bicycle Boulevard

- Bicycle boulevard via Blake, Norvell, Lincoln, Behrens etc.
- Install wayfinding

### Fairmount Avenue Bikeway

- Improve bicycle route on Fairmount Avenue
- Intersection safety improvements at Carlson and Richmond

### Improve Bicycle Parking

- Secure bike parking for different types and sizes of bikes

### BART to Bay Trail and Ohlone Greenway Improvements

- Provide separated bikeway connections to the Bay Trail via Central Avenue
- Widen path and upgrade Ohlone Greenway crossings

### E-Bike Subsidies and Lending Library

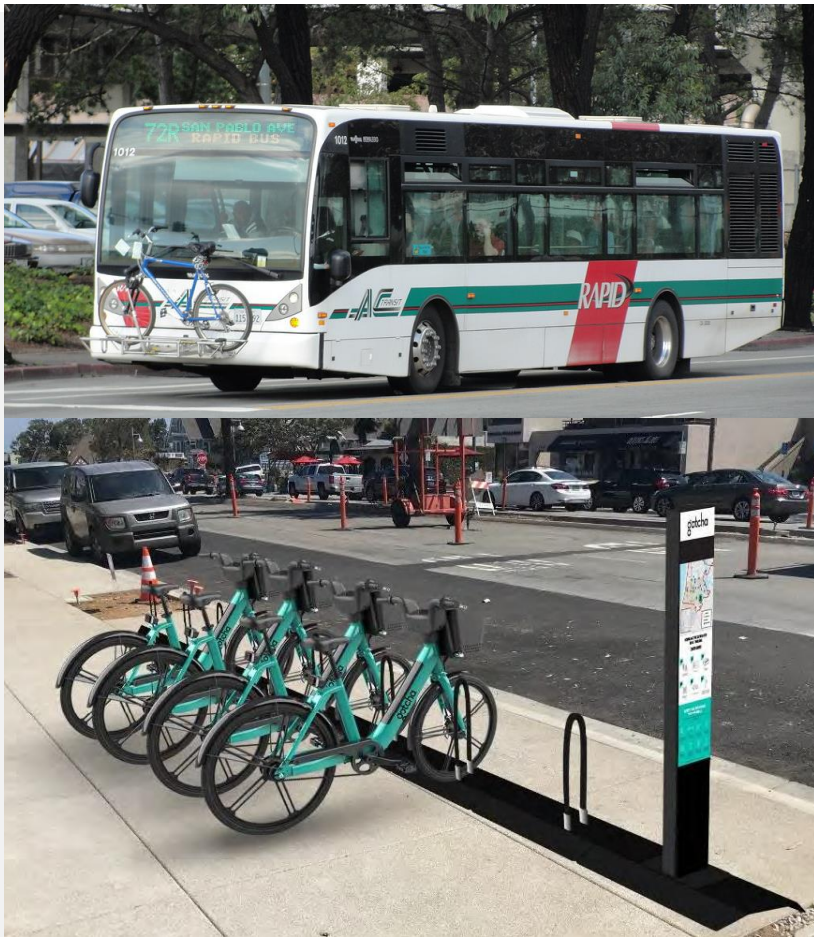
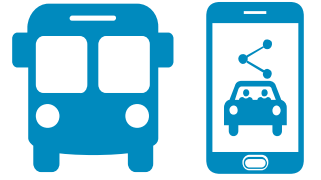
- Provide incentives and test-ride opportunities

*Cargo bike and adaptive bike (top), bike boulevard (bottom)*



# Sample Strategies to further evaluate:\*

## Bus & New Mobility



AC Transit bus (top) and Gotcha bike share station (bottom)

### Improve Local Bus Service

- More frequent service to Richmond Annex and Hills
- Potential additional hill route

### Increase Transbay Buses

- Direct alternative in areas further from BART
- Regional funding is available to enhance Transbay service

### Fare Integration Pilot

- Reduce cost of transferring between systems
- Improve customer experience

### Pilot On-Demand Transit Program

- Provide flexible service to areas with limited local bus service
- Example programs include the Via pilot in the City of Richmond

### Bike and Scooter Share

- Develop permit program for docked, dockless, or hybrid service
- Coordinate with neighboring cities and regional transportation agencies

# Sample Strategies to further evaluate:\*

## Parking



On-street BART parking (top) and BART parking app (bottom)

### Better Manage on-street parking through pricing and permits

- Better manage the ~3200 spaces around a ~12-min walk from the station
- Modify residential parking permit (RPP) zone/rules

### Manage on-site parking

- Maintain current # of ADA spaces
- Incentivize carpool
- Explore increasing parking rates
- Potential for shared parking with the Development

### Shared Parking in Under-Utilized Private Lots

- Potential for banks, churches, and other businesses that are interested
- Potential use of personal driveways



# Future steps on strategy development

All the access strategies will be evaluated using the following objectives



Shift to Environmentally Sustainable Access Options



Ensure a Transportation Network for People of all Abilities/Disabilities, Ages, and Income Levels



Strengthen Transit Ridership



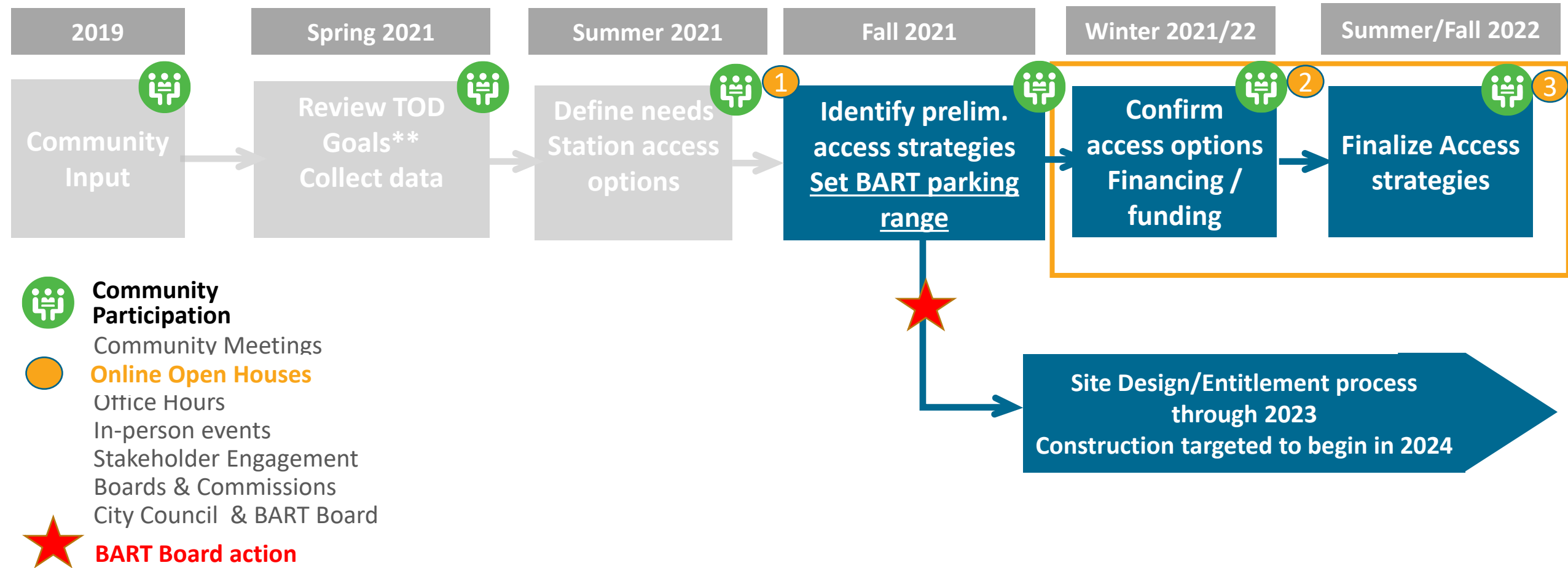
Engage in Financially Responsible Decision-making



Support Feasible Strategies

# Next Steps

# Next steps: Overall process



\*Illustrative Timeline – Subject to Change

\*\* BART/City Goals & Objectives adopted by City Council In November 2019

Time for questions



# Common Questions and Comments: Parking

- I am concerned that people who drive to BART will park on neighborhood streets, and I will not be able to park in front of my home.
- What will be done to prevent BART riders from using parking meant for businesses?



# Common Questions and Comments: Access

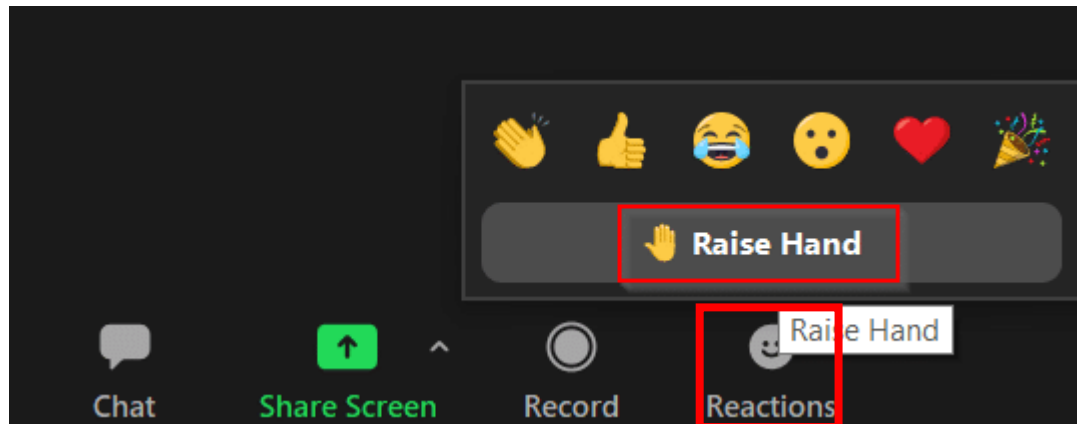
- How else will people get to BART if there is less parking?
- How will bus or shuttle service be improved?
- I live too far from the station to walk or bike to BART.
- I would like to walk or bike to BART but don't feel safe.



# Community Guidelines and How to Participate

## Q&A session

- **1-minute limit per speaker**, focus on new questions
- Each person to have a chance to speak
- Use raise hand button or \*9 if calling
- Facilitator (Katie) will unmute you



# Thank you!

Please fill out the exit survey once you leave this meeting.

For more information on the access planning efforts, go to:

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

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

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

To learn more about the planning underway for the development:

<https://elcerritod.squarespace.com/>