



Berkeley-El Cerrito Corridor Access Plan

Summary of Online Open House Survey and Interactive Map Comments

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Introduction

This report summarizes key public input received during the Berkeley – El Cerrito Corridor Access Plan (BECCAP) Online Open House and Survey, which took place July 2 through August 20, 2021 at <https://bartberkeleyelcerritocap.participate.online/>.

BECCAP is focused on identifying ways that existing riders can access BART once around 2,500 mixed-income homes are built on surface parking lots at the Ashby, North Berkeley, and El Cerrito Plaza stations. BART is planning to build transit-oriented development (TOD) at these stations to help address the housing and climate crises, efforts that are strongly supported at the city, region, and state levels in adopted plans, policies, and programs.

BART conducts frequent surveys of its riders, as shown in **Exhibit 1** on the right. Where applicable, results from the Online Open House and Survey (**2021 survey**) are compared to the 2015 Station Profile Survey (**2015 survey**) and the 2019 El Cerrito Plaza Station Access Survey (**2019 survey**). These surveys were available in English, Spanish, and Chinese.

The 2021 survey’s overall response summary section is followed by summaries of the responses received by those who identified Ashby, North Berkeley, or El Cerrito Plaza as their “home” station.

Exhibit 1: BART Surveys and Polls since 2015

Source	Outreach Method	Extent	Total Number of Responses	Ashby Rider Response	North Berkeley Rider Response	El Cerrito Plaza Rider Response
2015 Station Profile Study	In-station	BART system	~24,000*	599 entries*	636 entries*	634 entries*
2016 Customer Satisfaction Survey	On train	BART system	5,342	164**	116**	138**
2018 Customer Satisfaction Survey	On train	BART system	5,294	136**	147**	101**
2019 El Cerrito Plaza Station Access Survey	In-station	El Cerrito Plaza	467	N/A	N/A	467
2020 Customer Satisfaction Survey	On train	BART system	2,969	77**	68**	78**
2021 (May 25) Community Meeting Poll	Online	El Cerrito Plaza	150	N/A	N/A	150
2021 Berkeley – El Cerrito Corridor Access Plan Survey	Online	Ashby to El Cerrito Plaza	1,968	186	723	464

* Respondents coming from home to BART

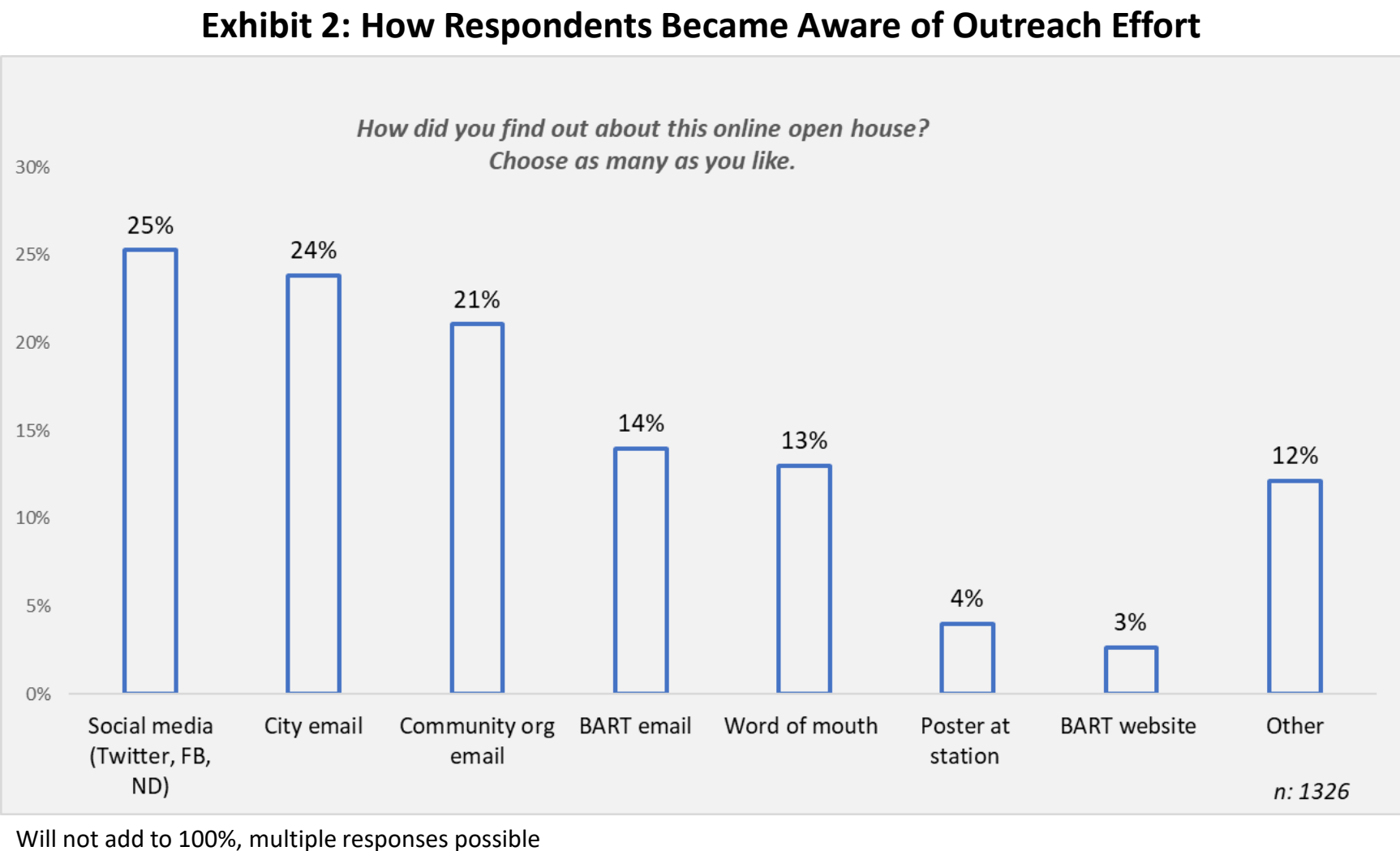
** Respondents who either entered or exited the station



Overall Response to the 2021 Online Open House and Survey Exhibits 2-8

2021 Online Open House and Survey: Awareness of Outreach

Exhibit 2 shows how roughly 1,325 respondents to the 2021 survey found out about the online open house. BART shared the information widely, as the various sources demonstrate. The three most cited sources were social media, emails from a city, or emails from a community organization.



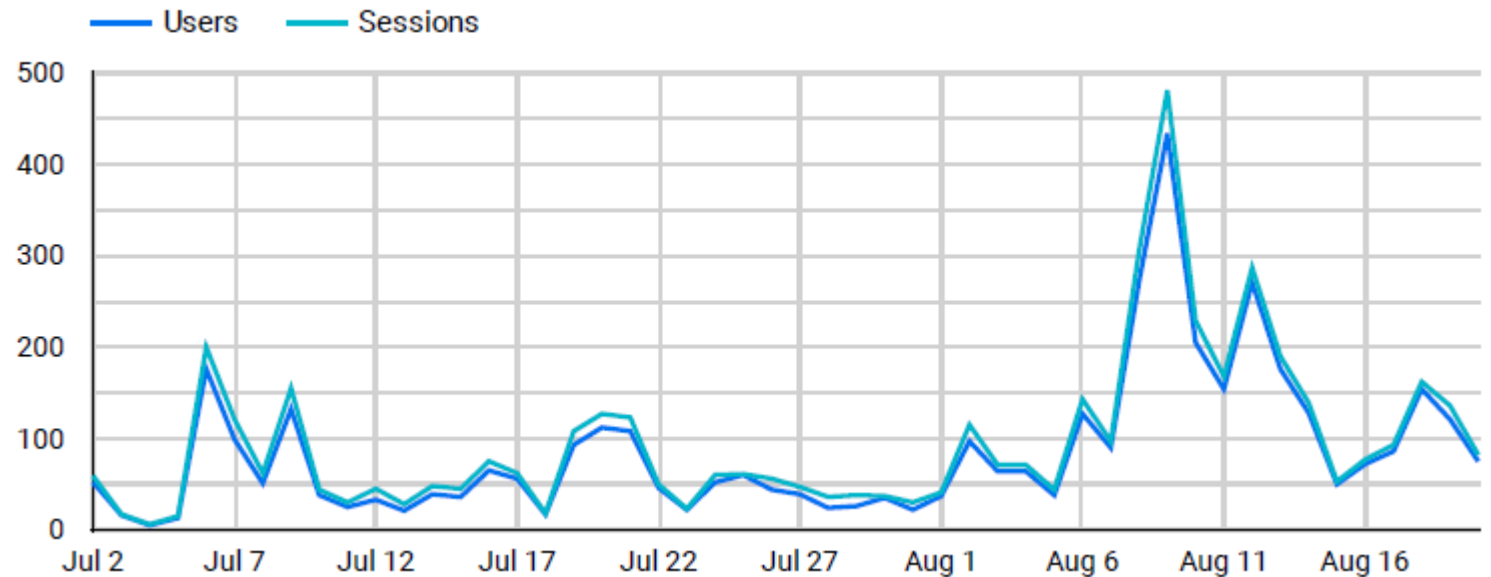
2021 Online Open House and Survey: Engagement Activity

The online open house and survey enabled users to learn about the project, provide feedback through the survey, and identify barriers to access on an interactive map. During the survey period of **July 2 through August 20, 2021**, there were:

- 4,810 sessions
- 3,552 users
- 1,968 completed surveys
- 1,398 interactive map comments and upvotes

Exhibit 3 shows the session and user activity throughout the open survey period. Activity peaked significantly between August 6 and August 11. BART did almost weekly social media and e-Blast pushes, which explains the peaking patterns.

Exhibit 3: Online Open House and Survey Activity from July 2 through August 20, 2021



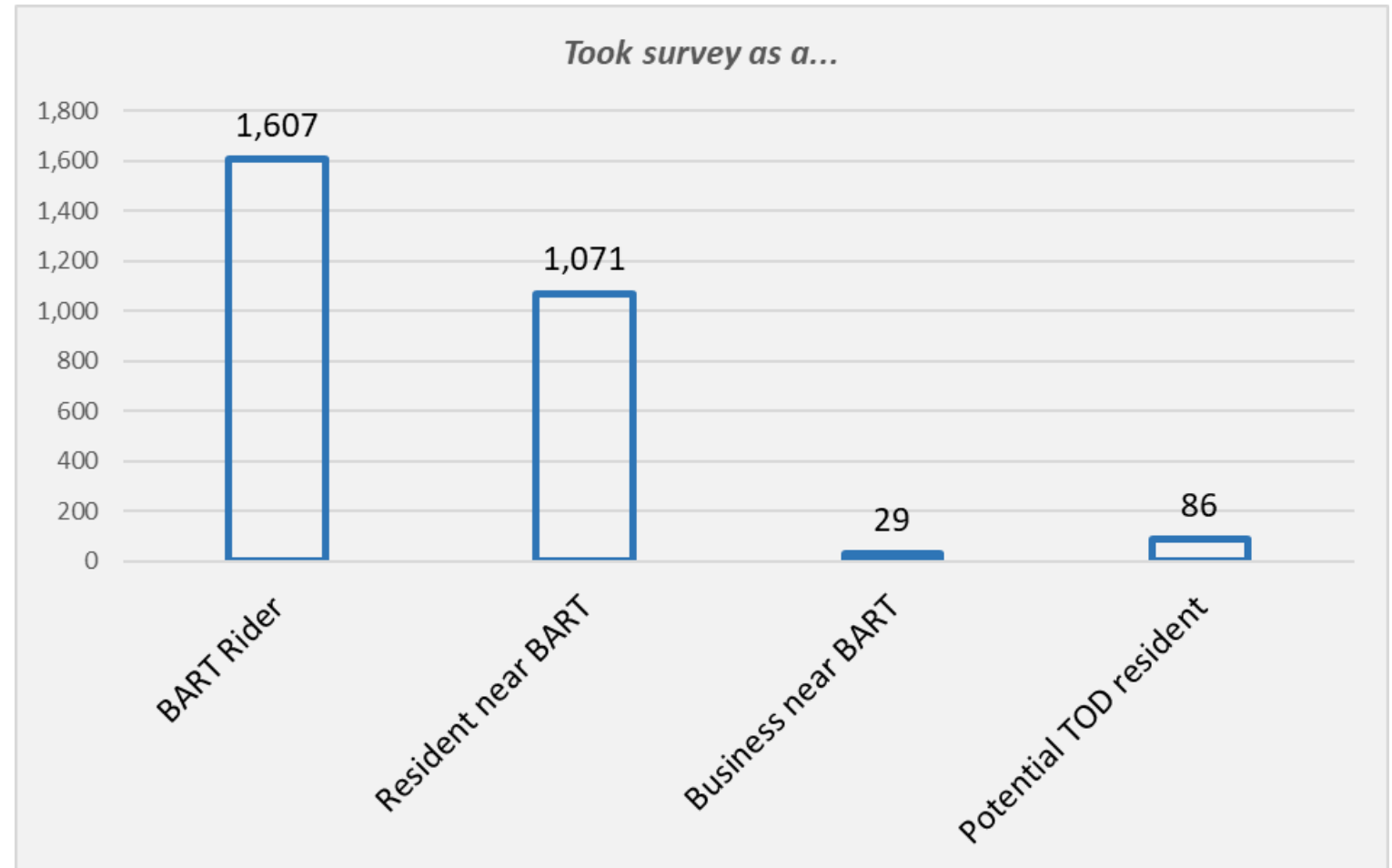
2021 Online Open House and Survey: Overall Response

The 2021 survey was available in English, Spanish, and Chinese. It was unique as respondents were invited to answer as one or more of the following:

- BART rider
- Resident near a BART station
- Representative of a business near a BART station
- Potential resident of the transit-oriented development (TOD)

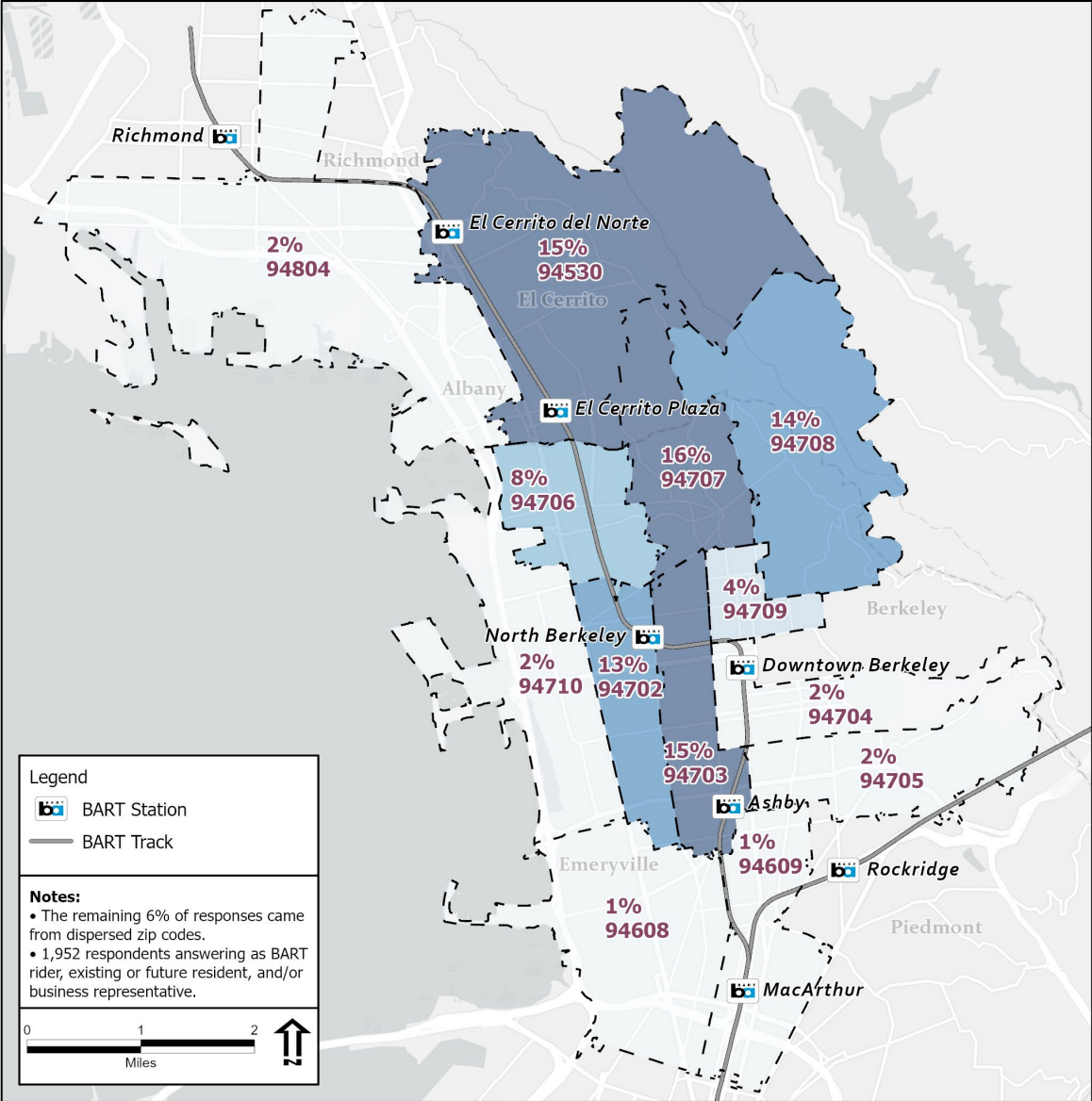
Exhibit 4 shows how many chose to respond from these available perspectives. Many took survey as both a BART rider and resident near the station.

Exhibit 4: Survey Respondent Perspective (could choose one or more)



2021 Online Open House and Survey: Home Zip Codes

Exhibit 5: Home Zip Codes of All Respondents



Nearly all the survey respondents (1,952 out of 1,968) provided their home zip code. This includes those who responded as a BART rider, a resident near a BART station, a representative of a business near a BART station, and/or a potential resident of future housing.

Exhibit 5 shows high concentrations of survey respondents living in zip codes that are predominantly east of the El Cerrito Plaza and North Berkeley BART stations and west of the Ashby BART station.

2021 Online Open House and Survey: Interactive Map

Exhibit 6 shows the frequency of public input by access mode received on the interactive map. Public input took the form of free-form comments and upvotes, which is how survey respondents indicated support for a particular comment.

In total, there were 1,398 comments and their upvotes for the entire corridor, with the frequency by access mode as follows:






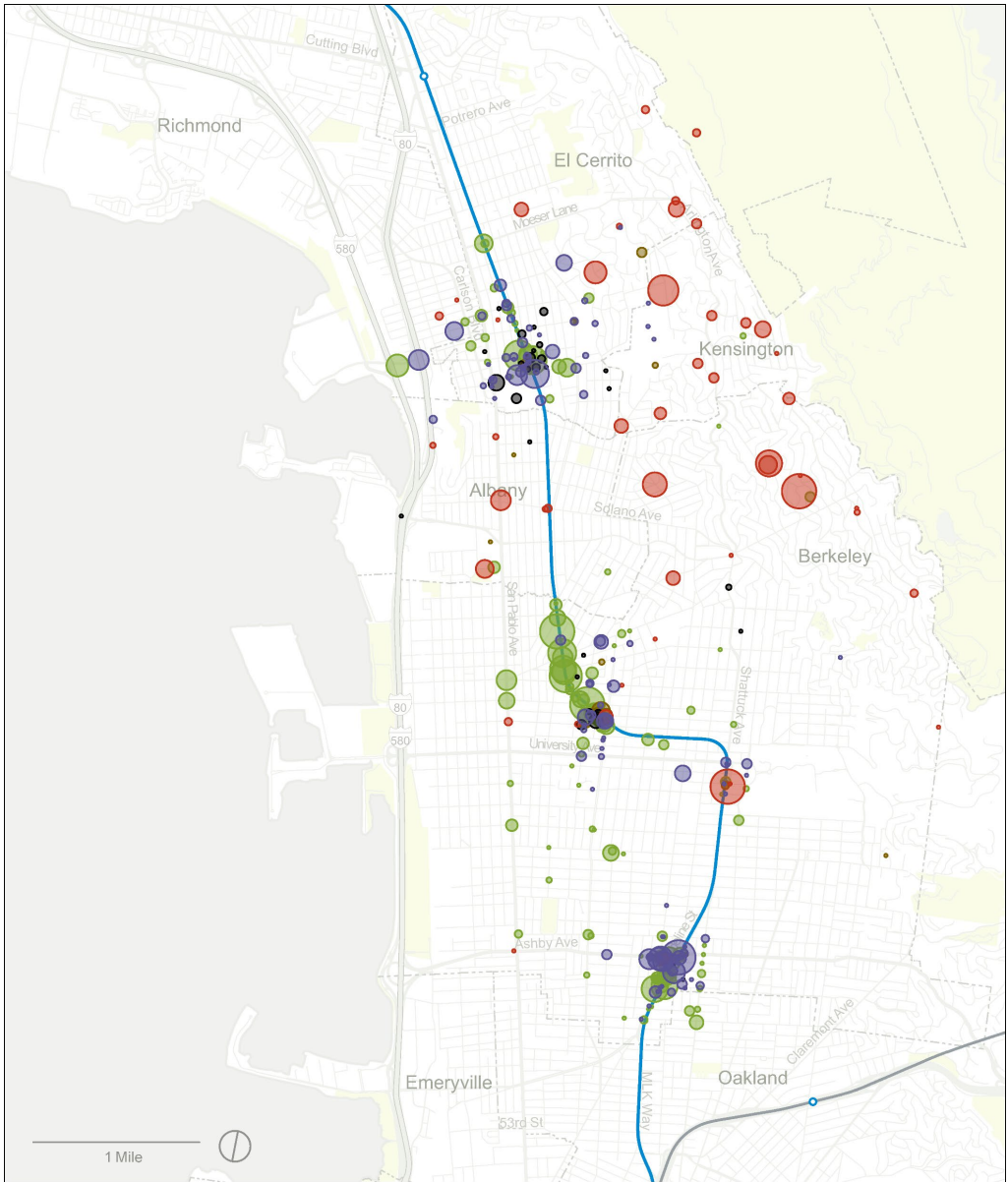
	Access Mode	Comments/upvotes
	Bike	578
	Walk	357
	Transit	230
	Parking	66
	Car/Drop-off	40
	Other	127

Exhibit 6: Interactive Map Comment Overview



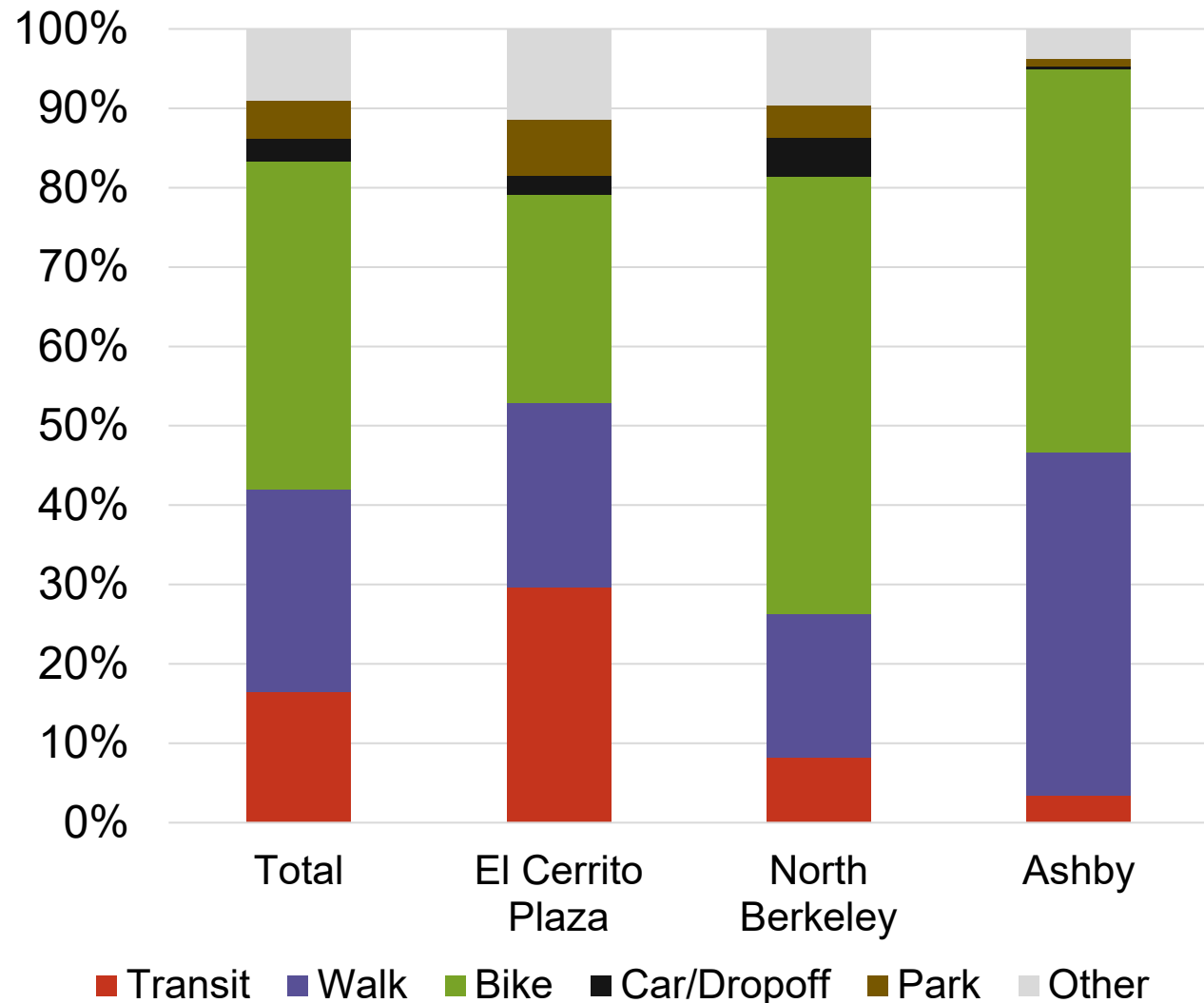
2021 Online Open House and Survey: Interactive Map

Exhibit 7 shows the percent of the total map comments and their upvotes indicated for each access mode compared to the percent of the total for each station area.

For example, comments about **transit** and their upvotes were roughly the percent of the totals as follows:

- 16% of the 1,398 comments/upvotes corridor-wide
- 3% of 298 comments/upvotes by those who identify Ashby as their home station
- 8% of 510 comments/upvotes by those who identify North Berkeley as their home station
- 30% of the 588 comments/upvotes by those who identify El Cerrito Plaza as their home station

Exhibit 7: Comments about Access Mode for the Corridor Compared to Each Station



BART Rider Survey Response

Exhibit 8: BART Rider Home Station from 2021 Survey

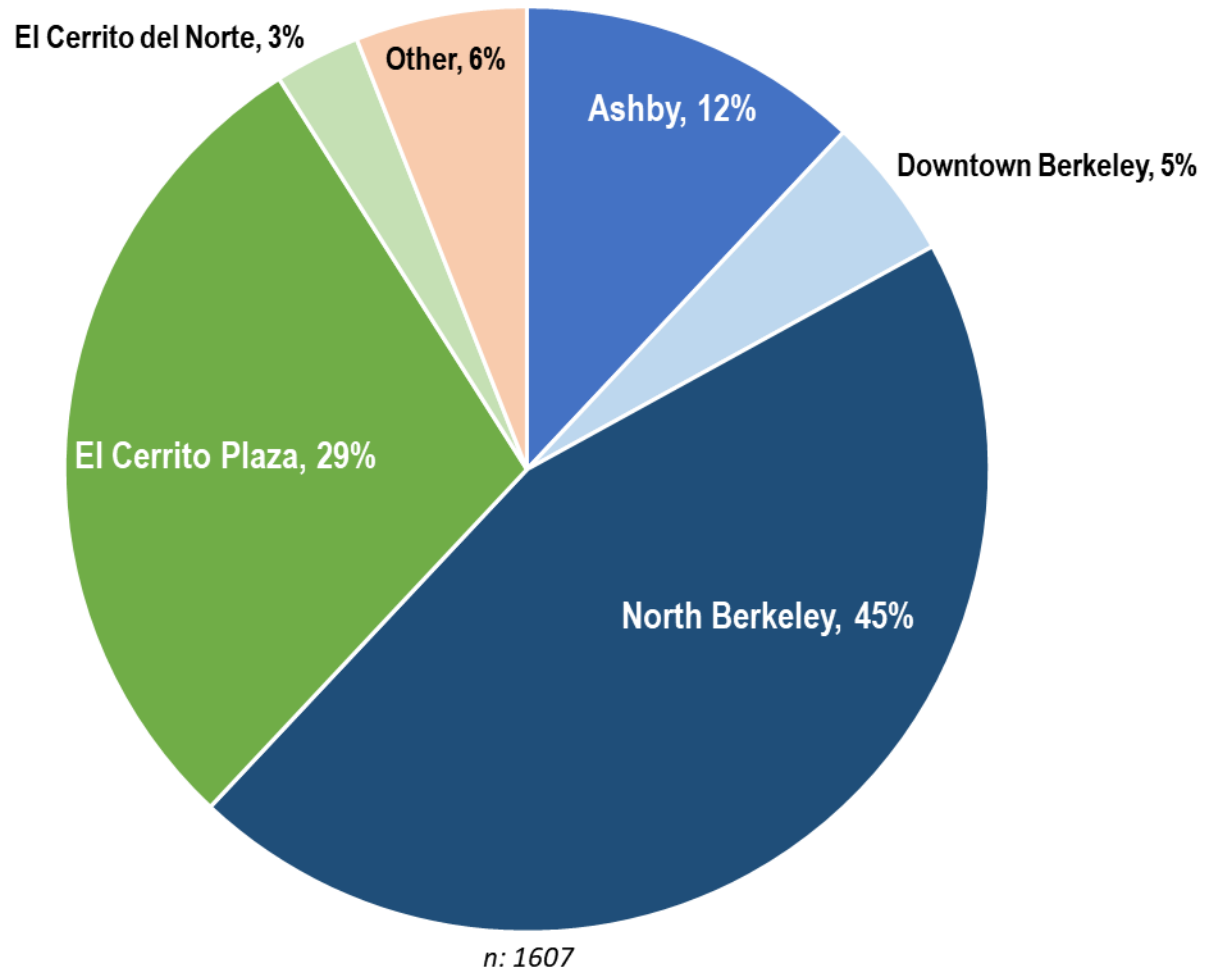


Exhibit 8 identifies the station that BART riders said they accessed most frequently from their home in 2019 before the COVID-19 pandemic. Of the 1,607 who responded:

- 186 (**12%** of the total) indicated that **Ashby** was their home station
- 723 (**45%** of the total) indicated that **North Berkeley** was their home station
- 465 (**29%** of the total) indicated that **El Cerrito Plaza** was their home station

The remaining 14% indicated other home stations.

The next sections summarize the following for each station listed above:

- Rider demographics
- Rider response
- Resident response
- Mapping comments

Ashby BART Rider Survey Response

Demographics

Exhibits A9-A15

Ashby BART Rider Demographics: 2021 Survey

Exhibit A9: Home Zip Codes from the 2021 Survey

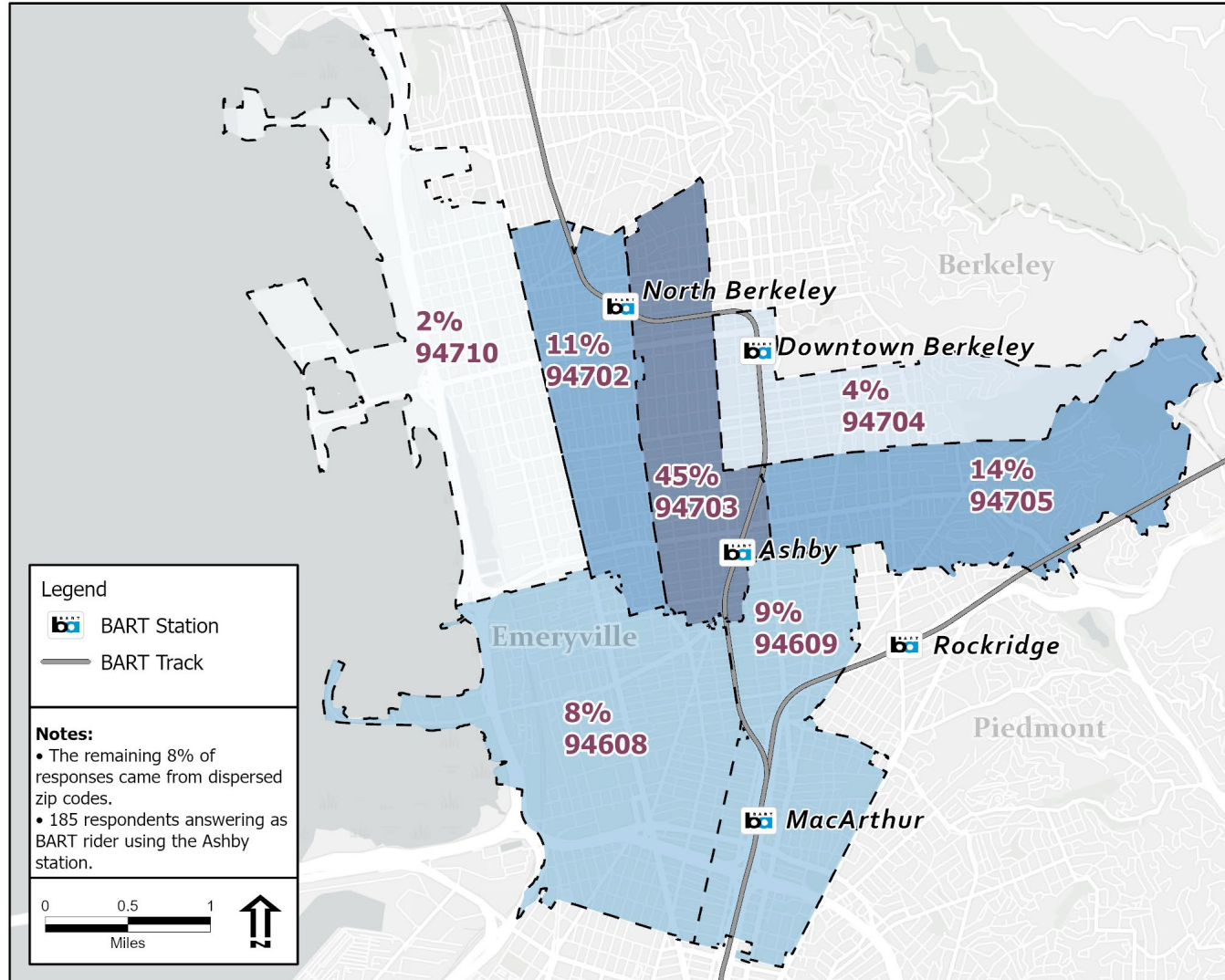
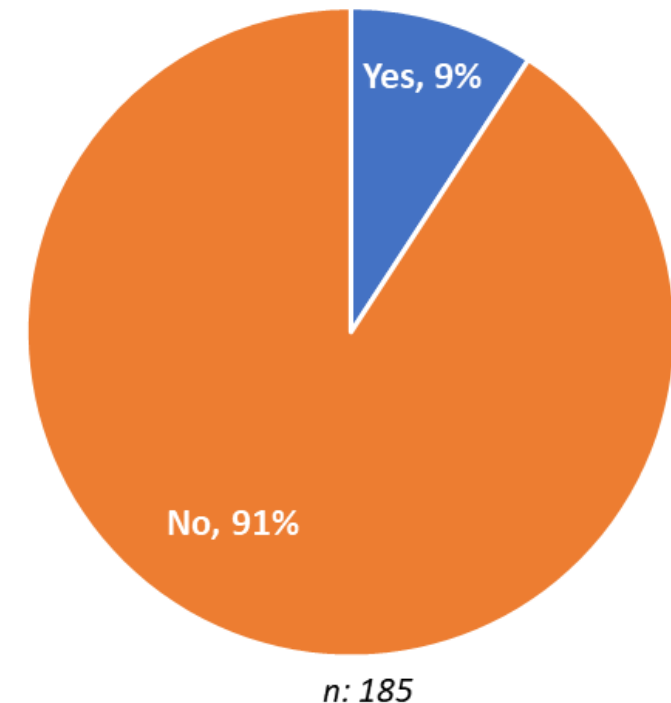


Exhibit A9 shows a map of Ashby BART riders' home zip codes as a percent of the total responses to this question from the 2021 survey.

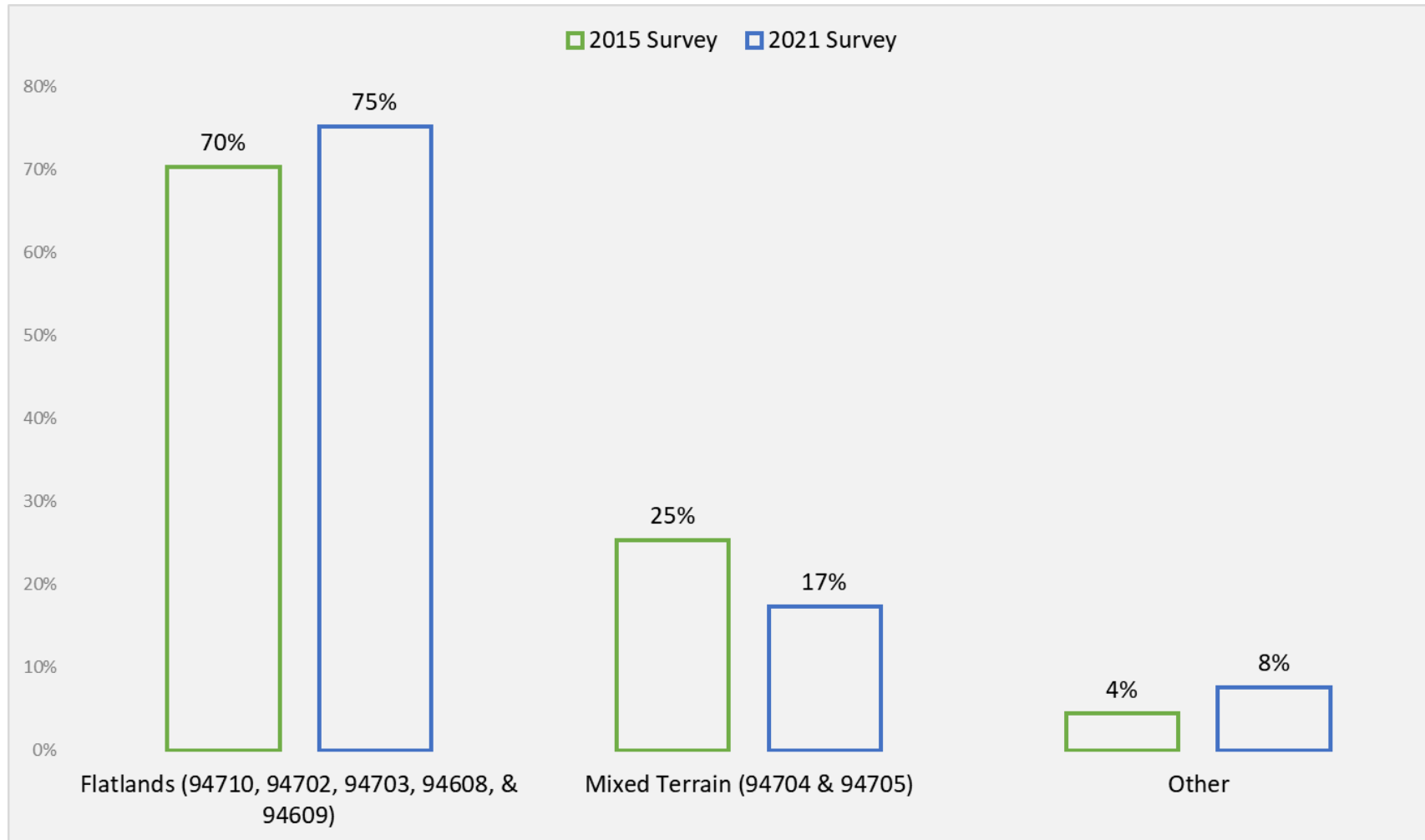
The majority of respondents indicated that their home is not in a hilly area, as shown in **Exhibit A10**.

Exhibit A10: Is your home located in a hilly area?



Ashby BART Rider Demographics: Comparison

Exhibit A11: Compare Home Zip Codes



n: 599 (2015 Survey); n: 185 (2021 Survey)

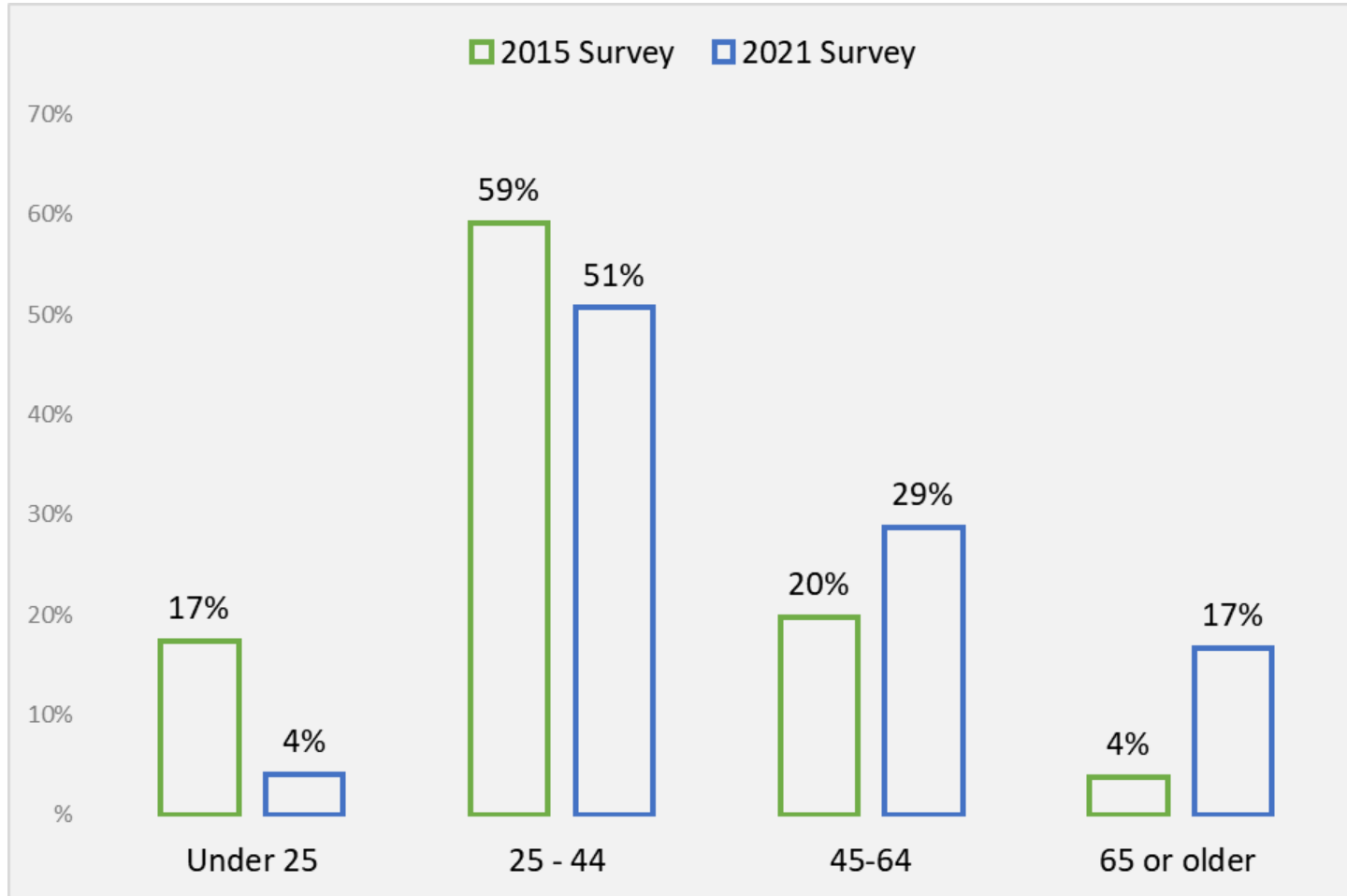
May not add to 100% due to rounding

Exhibit A11 compares Ashby BART riders' home zip codes as a percent of the total responses to this question from the 2015 and 2021 surveys.

Generally, the 2021 survey had more respondents from the flatter areas around the station and less from the mixed terrain areas further east from the station compared to the 2015 survey.

Ashby BART Rider Demographics: Comparison

Exhibit A12: Compare Age



n: 584 (2015 Survey); n: 150 (2021 Survey)

May not add to 100% due to rounding

Exhibit A12 compares Ashby BART riders' age as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2021 survey captured more respondents who were 45 and older and less respondents who were 44 and younger compared to the 2015 survey.

Ashby BART Rider Demographics: Comparison

Exhibit A13: Compare Annual Household Income



Exhibit A13 compares Ashby BART riders' pre-tax annual household income as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2021 survey captured significantly more respondents with household incomes of \$150,000 or more and significantly less respondents with household incomes less than \$60,000 compared to the 2015 survey.

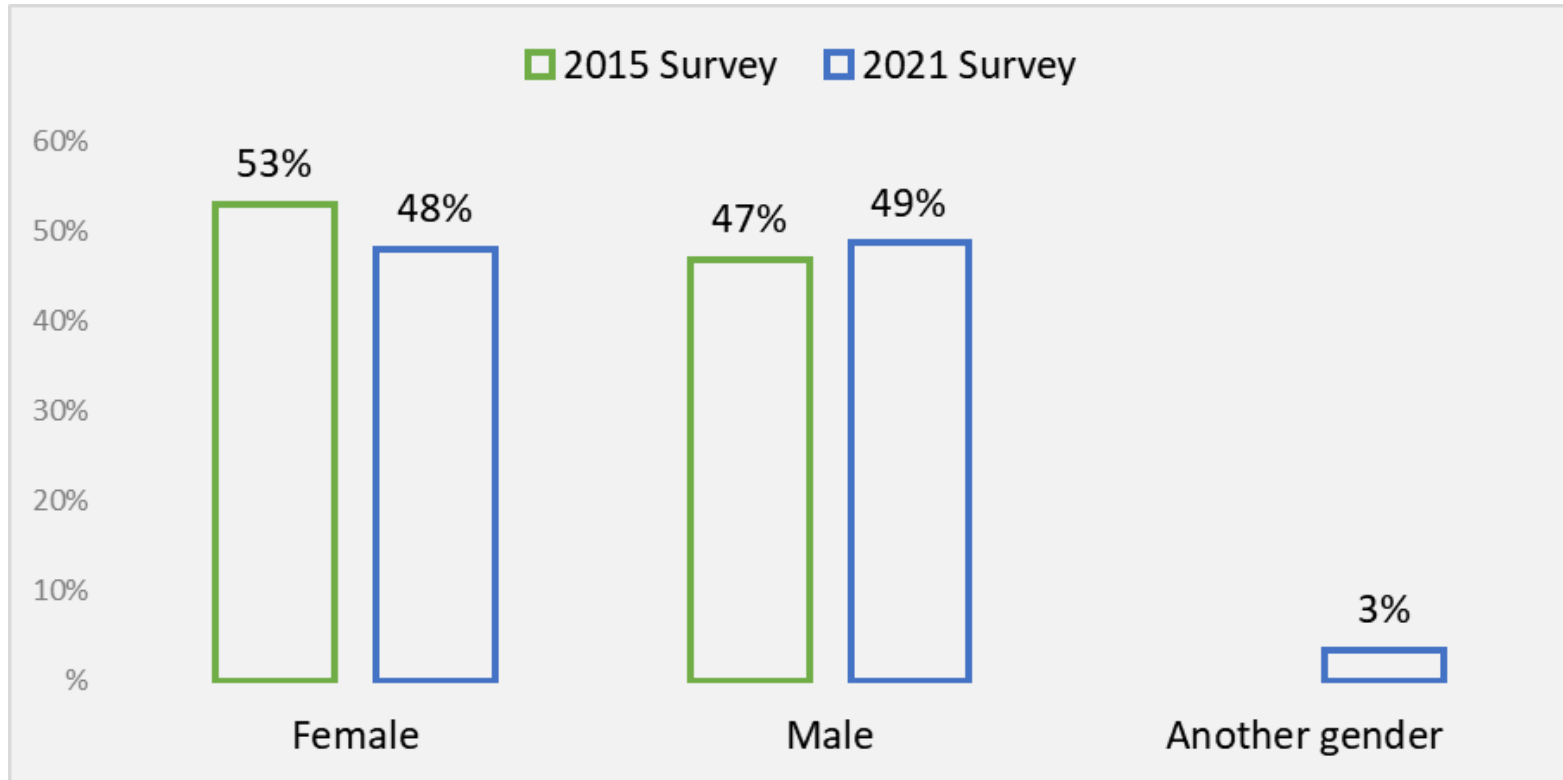
Note that income data from earlier surveys have not been adjusted to 2021 dollars. Since the income data are provided in categories rather than exact numbers, attempting to adjust these data for inflation is likely to produce unreliable results.

n: 504 (2015 Survey); n: 146 (2021 Survey)

May not add to 100% due to rounding

Ashby BART Rider Demographics: Comparison

Exhibit A14: Compare Gender



n: 594 (2015 Survey); n: 150 (2021 Survey)

May not add to 100% due to rounding

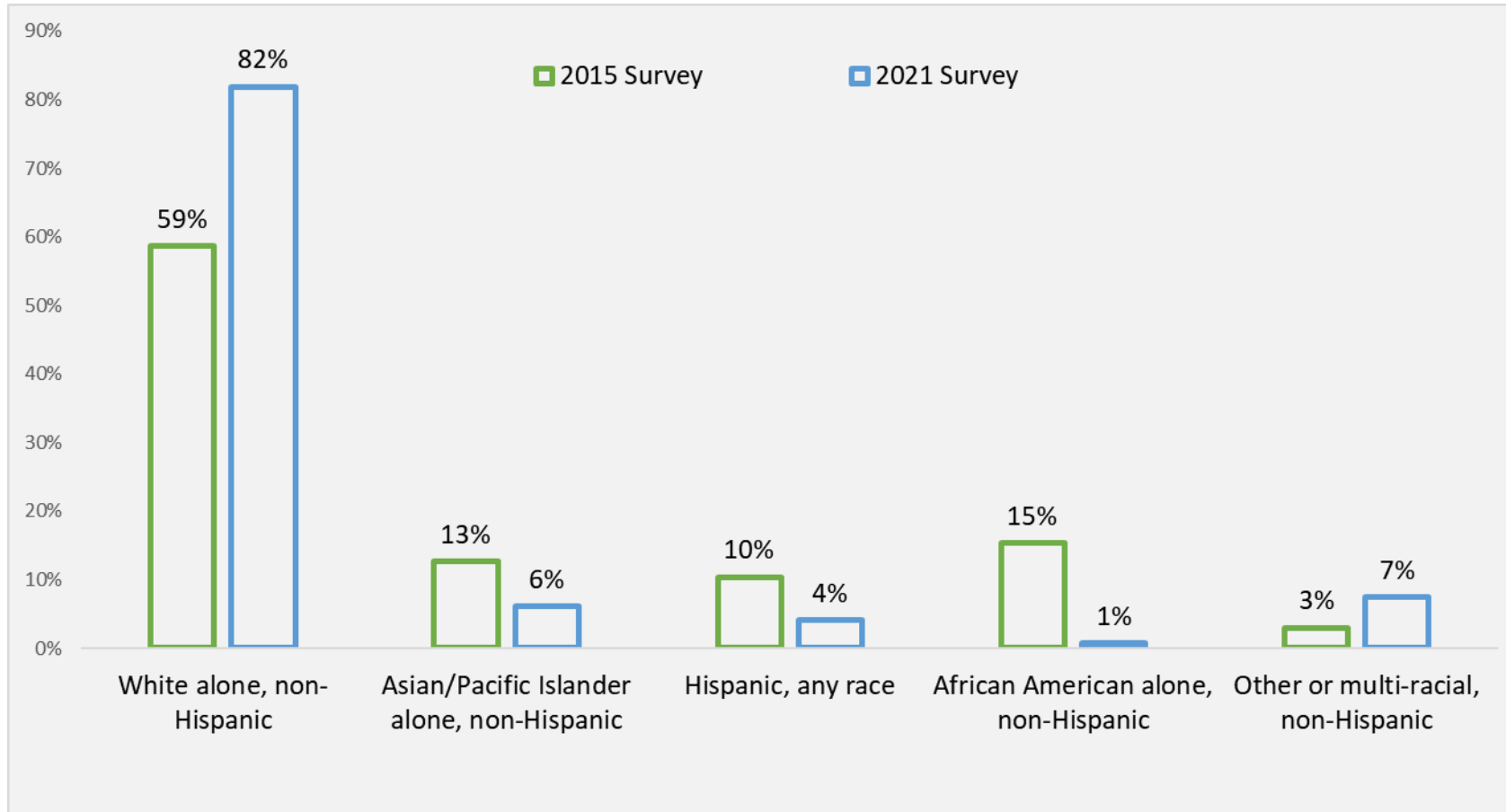
Exhibit A14 compares Ashby BART riders' gender as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2021 survey captured a more even split of female and male respondents compared to the 2015 survey, which had a higher percent of female respondents.

The 2021 survey also captured responses from those who identified as another gender, an option not available in the 2015 survey.

Ashby BART Rider Demographics: Comparison

Exhibit A15: Compare Race/Ethnicity



n: 562 (2015 Survey); n: 149 (2021 Survey)

May not add to 100% due to rounding

Exhibit A15 compares Ashby BART riders' race/ ethnicity as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2021 survey captured significantly more responses from White, non-Hispanic riders and significantly less responses from non-White riders compared to the 2015 survey.

Ashby BART Rider Survey Responses

Exhibits A16-A26

Ashby BART Rider Response: Comparison

Exhibit A16 compares Ashby station riders' frequency of BART use as a percent of the total responses to this question from the 2015 and 2021 surveys.

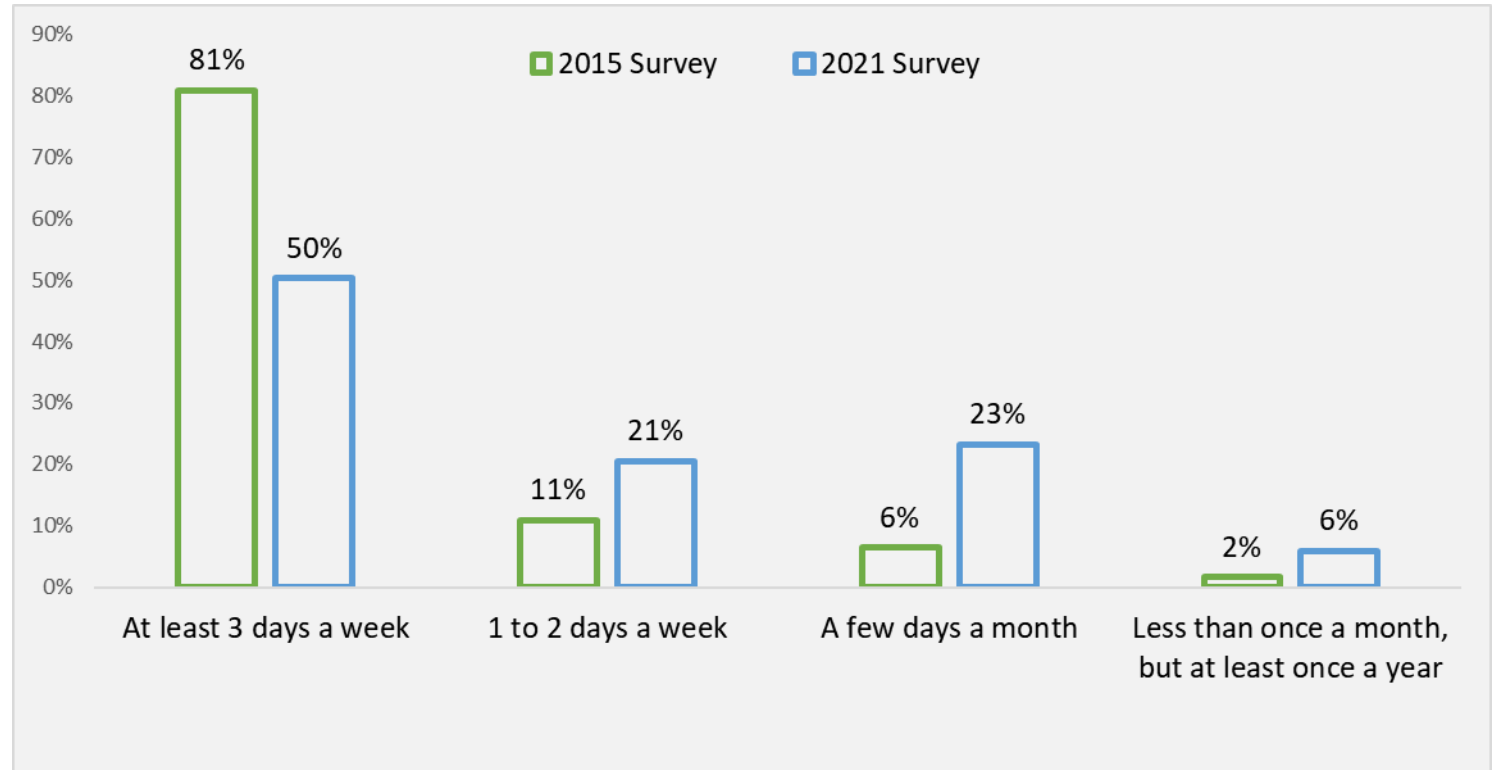
Generally, the 2021 survey captured less frequent riders than the 2015 survey. This is most likely due to the different survey instruments and audiences.

The 2015 survey was conducted in-person with BART riders on the train platform. The question asked was, "How often do you currently ride BART?"

The 2021 survey was online for seven weeks and promoted to a wide range of people with a variety of interest in the project. The question asked was, "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

Responses to the 2021 survey were weighted by BART rider frequency for analysis of station access.

Exhibit A16: Compare Frequency of BART Use



n: 593 (2015 Survey); n: 185 (2021 Survey)

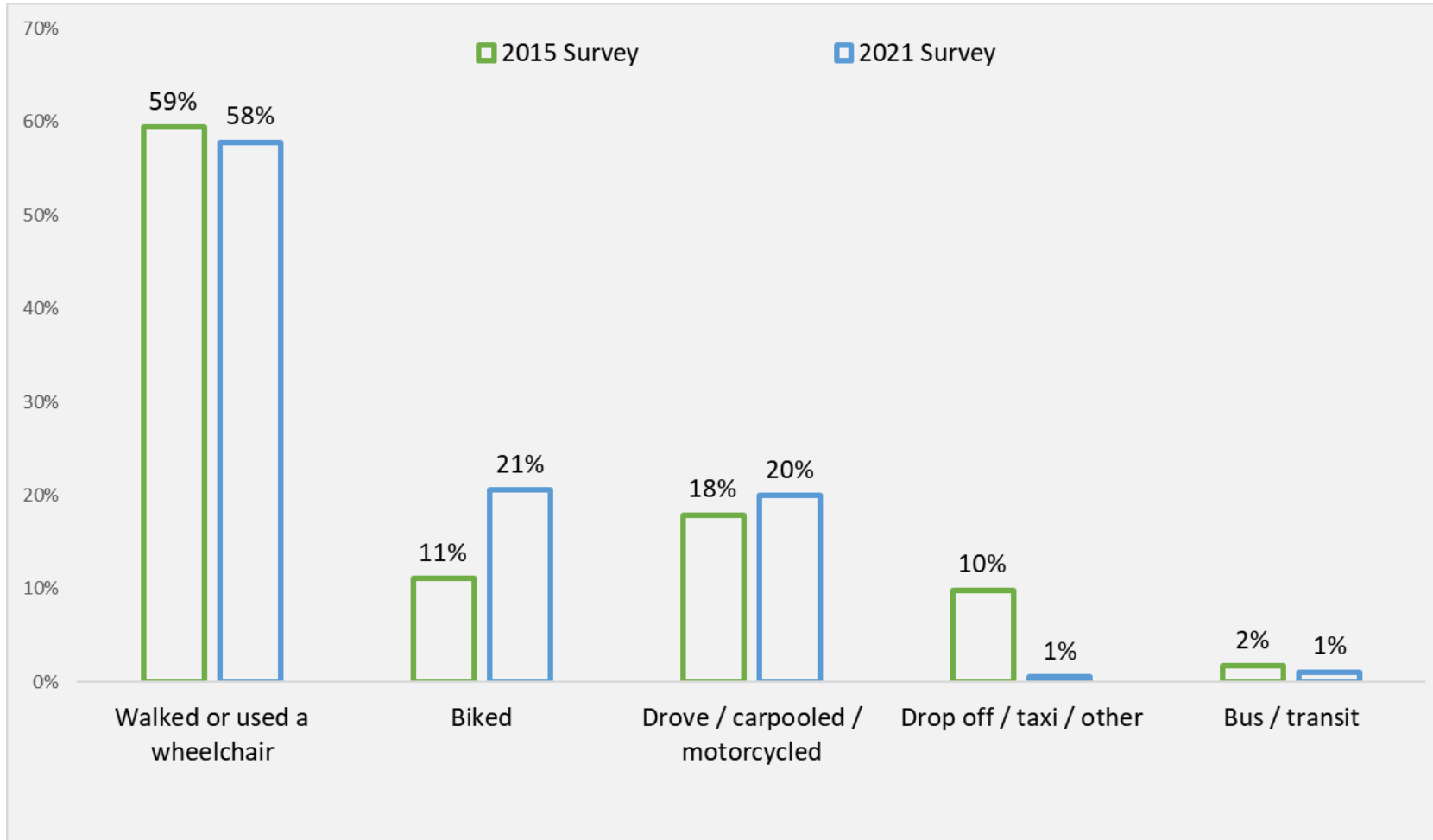
2015 Question: "How often do you currently ride BART?"

2021 Question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

May not add to 100% due to rounding

Ashby BART Rider Response: Comparison

Exhibit A17: BART Rider Station Access



May not add to 100% due to rounding

n: 599 (2015 Survey); n: 185 (2021 Survey)
2015 Question: "How did you get to BART today?"
2021 Question: "How did you usually get to this BART station from your home in 2019?"

Exhibit A17 compares Ashby BART riders' mode of station access as a percent of the total responses to this question from the 2015 and 2021 surveys.

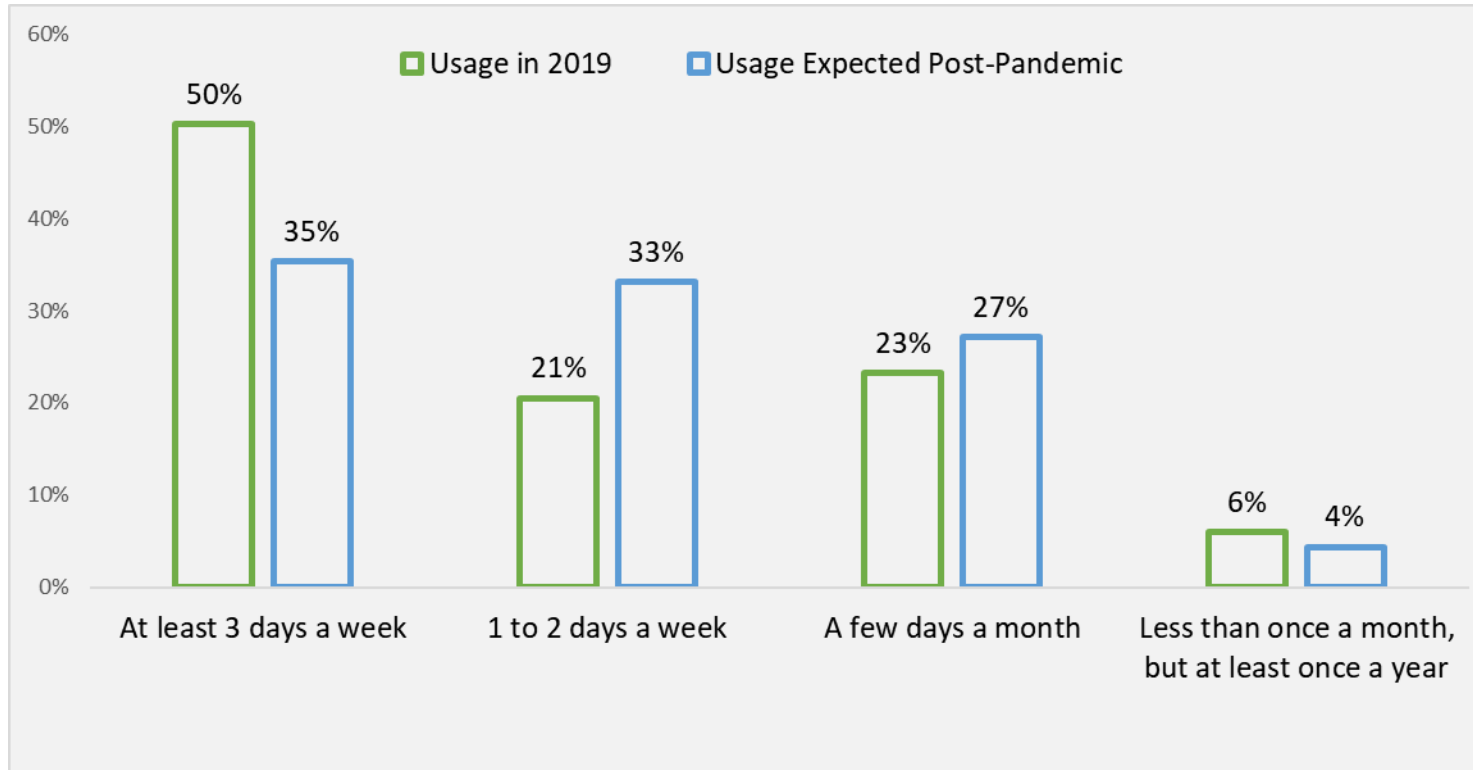
Respondents to the 2015 were asked to provide the access used on the day of the survey while respondents to the 2021 survey were asked, "How did you usually get to this BART station from your home in 2019?"

The 2021 survey captured significantly more respondents who biked to the station and significantly less from those who got dropped off compared to the 2015 survey.



Ashby BART Rider Response: 2021 Survey

Exhibit A18: Change in BART Frequency of Use



n: 185 (Usage in 2019); n: 184 (Expected post-pandemic)

Usage in 2019 Question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

Usage expected post-pandemic Question: "How much do you anticipate using BART once the COVID pandemic is under control?"

May not add to 100% due to rounding

Exhibit A18 compares responses to two questions in the 2021 survey:

1. **Usage in 2019:** About how often did you ride BART in 2019 (before the COVID-19 pandemic)?
2. **Usage Expected Post-Pandemic:** How much do you anticipate using BART once the COVID pandemic is under control?

Respondents indicated that they expect to use BART less post-pandemic than when they used it in 2019.

Ashby BART Rider Response: 2021 Survey

Exhibit A19: Suggested Access Improvements by Non-Driving Riders

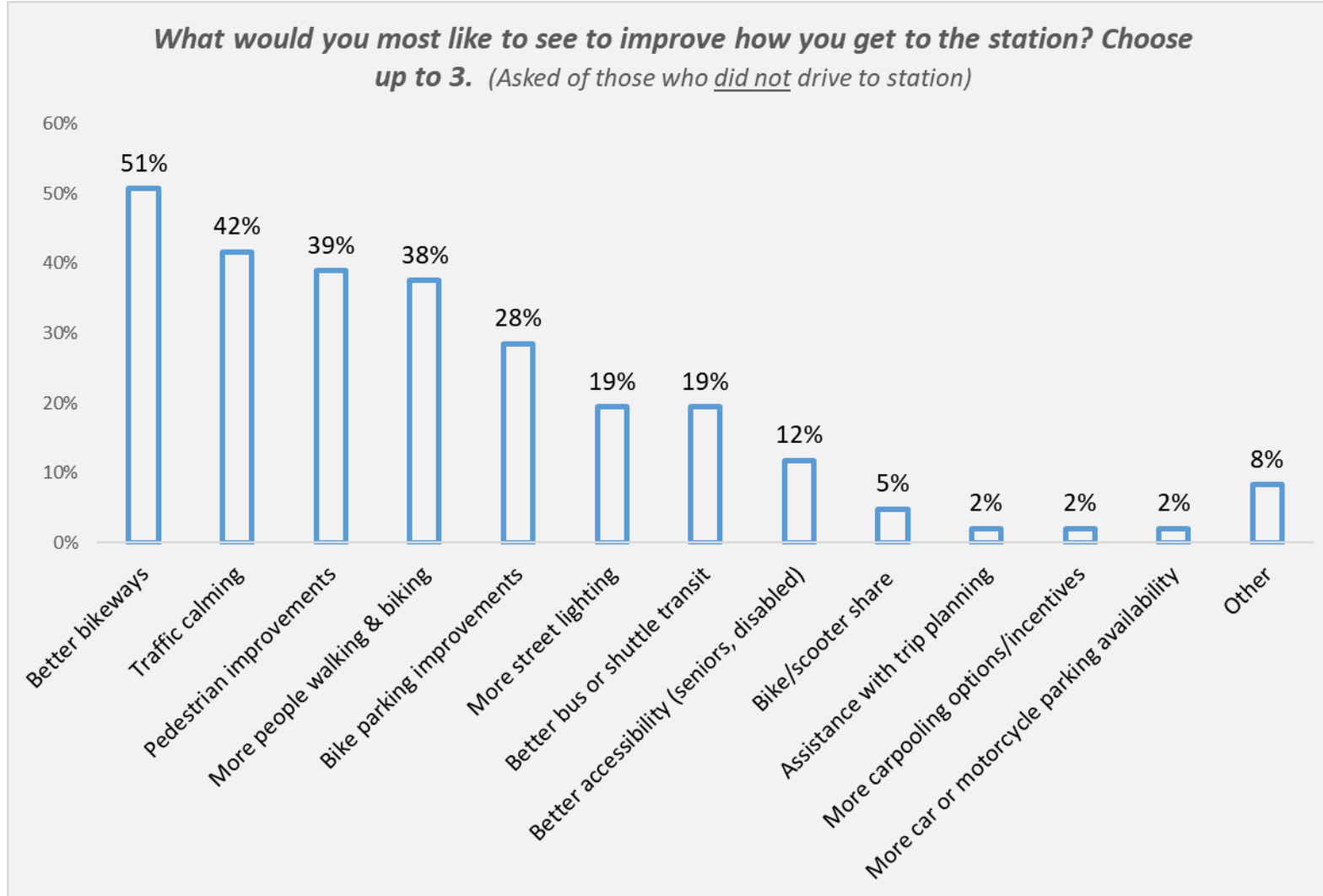


Exhibit A19 shows, as a percent of the total respondents to this question, access improvements that Ashby BART riders would like to see. It was asked of those who responded that they did not drive and park to get to BART. They were allowed to choose up to three improvements.

The three highest ranked improvements chosen by the 144 respondents were better bikeways, traffic calming, and pedestrian improvements.

Ashby BART Rider Response: 2021 Survey

Exhibit A20: Suggested Access Improvements by Riders Who Drive

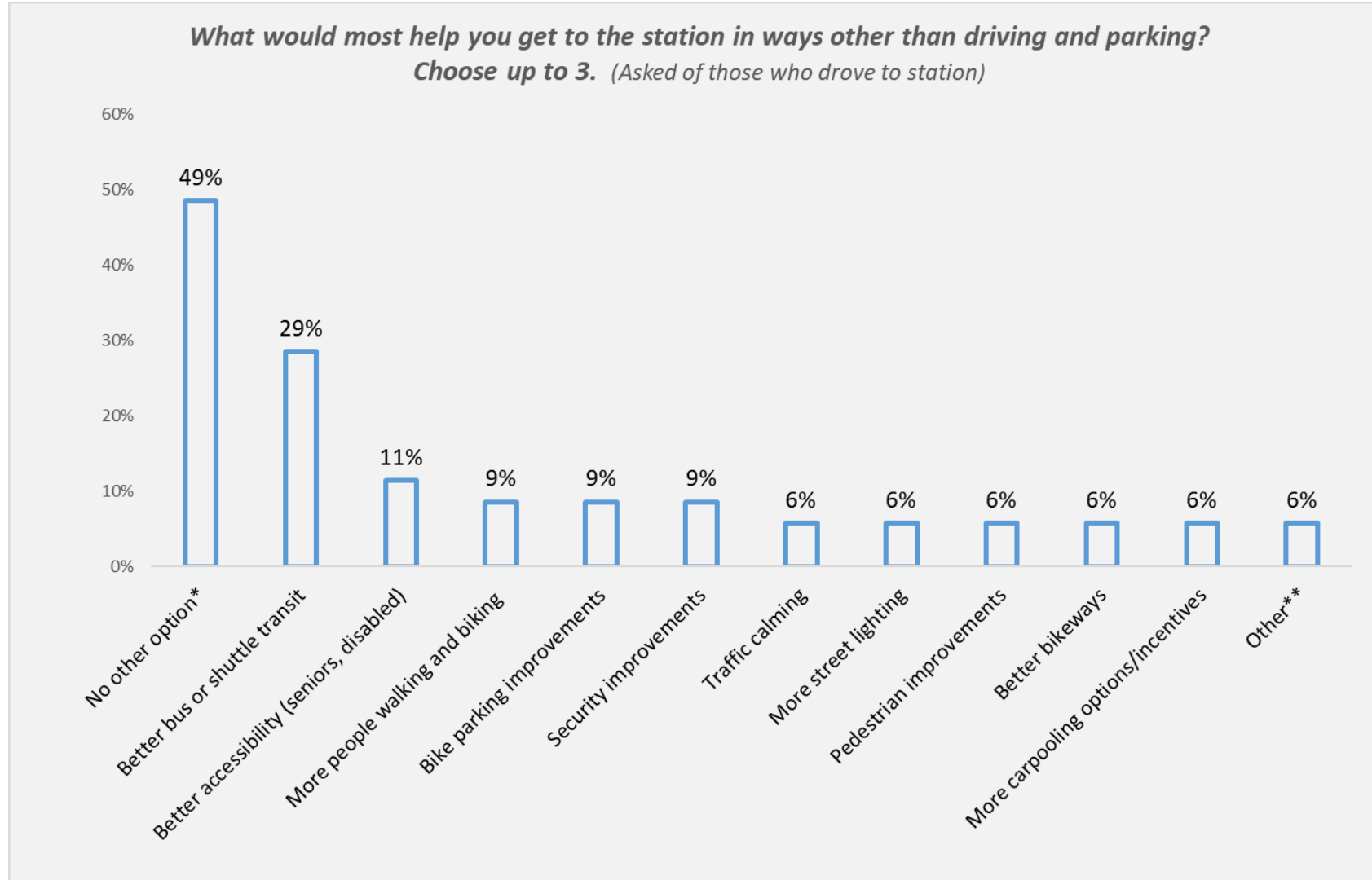


Exhibit A20 shows, as a percent of the total respondents to this question, access improvements that Ashby BART riders think would help them get to the station by ways other than driving and parking. This was asked of those who drove and parked to access BART. They were allowed to choose up to three improvements.

Almost a third might be encouraged to get to the station using bus or shuttle transit if service were improved and over 10 percent if there were better accessibility for seniors and those with disabilities. Other potential improvements, however, were chosen by nine percent or less of the respondents.

Almost half of the 35 who drove to and from BART indicated they had no other option.

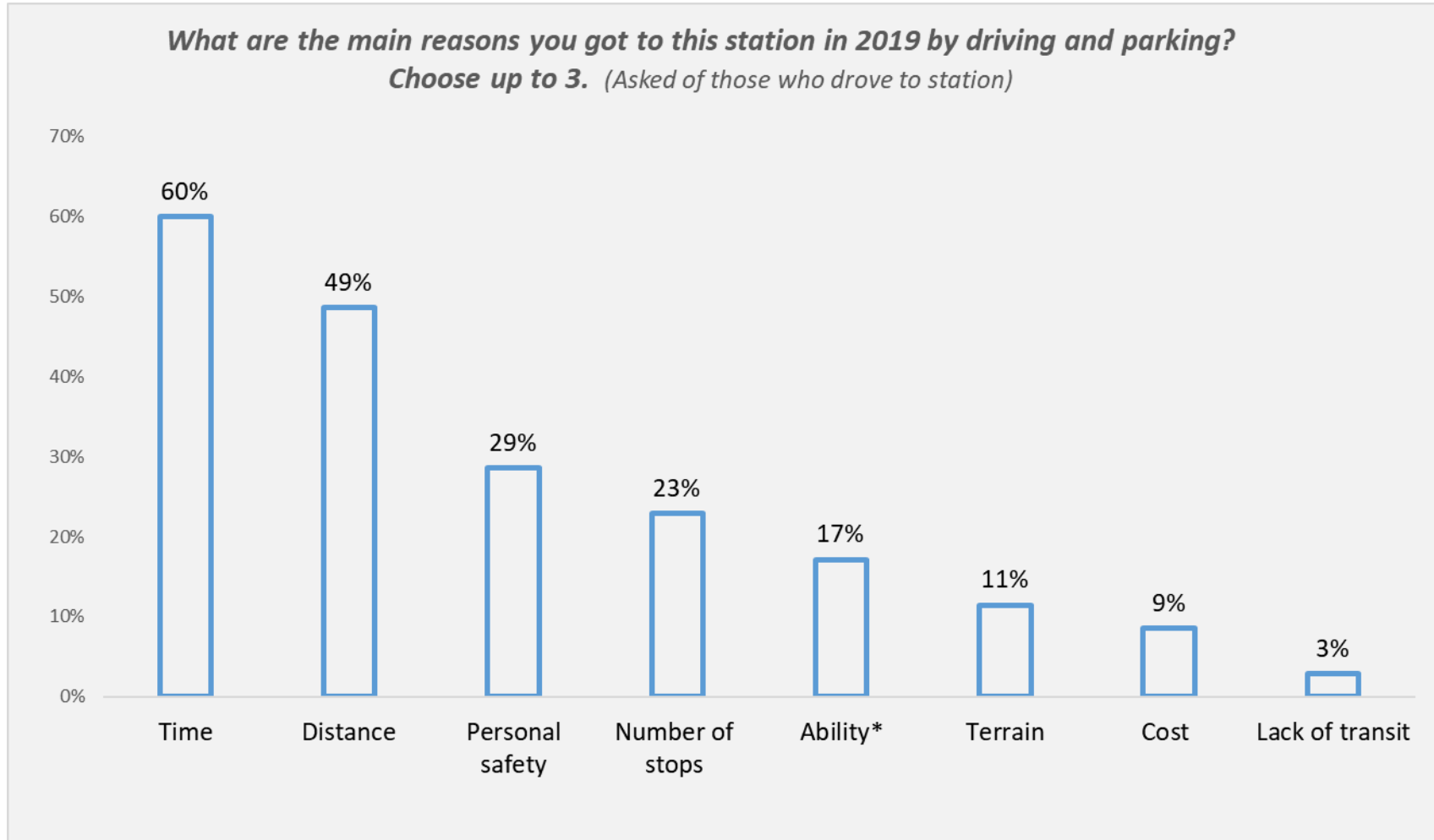
n: 35 (small sample size, use data with caution); Will not add to 100%, multiple responses possible.

** The "no other option" percentage was adjusted to exclude those who also selected one or more other response options.*

*** Other includes trip planning and free-form suggestions.*

Ashby BART Rider Response: 2021 Survey

Exhibit A21: Reasons Why Riders Drive and Park to Access BART



n: 35

* A few age-related other specify responses are included in the "ability" category

Will not add to 100%, multiple responses possible

Exhibit A21 shows that Ashby riders who drove and parked to access BART have a variety of reasons for doing so.

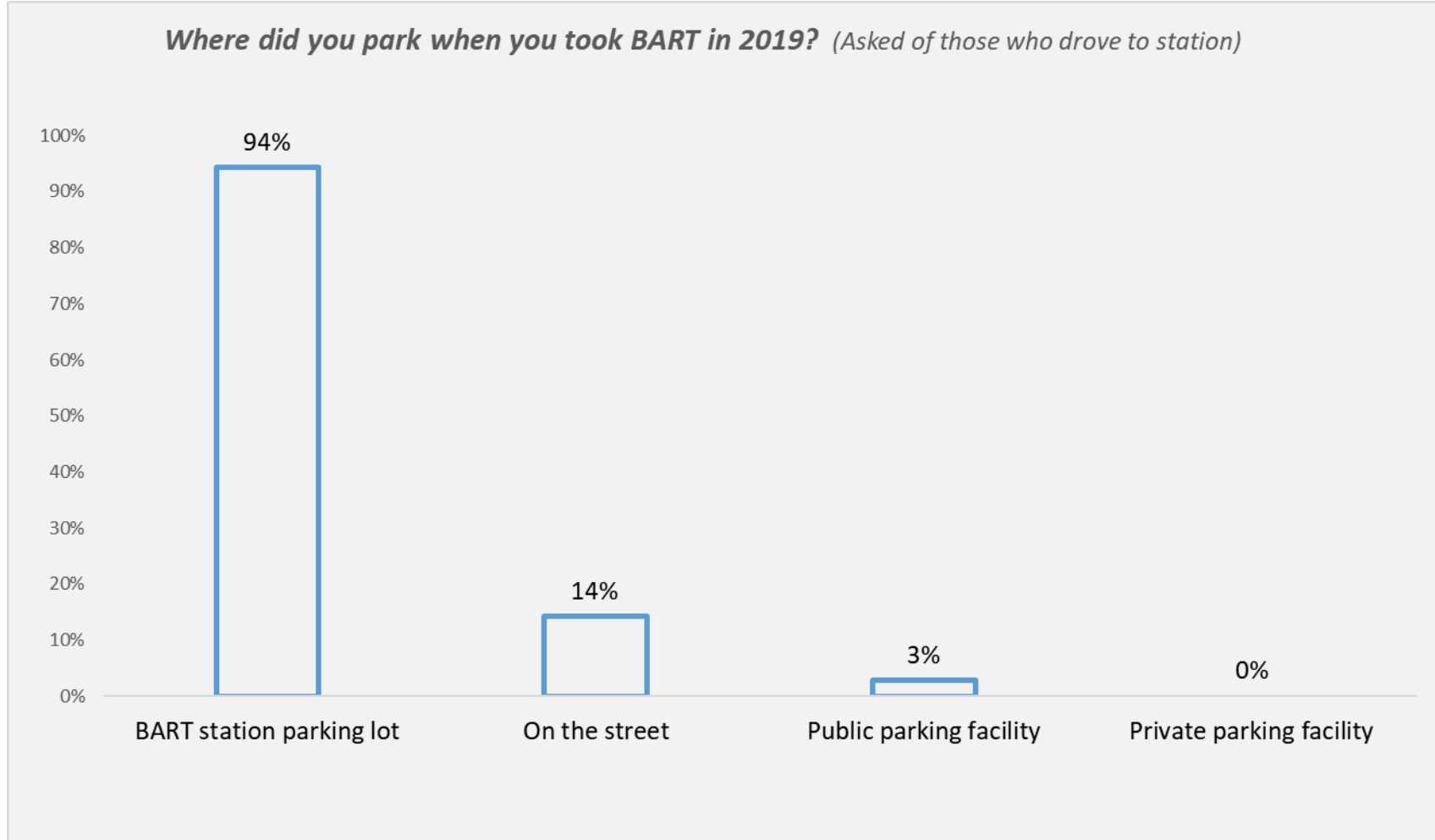
The three most common reasons were time, distance, and personal safety.

This exhibit summarizes the raw responses to this question only. For analysis of station access, responses to the 2021 survey were weighted by BART rider frequency.



Ashby BART Rider Response: 2021 Survey

Exhibit A22: Where Riders Park to Access BART



n: 35

3 (9% of respondents) selected both "BART station parking lot" and "On the street".

Will not add to 100%, multiple responses possible

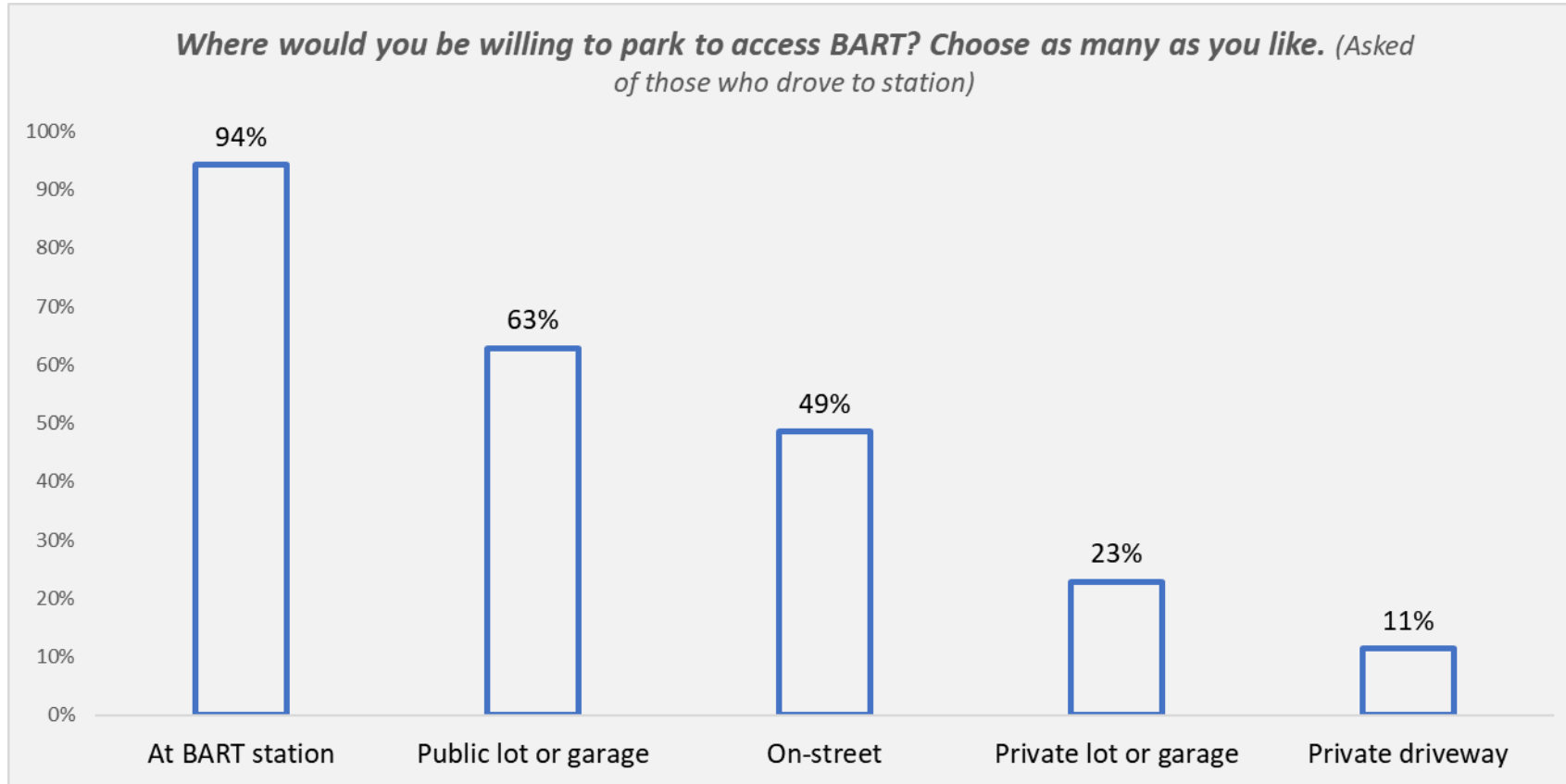
Exhibit A22 shows that Ashby riders who drove to access BART in 2019 parked their cars in various locations. Respondents were allowed to choose as many answers as they liked. As a result, the sum of the percent for each response exceeds 100%.

The vast majority of BART riders who drove in 2019 responded that they parked their cars at the BART station lot. Three respondents (9%) selected both "BART station parking lot" and "On the street".



Ashby BART Rider Response: 2021 Survey

Exhibit A23: Where Riders Would be Willing to Park to Access BART



n: 35

Will not add to 100%, multiple responses possible

Exhibit A23 shows where Ashby riders who drove are willing to park in order to access BART.

The majority of the 35 respondents were willing to park in a public lot or garage in addition to parking at the BART station. Almost half were also willing to park on-street.

Ashby BART Rider Response: 2021 Survey

Exhibit A24: Trade-offs Between Parking Pricing and Availability

Which of the following matters more to you regarding parking at BART? (Asked of those who drove to station)

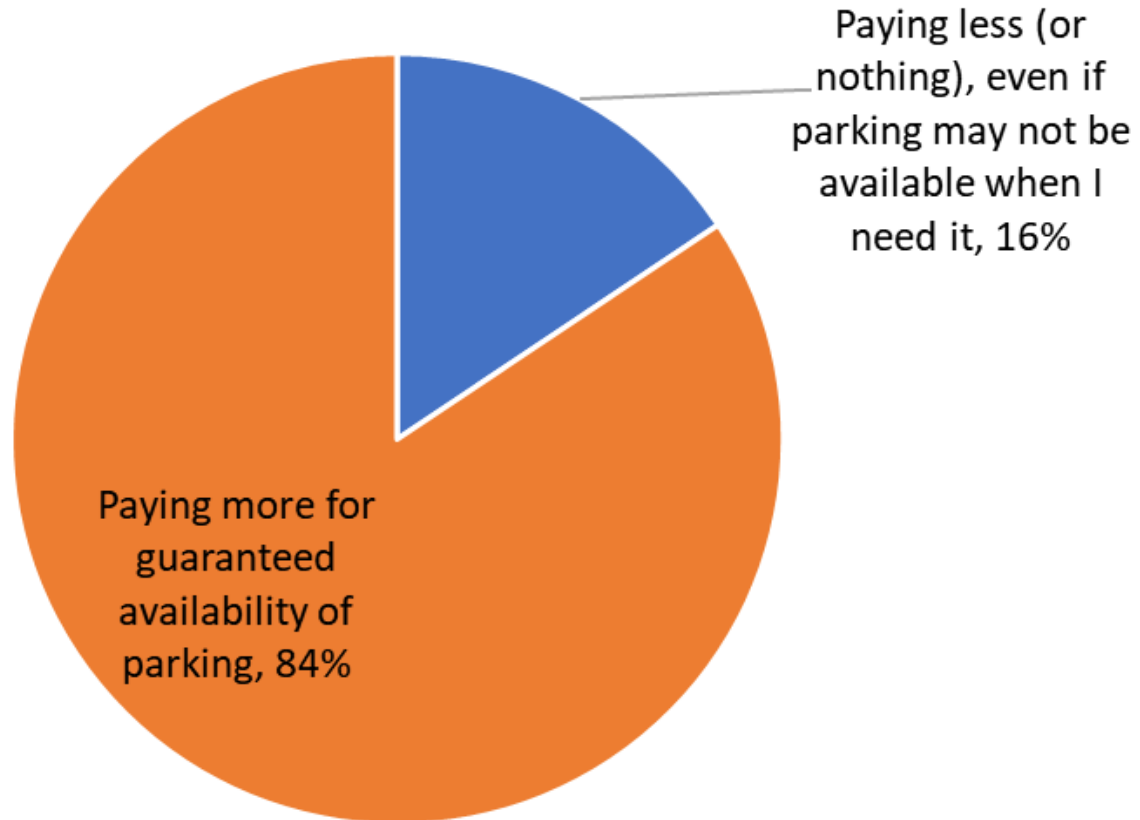


Exhibit A24 shows the preferences of trade-offs between parking price and availability by Ashby riders who drove and parked to access BART.

The majority of the 32 respondents would prefer to pay more to ensure parking availability.

Ashby BART Rider Response: 2021 Survey

Exhibit A25: Longest Walk Time from Parking to BART Station

What is the longest amount of time that you would you be willing to walk from your parking space to get to a BART station entrance? Select one. (Asked of those who drove to station)

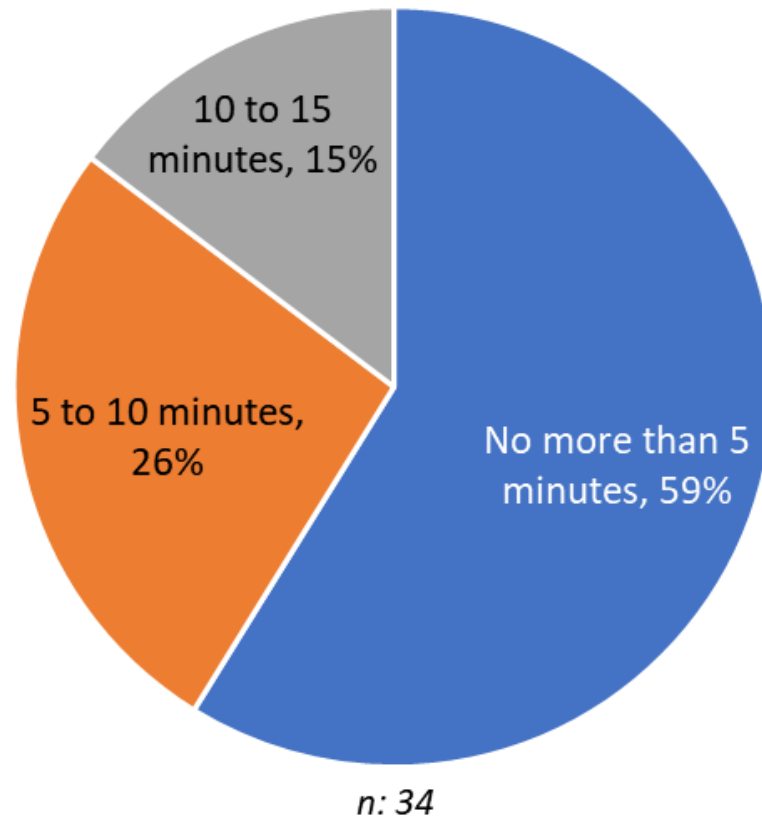


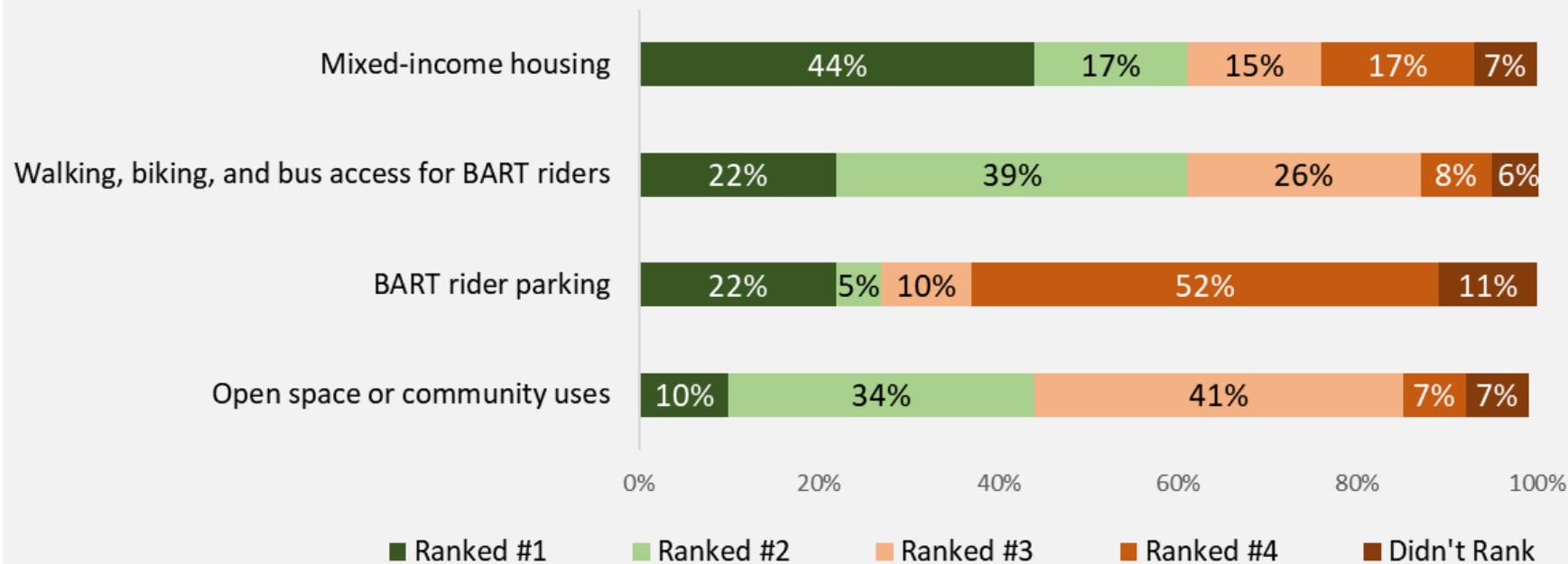
Exhibit A25 shows the longest amount of time that Ashby riders who drove would be willing to walk from their parking space to the BART station entrance.

The majority of the 34 respondents prefer to walk five minutes or less, but a sizeable portion of drivers are willing to walk up to 10 or 15 minutes.

Ashby BART Rider Response: 2021 Survey

Exhibit A26: Priorities for the BART Station Development

What would you like to see prioritized in the development at your home BART station? Rank from 1 (the highest priority) to 4 (the lowest priority) for each use or purpose below.



n: 184

May not add to 100% due to rounding

Exhibit A26 summarizes Ashby BART riders' priorities for the development at this station.

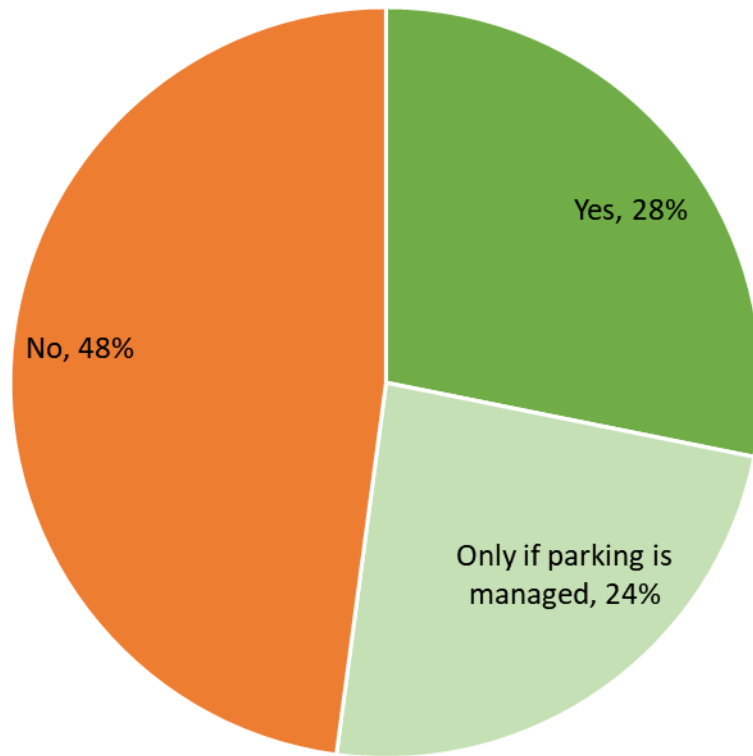
In terms of the highest priority, "Mixed-income housing" ranked number one with 44 percent of the 184 respondents. Summing up rank one and two reveals that "Mixed-income housing" and "Walking, biking, and bus access for BART riders" each correspond to 61 percent of respondents.

Ashby Station Area Resident Responses Exhibits A27-A28

Ashby Station Area Resident Response: 2021 Survey

Exhibit A27: Response to Letting BART Riders Park On-Street

Do you support letting BART riders park their cars on your neighborhood streets?



n: 142

May not add to 100% due to rounding

Exhibit A27 summarizes responses from residents who live near the Ashby BART station regarding BART riders parking on neighborhood streets.

More than half of the 142 respondents supported letting BART riders park their cars on their neighborhood streets, particularly if parking is managed. Less than half were opposed.

This exhibit does not include 10 respondents who chose “other” but whose input did not fall into these categories with remarks such as, “don’t live near the station”, “don’t care”, etc.

Ashby Station Area Resident Response: 2021 Survey

Exhibit A28: Response to Renting Parking Spaces to BART Riders

What is your interest and ability in renting out a parking space on your household's property (such as your driveway) to a BART rider who drives and parks?

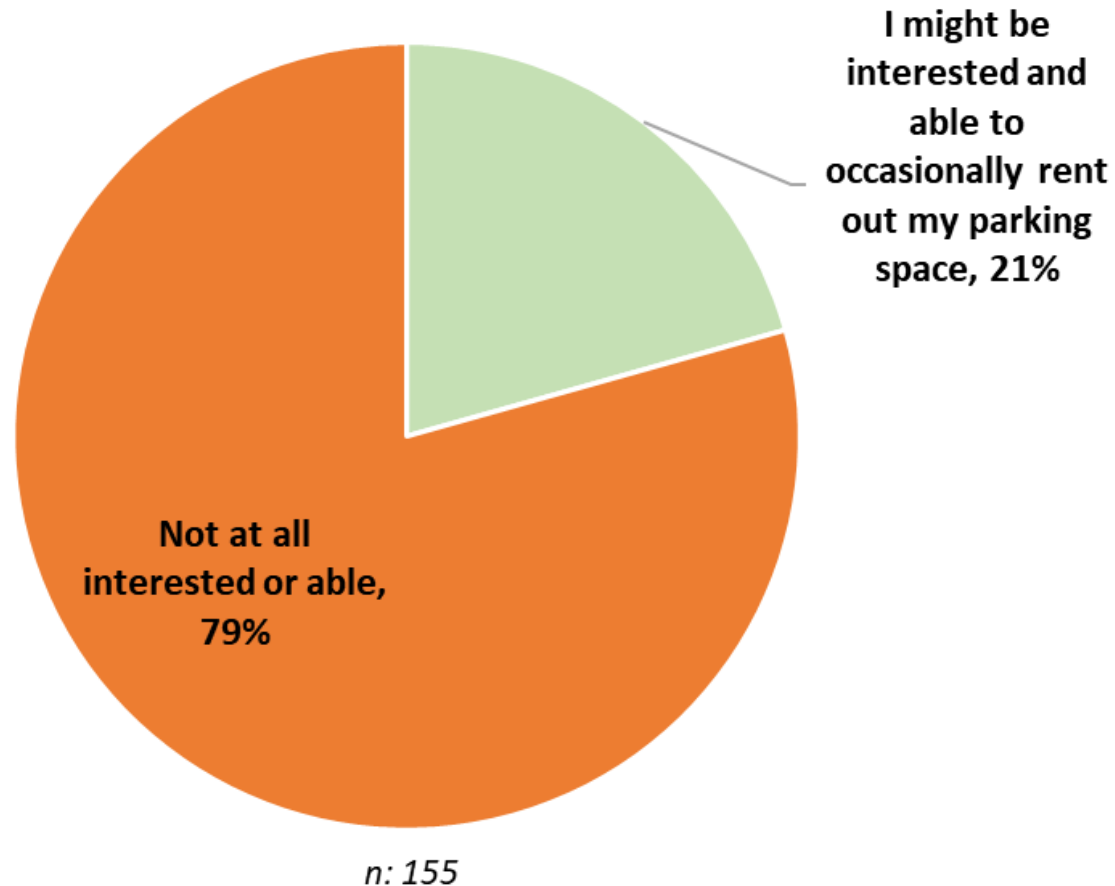


Exhibit A28 summarizes responses from residents who live near the Ashby BART station regarding their interest and ability to rent a parking space on their property to riders who drive and park. 21 percent indicated they might be interested and able to occasionally rent out their parking space to BART riders.

Ashby Interactive Map Comments

Exhibits A29-A30

Ashby Station: 2021 Interactive Map Comments

Exhibit A29: Interactive Map Comments

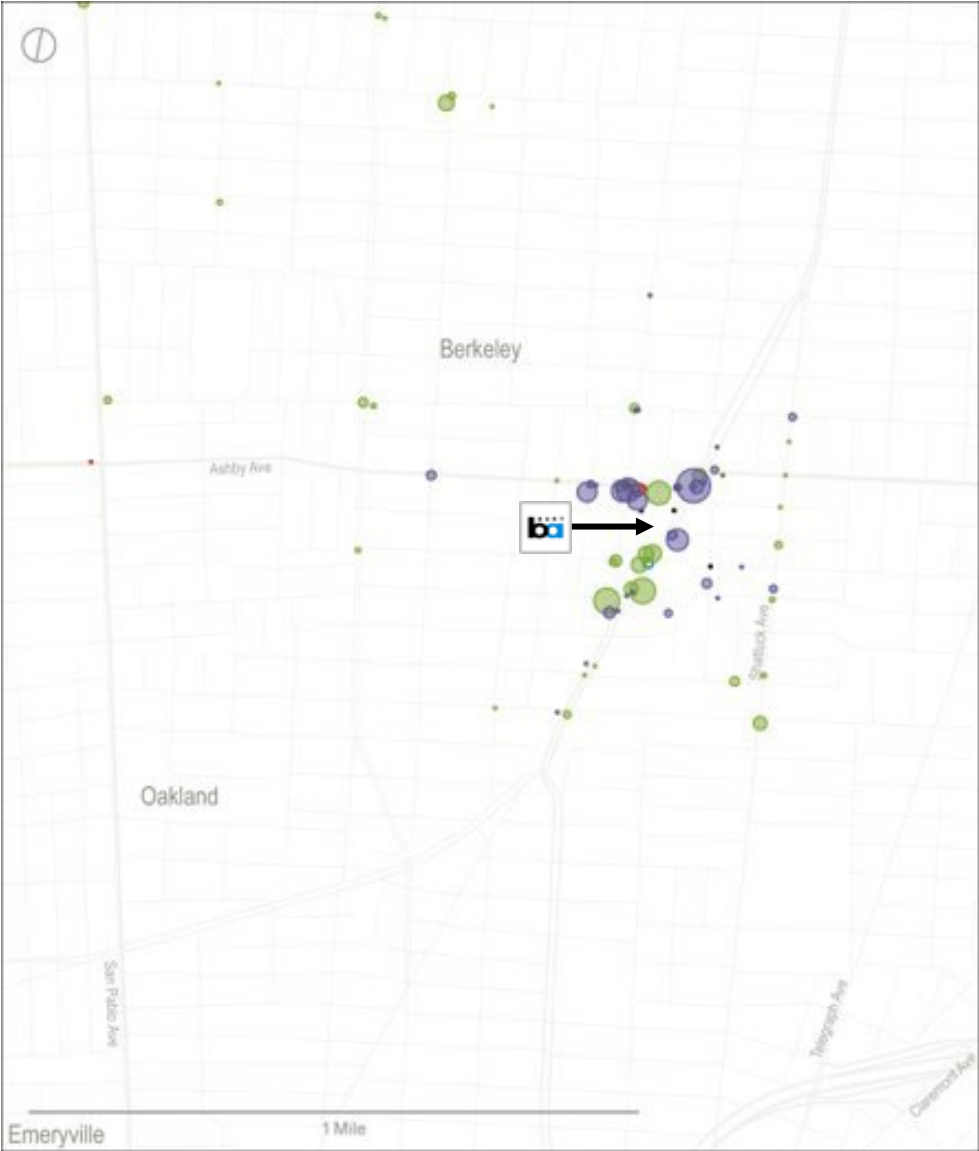







Exhibit A29 shows the frequency of public input by access mode received on the interactive map. Public input took the form of free-form comments and upvotes, which is how survey respondents indicated support for a particular comment.

In total, there were 296 comments and their upvotes received around the Ashby BART station, with the frequency by access mode as follows:

	Access Mode	Comments/Up-votes
	Bike	143 (48%)
	Walk	128 (43%)
	Transit	10 (3%)
	Parking	3 (1%)
	Car/Drop-off	1 (0%)
	Other	11 (4%)

Ashby Station: 2021 Interactive Map Comments

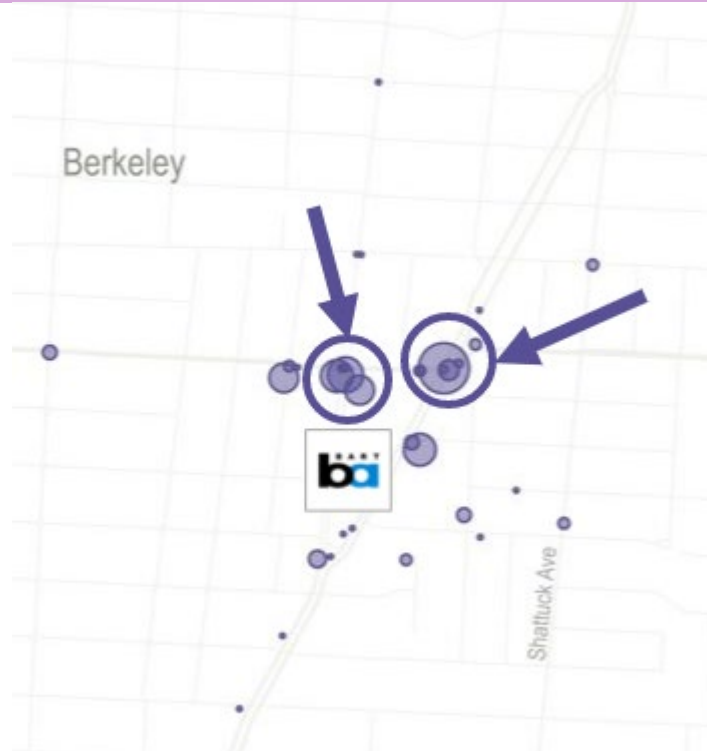
Exhibit A30 demonstrates some of the geographic concentrations of comments and up-votes on the interactive map by mode of travel within a half-mile of the Ashby Station. They include the roadways around the station serving as barriers to walking and biking in addition to a desire for added or upgraded bikeways on Shattuck Avenue east of the station.

Exhibit A30: Samples of Geographic Concentrations of Comments and Up-votes by Access Mode

52% of bike comments and up-votes identified the roadways around the station as barriers



54% of walk comments and up-votes focused on Ashby Ave's intersections with MLK Jr. Wy and Adeline St



13% of bike comments and up-votes focused on Shattuck Avenue



North Berkeley BART Rider Survey Response Demographics Exhibits B9-B15

North Berkeley BART Rider Demographics: 2021 Survey

Exhibit B9: Home Zip Codes from the 2021 Survey

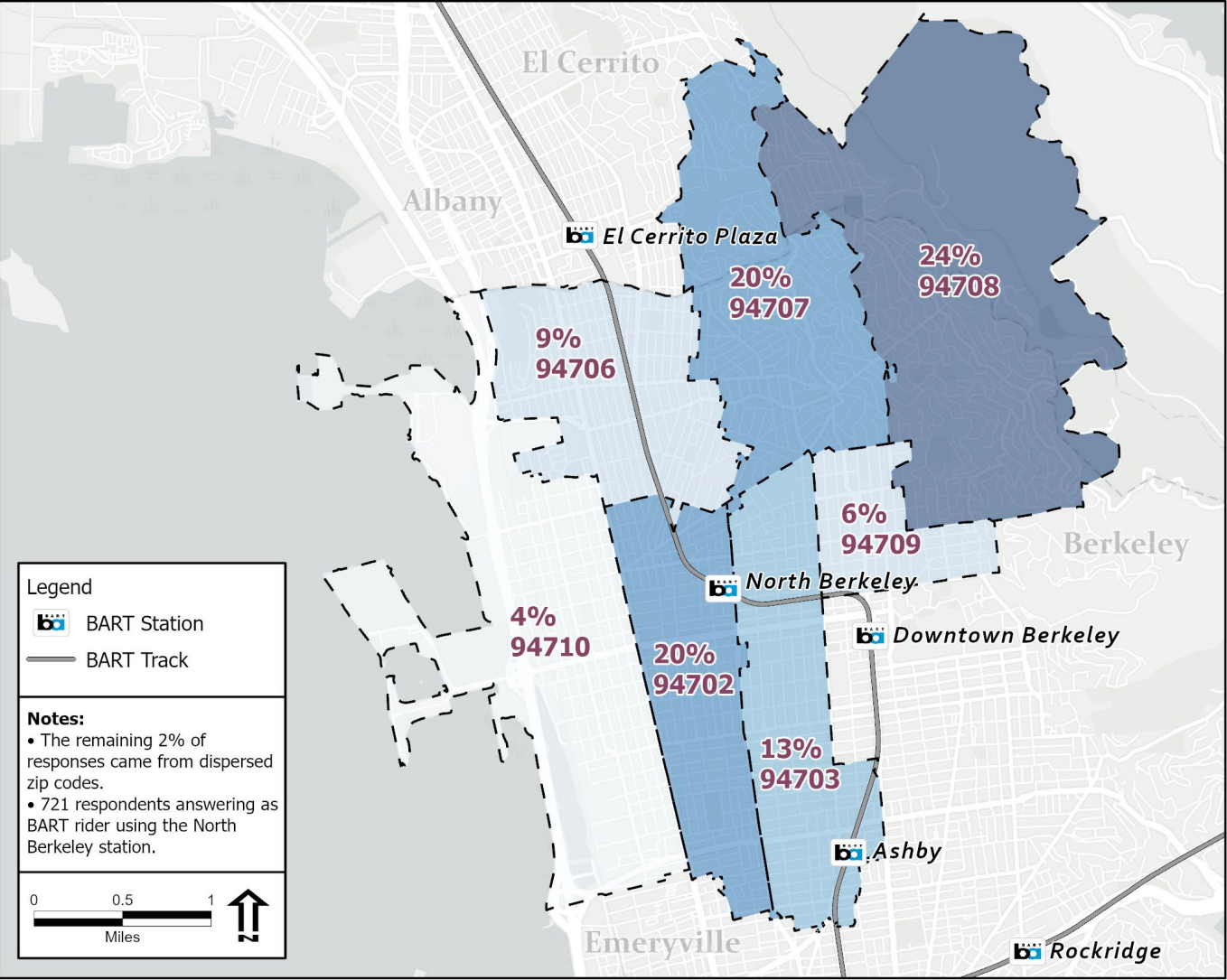
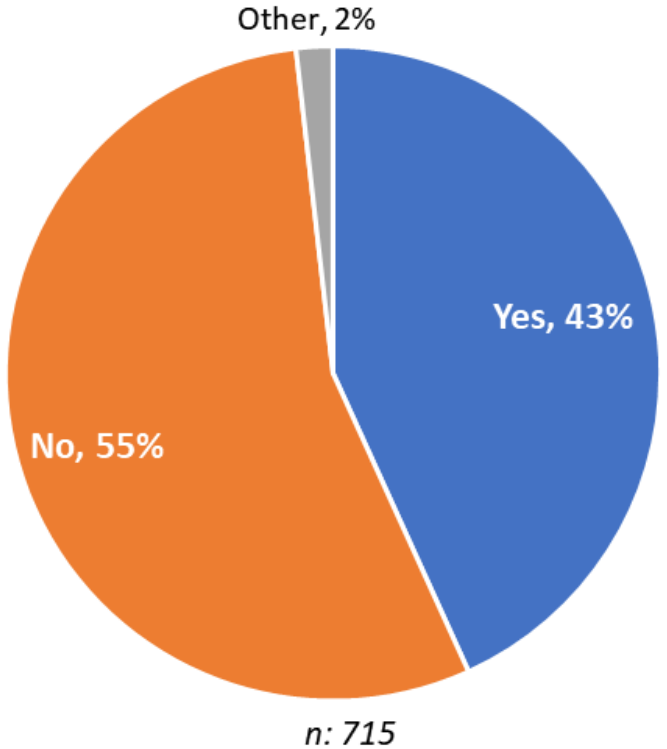


Exhibit B9 shows a map of North Berkeley BART riders' home zip codes as a percent of the total responses to this question from the 2021 survey.

A majority of respondents indicated that their home is not in a hilly area, as shown in **Exhibit B10**.

Exhibit B10: Is your home located in a hilly area?



North Berkeley BART Rider Demographics: Comparison

Exhibit B11: Compare Home Zip Codes

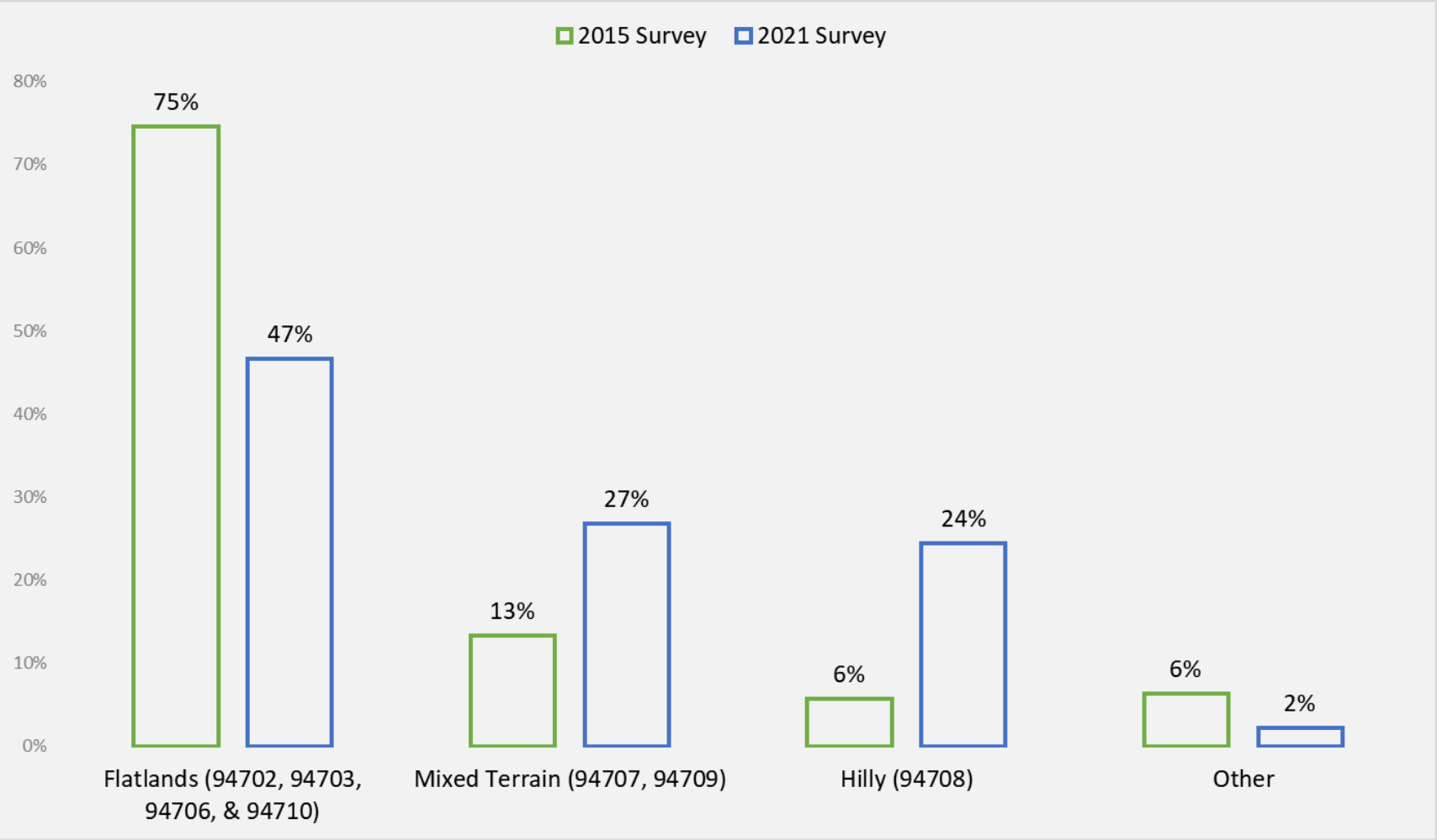


Exhibit B11 compares North Berkeley BART riders’ home zip codes as a percent of the total responses to this question from the 2015 and 2021 surveys.

Generally, the 2021 survey had more respondents from the hilly and mixed terrain areas around the station and less from the flatland areas compared to the 2015 survey.

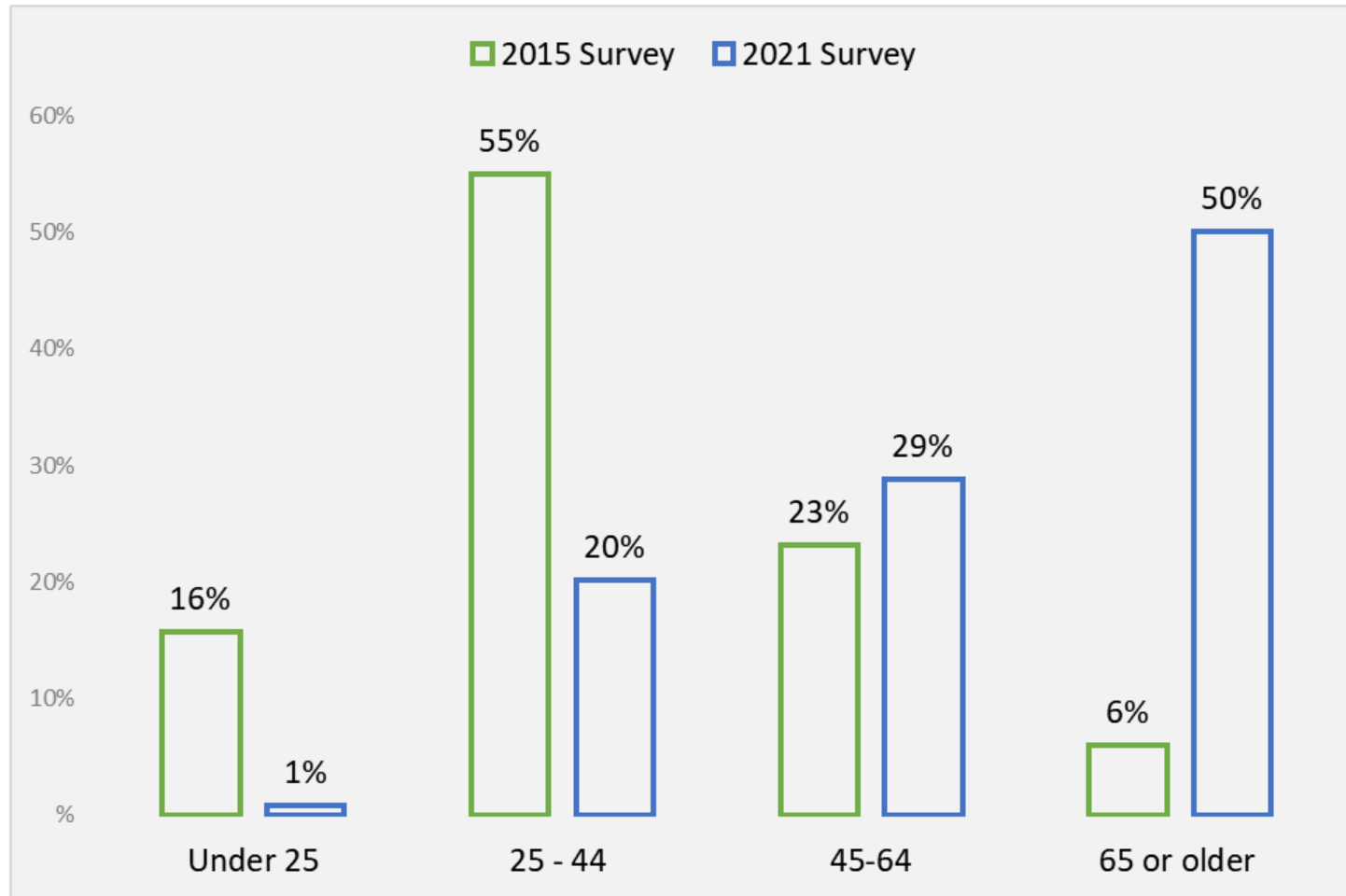
n: 633 (2015 Survey); n: 721 (2021 Survey)

May not add to 100% due to rounding



North Berkeley BART Rider Demographics: Comparison

Exhibit B12: Compare Age



n: 558 (2015 Survey); n: 485 (2021 Survey)

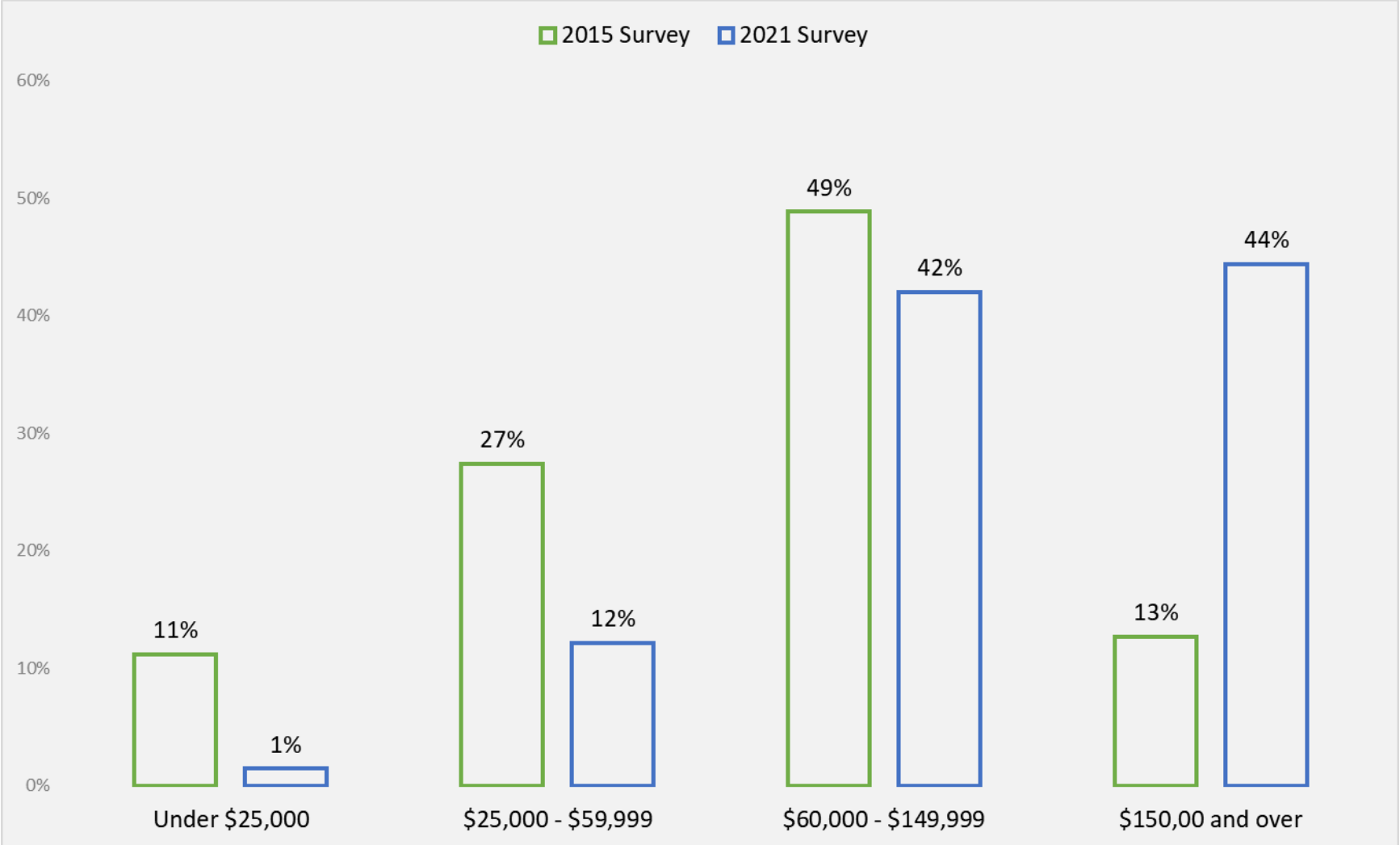
May not add to 100% due to rounding

Exhibit B12 compares North Berkeley BART riders' age as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2021 survey captured more respondents who were 45 and older and less respondents who were 44 and younger compared to the 2015 survey.

North Berkeley BART Rider Demographics: Comparison

Exhibit B13: Compare Annual Household Income



n: 424 (2015 Survey); n: 421 (2021 Survey)

May not add to 100% due to rounding

Exhibit B13 compares North Berkeley BART riders’ pre-tax annual household income as a percent of the total responses to this question from the 2015 and 2021 surveys.

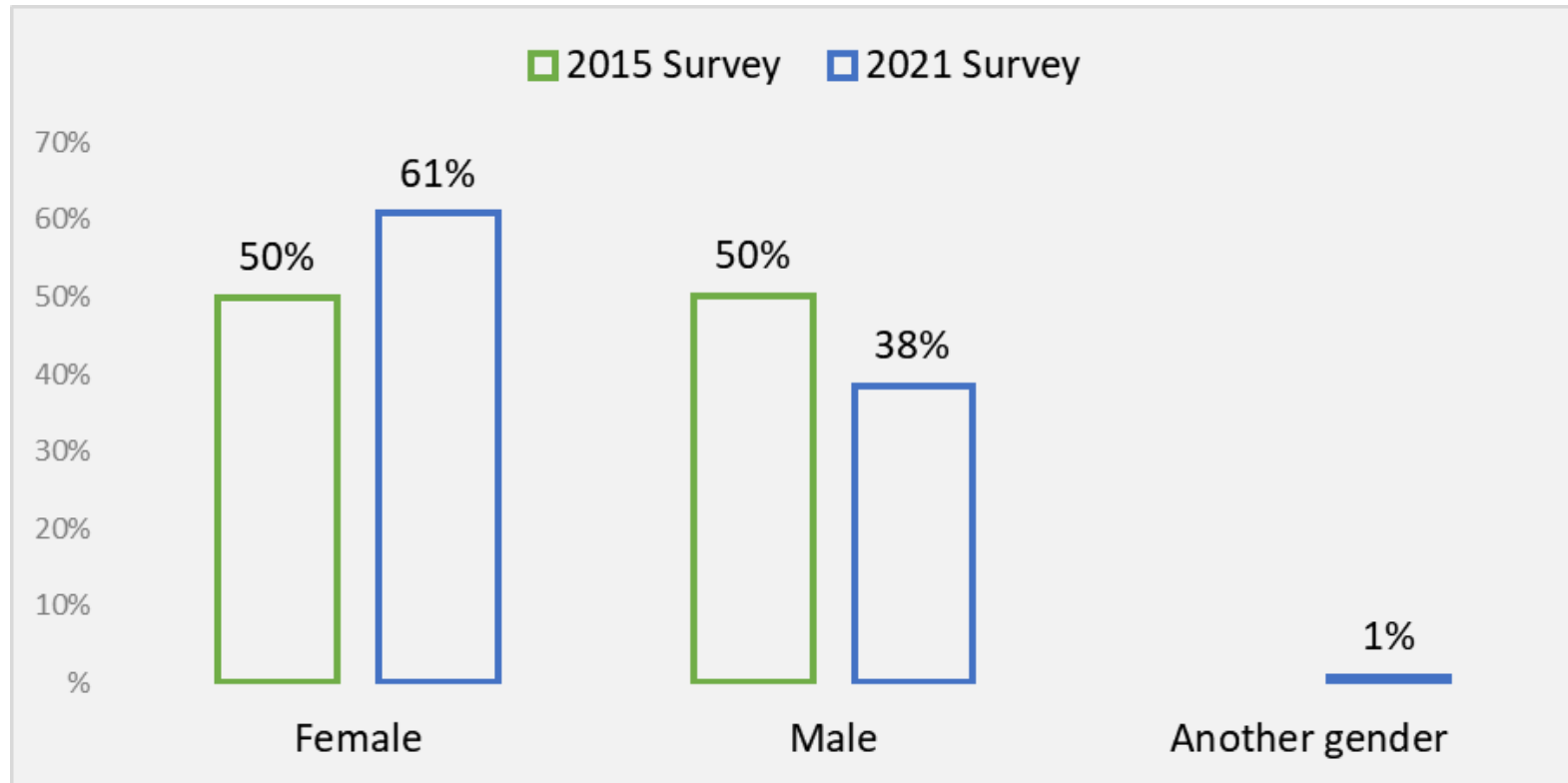
The 2021 survey captured significantly more respondents with household incomes of \$150,000 or more and significantly less respondents with household incomes less than \$60,000 compared to the 2015 survey.

Note that income data from earlier surveys have not been adjusted to 2021 dollars. Since the income data are provided in categories rather than exact numbers, attempting to adjust these data for inflation is likely to produce unreliable results.



North Berkeley BART Rider Demographics: Comparison

Exhibit B14: Compare Gender



n: 560 (2015 Survey); n: 482 (2021 Survey)

May not add to 100% due to rounding

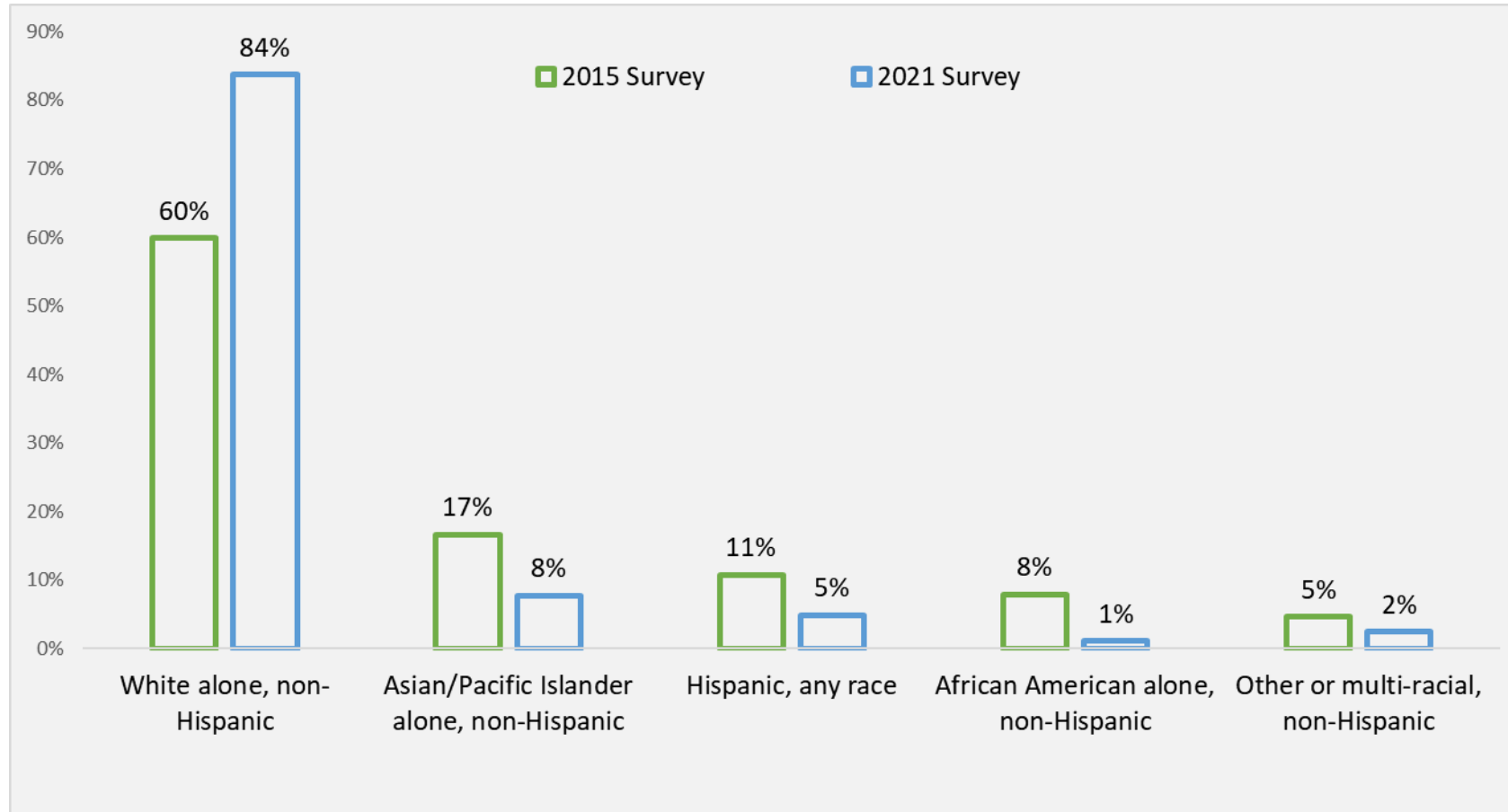
Exhibit B14 compares North Berkeley BART riders' gender as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2015 survey captured an even split of female and male respondents whereas the 2021 survey had a significantly higher percent of female respondents.

The 2021 survey also captured responses from those who identified as another gender, an option not available in the 2015 survey.

North Berkeley BART Rider Demographics: Comparison

Exhibit B15: Compare Race/Ethnicity



n: 556 (2015 Survey); n: 449 (2021 Survey)

May not add to 100% due to rounding

Exhibit B15 compares North Berkeley BART riders' race/ ethnicity as a percent of the total responses to this question from the 2015 and 2021 surveys.

The 2021 survey captured significantly more responses from White, non-Hispanic riders and significantly less responses from non-White riders compared to the 2015 survey.

North Berkeley BART Rider Survey Responses Exhibits B16-B26

North Berkeley BART Rider Response: Comparison

Exhibit B16 compares North Berkeley station riders' frequency of BART use as a percent of the total responses to this question from the 2015 and 2021 surveys.

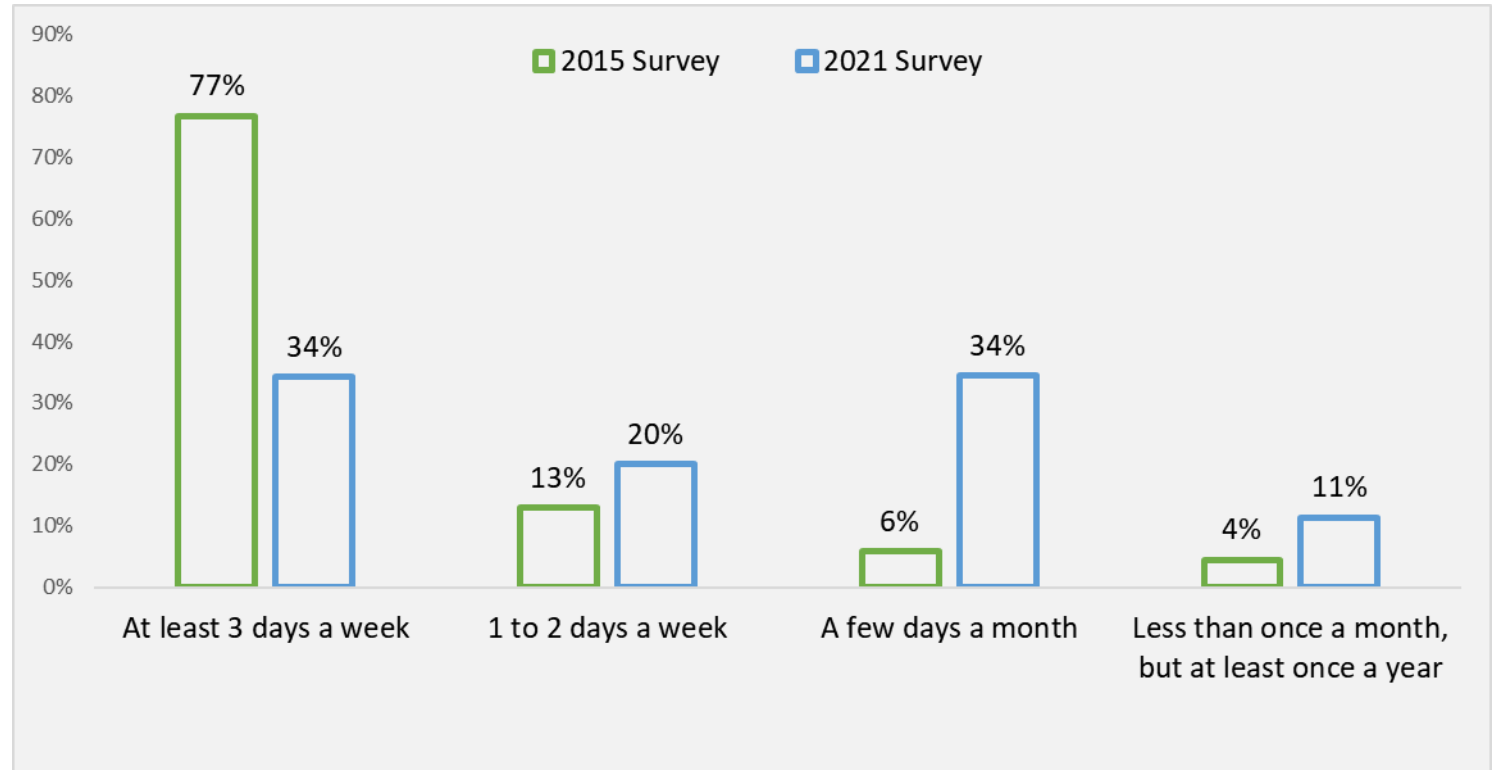
Generally, the 2021 survey captured less frequent riders than the 2015 survey. This is most likely due to the different survey instruments and audiences.

The 2015 survey was conducted in-person with BART riders on the train platform. The question asked was, "How often do you currently ride BART?"

The 2021 survey was online for seven weeks and promoted to a wide range of people with a variety of interest in the project. The question asked was, "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

Responses to the 2021 survey were weighted by BART rider frequency for analysis of station access.

Exhibit B16: Compare Frequency of BART Use



n: 560 (2015 Survey); n: 721 (2021 Survey)

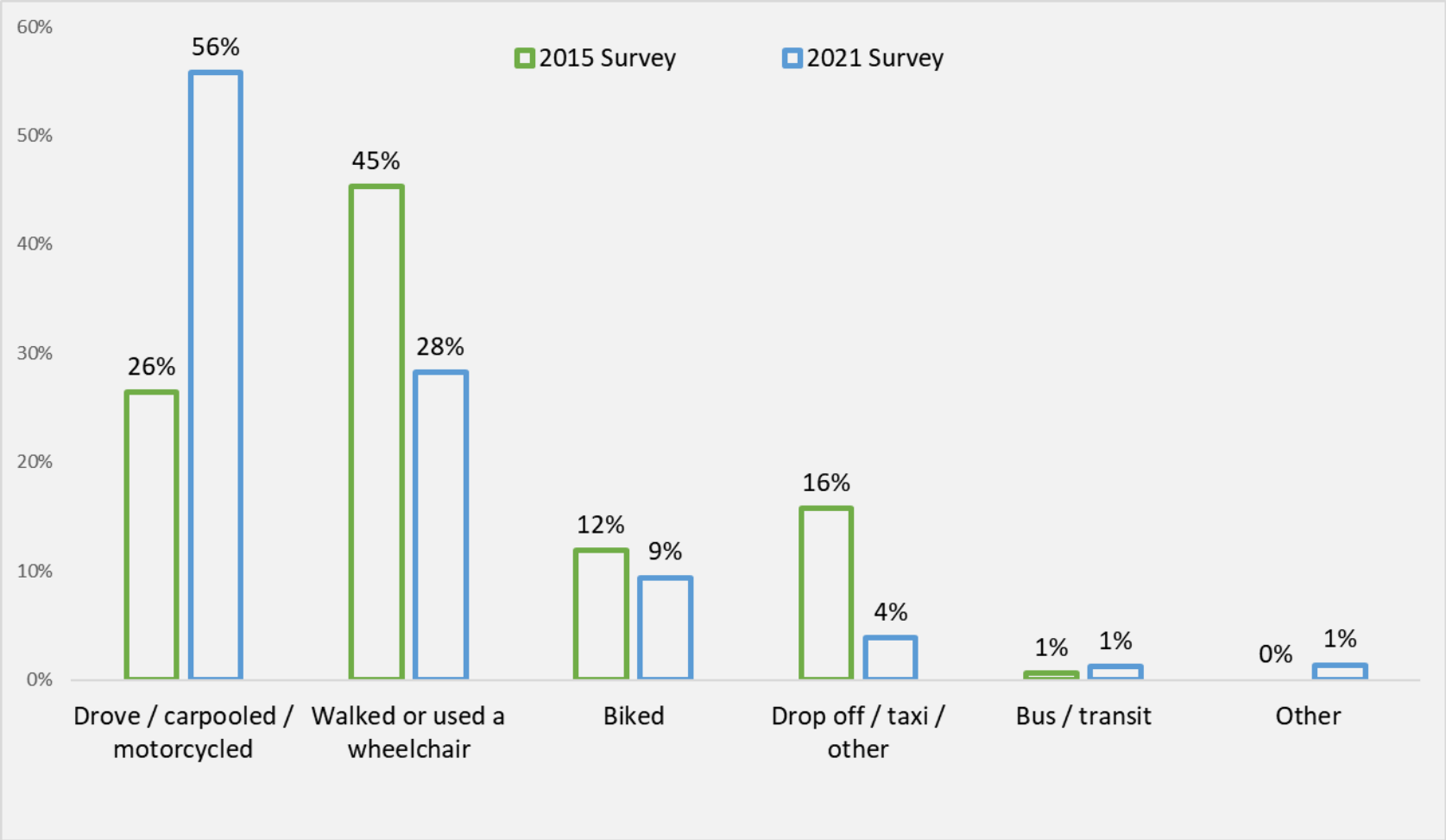
May not add to 100% due to rounding

2015 Question: "How often do you currently ride BART?"

2021 Question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

North Berkeley BART Rider Response: Comparison

Exhibit B17: BART Rider Station Access



May not add to 100% due to rounding

n: 636 (2015 Survey); n: 723 (2021 Survey)
2015 Question: "How did you get to BART today?"
2021 Question: "How did you usually get to this BART station from your home in 2019?"

Exhibit B17 compares North Berkeley BART riders’ mode of station access as a percent of the total responses to this question from the 2015 and 2021 surveys.

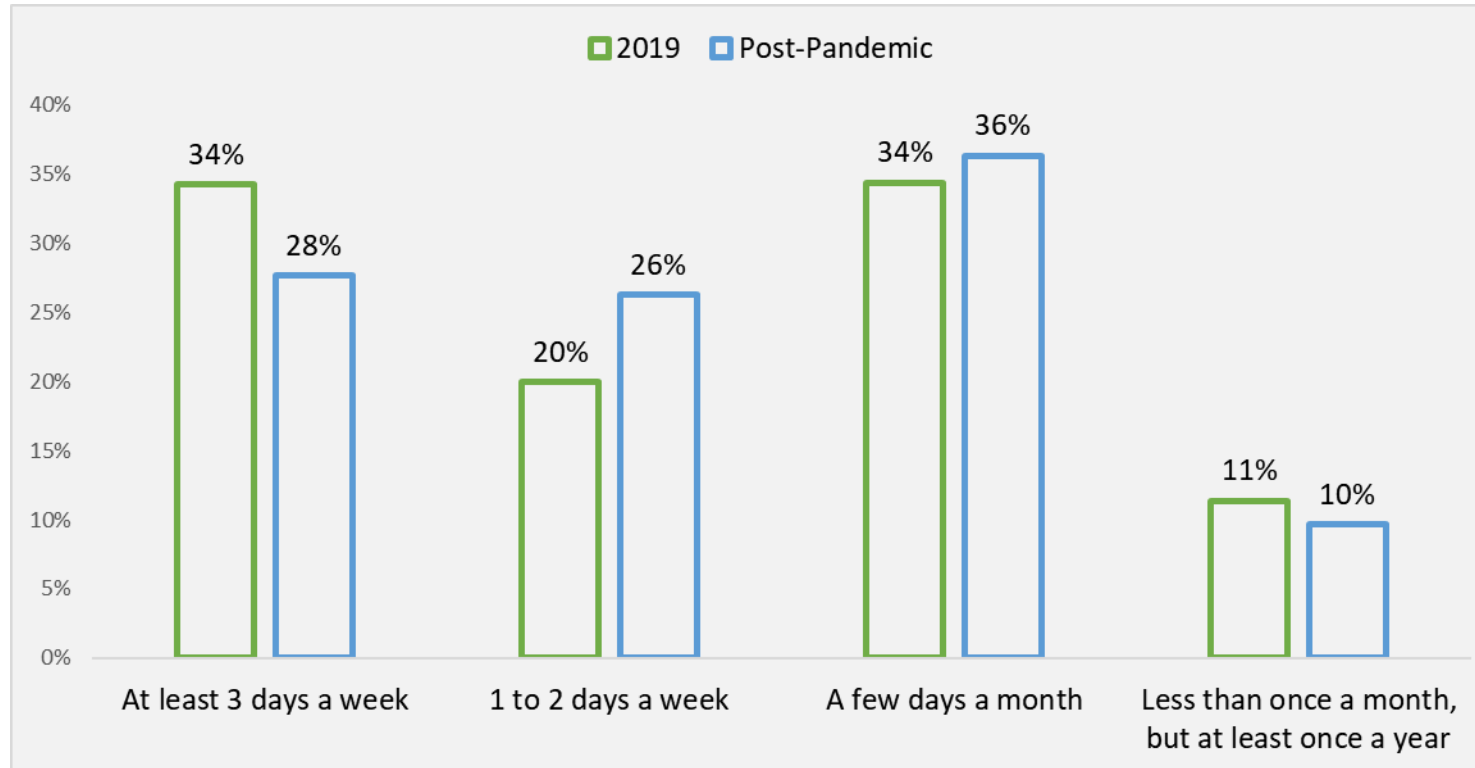
Respondents to the 2015 were asked to provide the access used on the day of the survey while respondents to the 2021 survey were asked, “How did you usually get to this BART station from your home in 2019?”

The 2021 survey captured significantly more respondents who drove to the station and significantly less from those who walked or used a wheelchair and those who got dropped off compared to the 2015 survey.



North Berkeley BART Rider Response: 2021 Survey

Exhibit B18: Change in BART Frequency of Use



n: 721 (Usage in 2019); n: 715 (Expected post-pandemic)

Usage in 2019 Question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

Usage expected post-pandemic Question: "How much do you anticipate using BART once the COVID pandemic is under control?"

May not add to 100% due to rounding

Exhibit B18 compares responses to two questions in the 2021 survey:

- 1. Usage in 2019:** About how often did you ride BART in 2019 (before the COVID-19 pandemic)?
- 2. Usage Expected Post-Pandemic:** How much do you anticipate using BART once the COVID pandemic is under control?

Respondents indicated that they expect to use BART less post-pandemic than when they used it in 2019.

North Berkeley BART Rider Response: 2021 Survey

Exhibit B19: Suggested Access Improvements by Non-Driving Riders

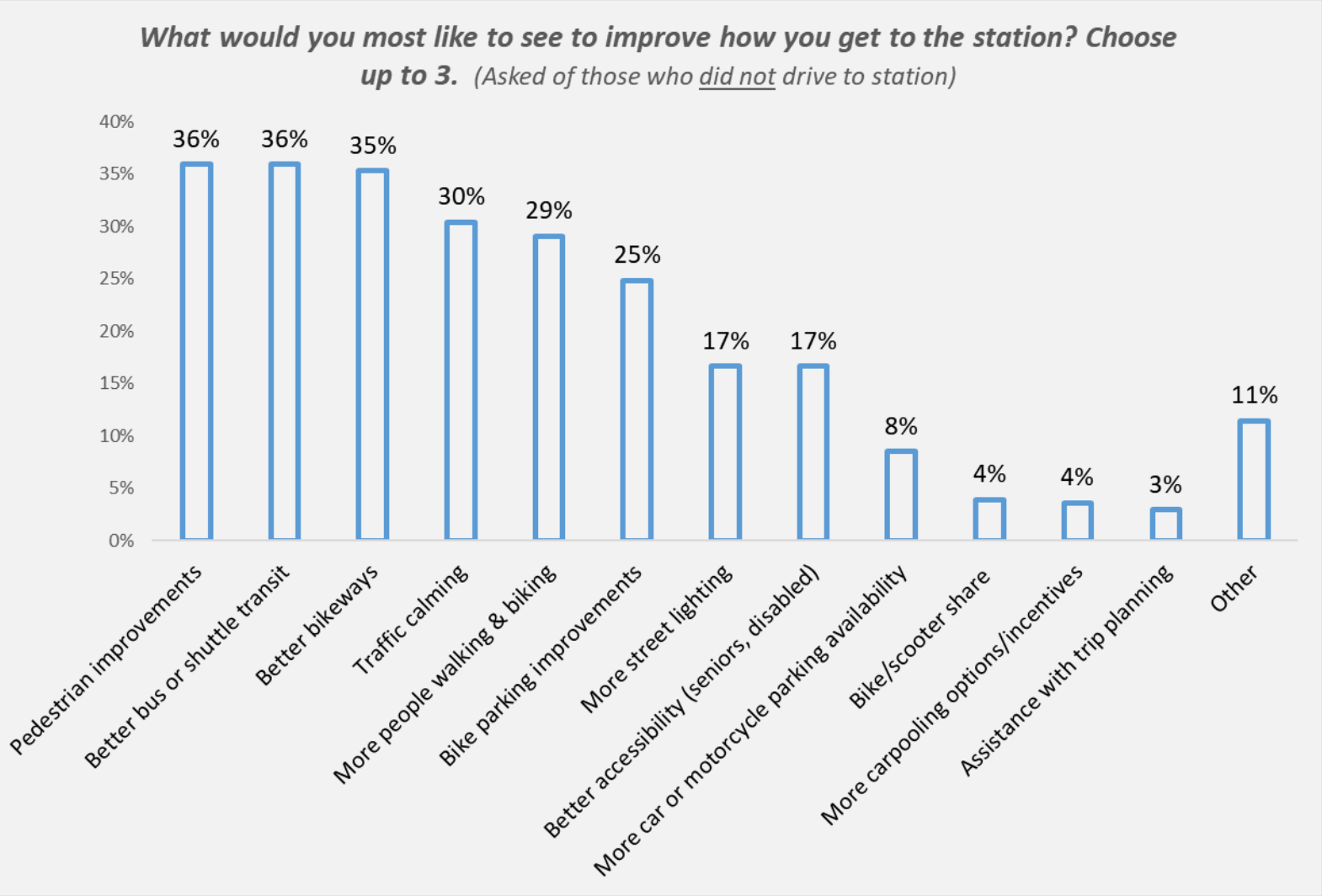


Exhibit B19 shows, as a percent of the total respondents to this question, access improvements that North Berkeley BART riders would like to see. It was asked of those who responded that they did not drive and park to get to BART. They were allowed to choose up to three improvements.

The three highest ranked improvements among the 306 respondents were pedestrian improvements, better bus or shuttle transit, and better bikeways.

North Berkeley BART Rider Response: 2021 Survey

Exhibit B20: Suggested Access Improvements by Riders Who Drive

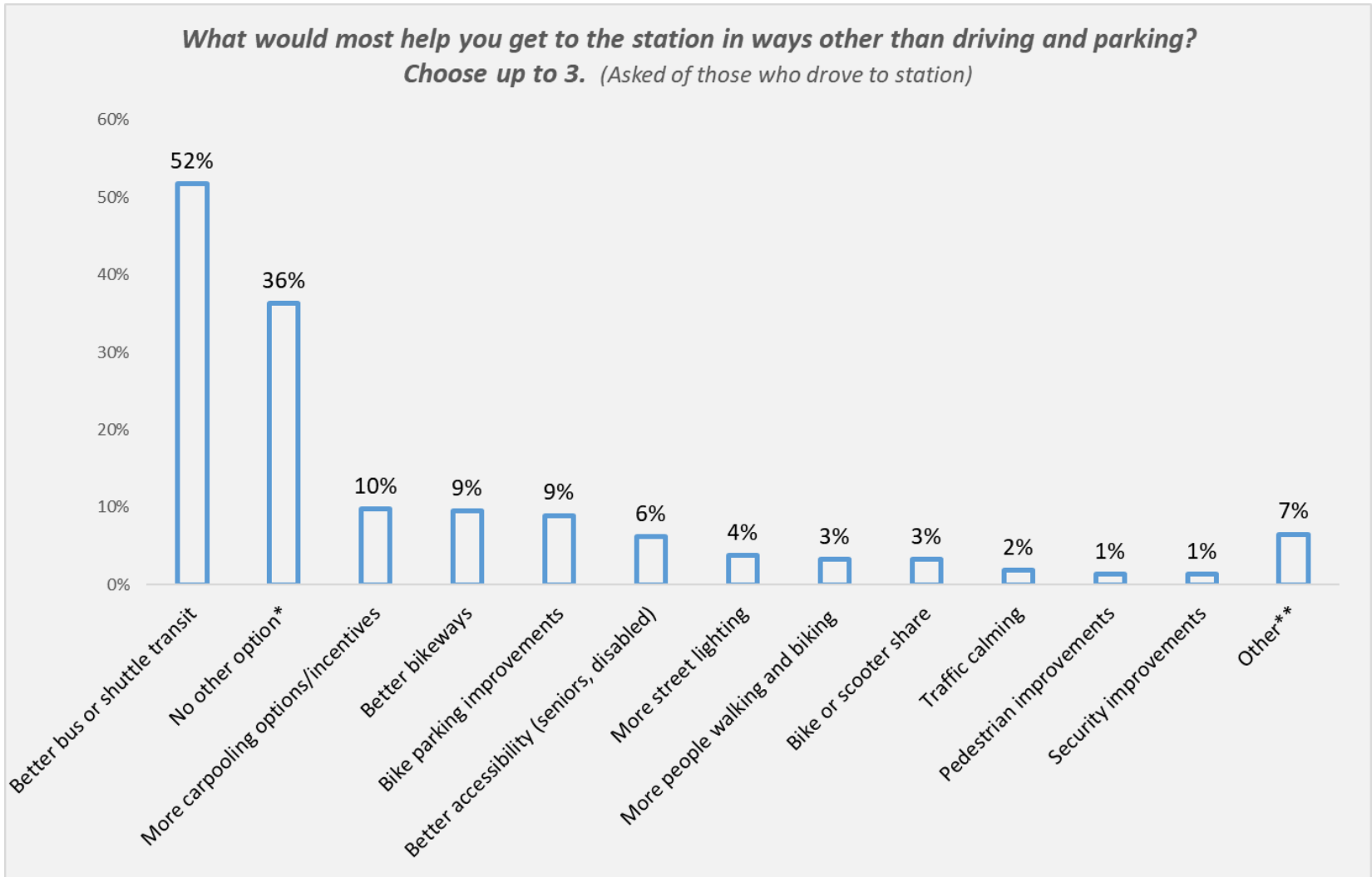


Exhibit B20 shows, as a percent of the total respondents to this question, access improvements that North Berkeley BART riders think would help them get to the station by ways other than driving and parking. This was asked of those who drove and parked to access BART. They were allowed to choose up to three improvements.

Over half might be encouraged to get to BART using bus or shuttle transit if service were improved and 10 percent if there were more carpooling options and incentives. Other potential improvements, however, were chosen by nine percent or less of the respondents.

Over a third of the 369 respondents who drove to and from BART indicated they had no other option.

n: 369; Will not add to 100%, multiple responses possible.

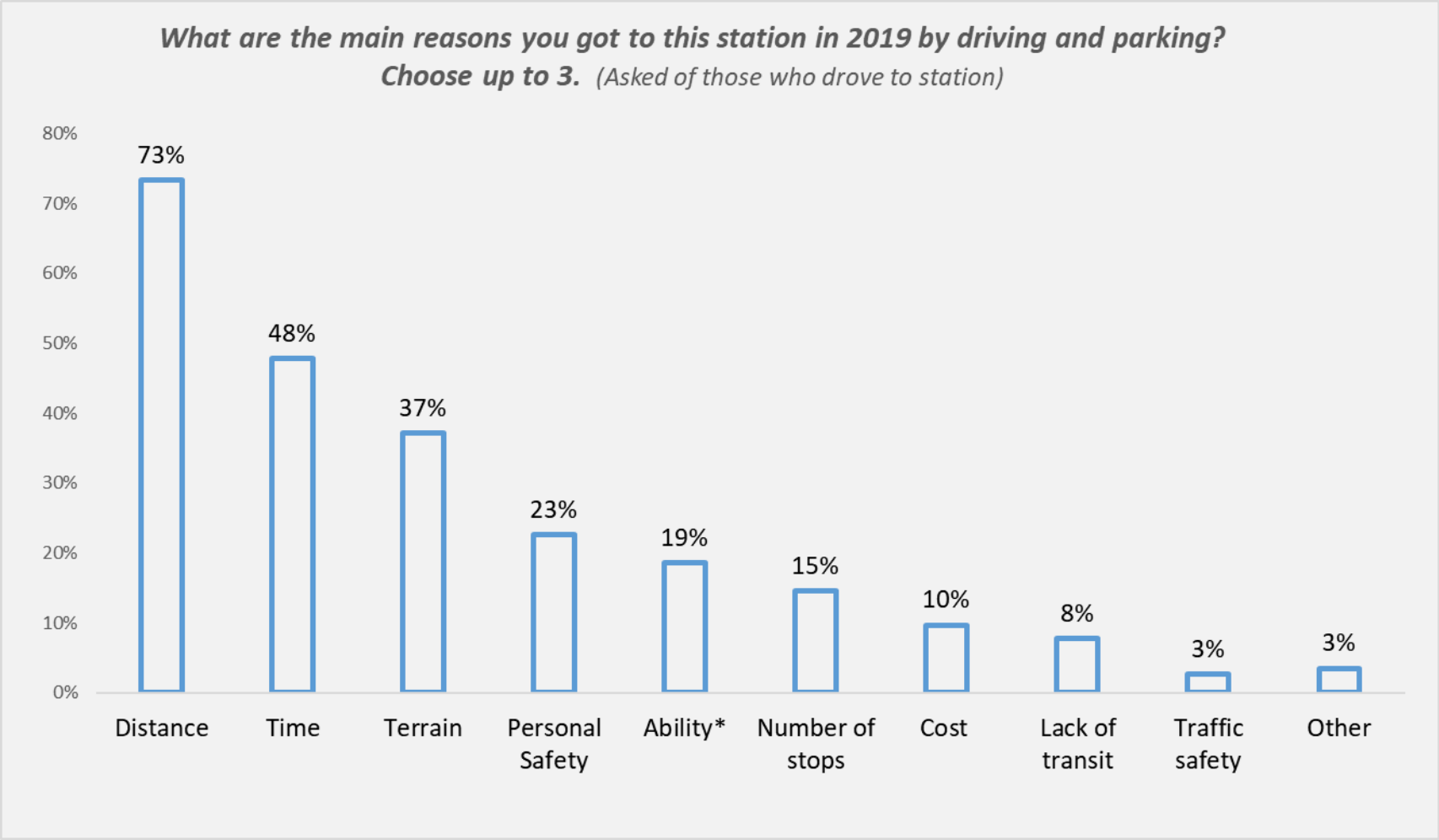
** The "no other option" percentage was adjusted to exclude those who also selected one or more other response options.*

*** Other includes trip planning, low-cost or free on-demand options, and free-form suggestions.*



North Berkeley BART Rider Response: 2021 Survey

Exhibit B21: Reasons Why Riders Drive and Park to Access BART



n: 372
* A few age-related other specify responses are included in the "ability" category

Will not add to 100%, multiple responses possible

Exhibit B21 shows that North Berkeley riders who drove and parked to access BART have a variety of reasons for doing so.

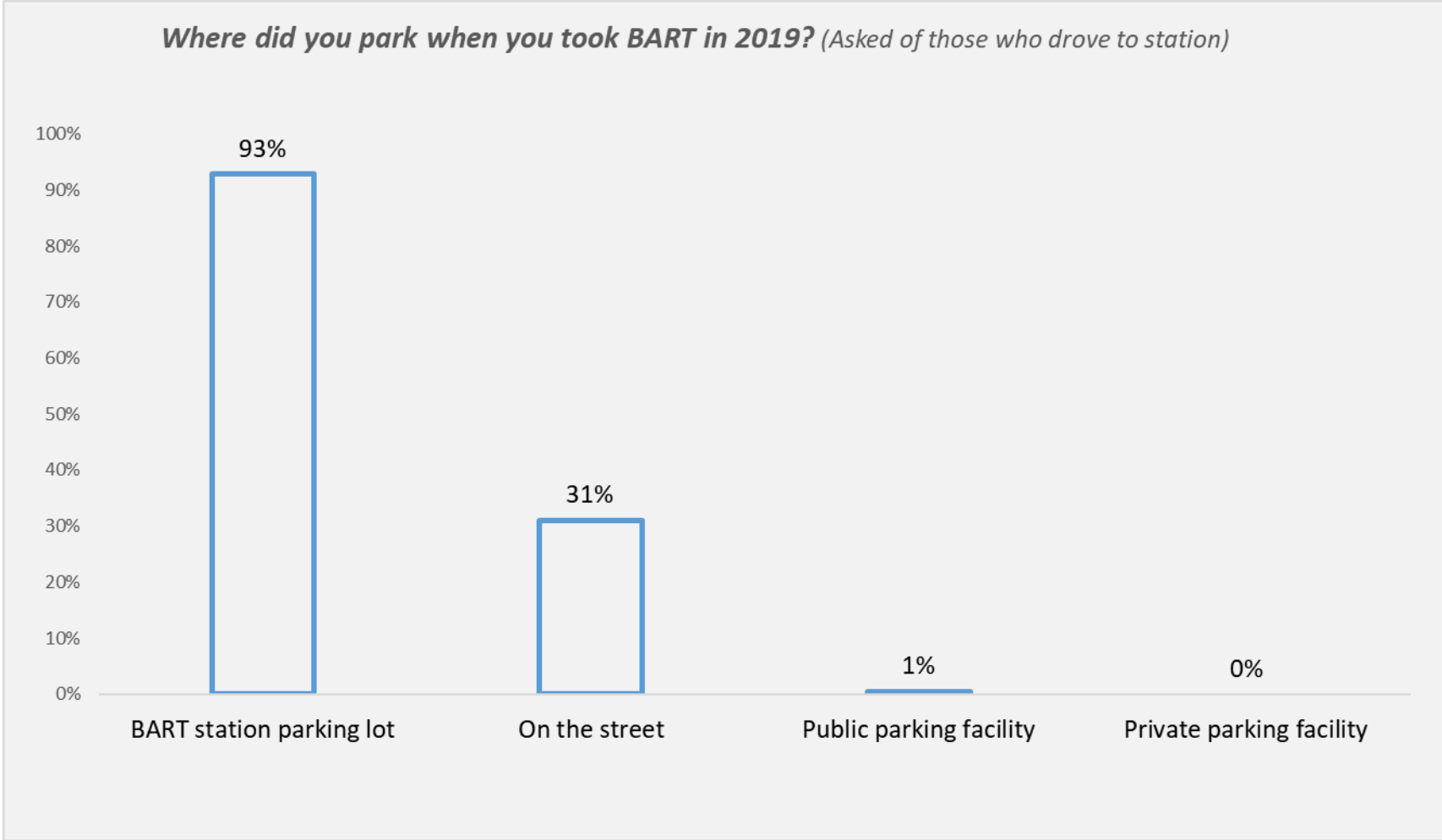
The three most common reasons were distance, time, and terrain.

This exhibit summarizes the raw responses to this question only. For analysis of station access, responses to the 2021 survey were weighted by BART rider frequency.



North Berkeley BART Rider Response: 2021 Survey

Exhibit B22: Where Riders Park to Access BART



n: 377
91 (24% of respondents) selected both "BART station parking lot" and "On the street".

Will not add to 100%, multiple responses possible

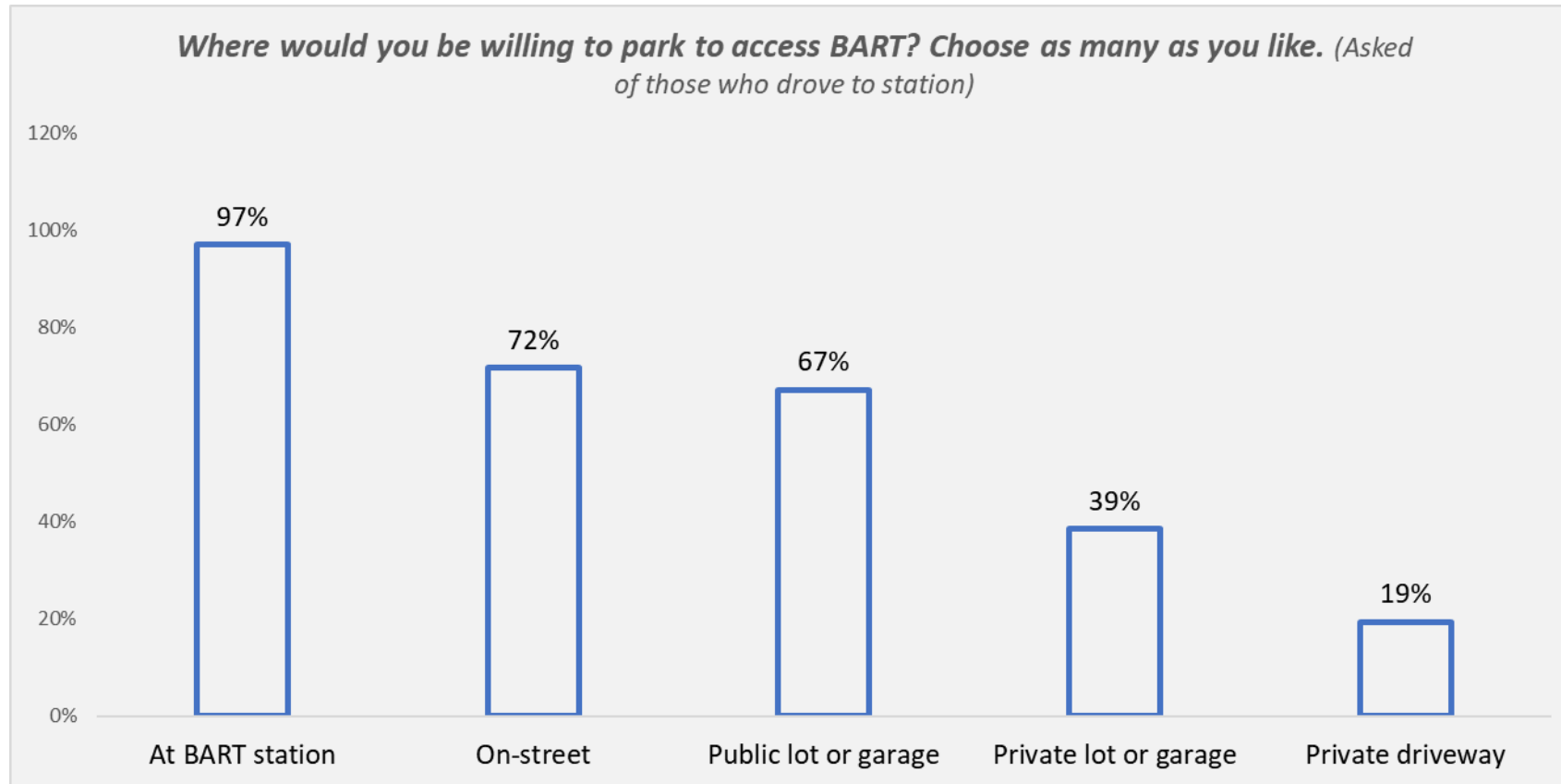
Exhibit B22 shows that North Berkeley riders who drove to access BART in 2019 parked their cars in various locations. Respondents were allowed to choose as many answers as they liked. As a result, the sum of the percent for each response exceeds 100%.

The vast majority of BART riders who drove in 2019 responded that they parked their cars at the BART station lot. 91 (24%) selected both “BART station parking lot” and “On the street”.



North Berkeley BART Rider Response: 2021 Survey

Exhibit B23: Where Riders Would be Willing to Park to Access BART



n: 371

Will not add to 100%, multiple responses possible

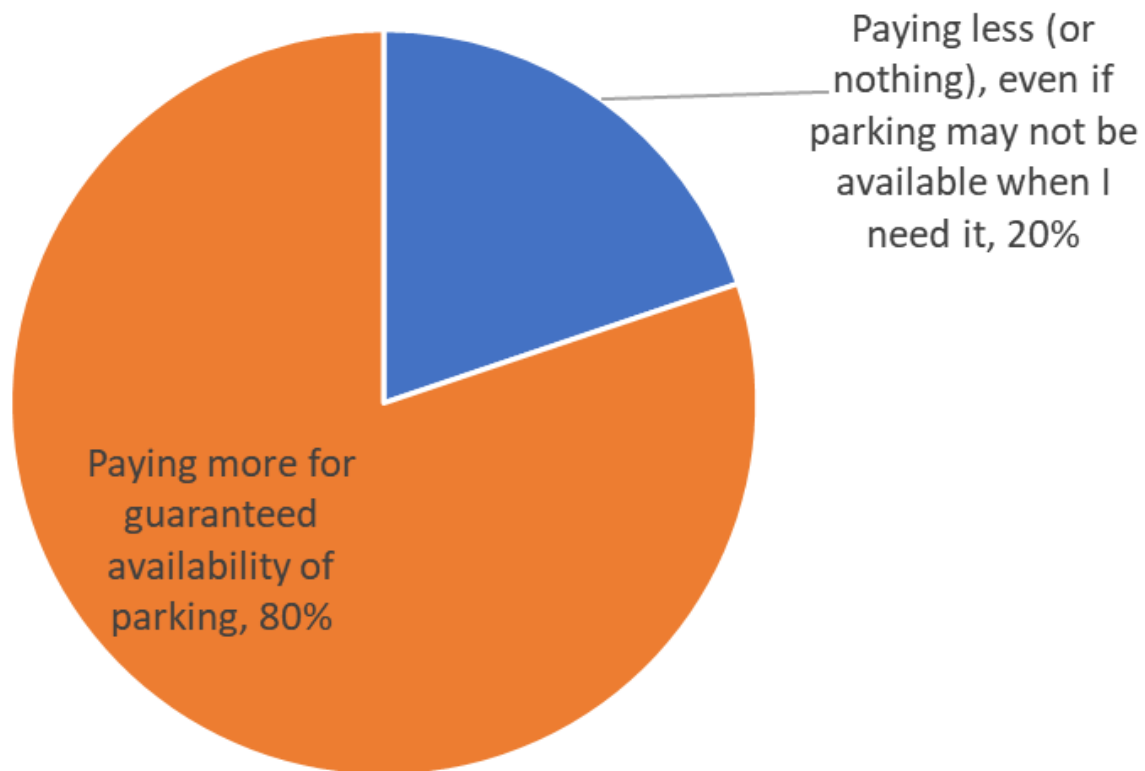
Exhibit B23 shows where North Berkeley BART riders who drove are willing to park to access BART.

The majority of the 371 respondents are willing to parking on-street or in a public lot or garage in addition to parking at the BART station.

North Berkeley BART Rider Response: 2021 Survey

Exhibit B24: Trade-offs Between Parking Pricing and Availability

Which of the following matters more to you regarding parking at BART? (Asked of those who drove to station)



n: 333

Exhibit B24 shows the preferences of trade-offs between parking price and availability by North Berkeley riders who drove and parked to access BART.

The majority of the 333 respondents would prefer to pay more to ensure parking availability.

North Berkeley BART Rider Response: 2021 Survey

Exhibit B25: Longest Walk Time from Parking to BART Station

What is the longest amount of time that you would you be willing to walk from your parking space to get to a BART station entrance? Select one. (Asked of those who drove to station)

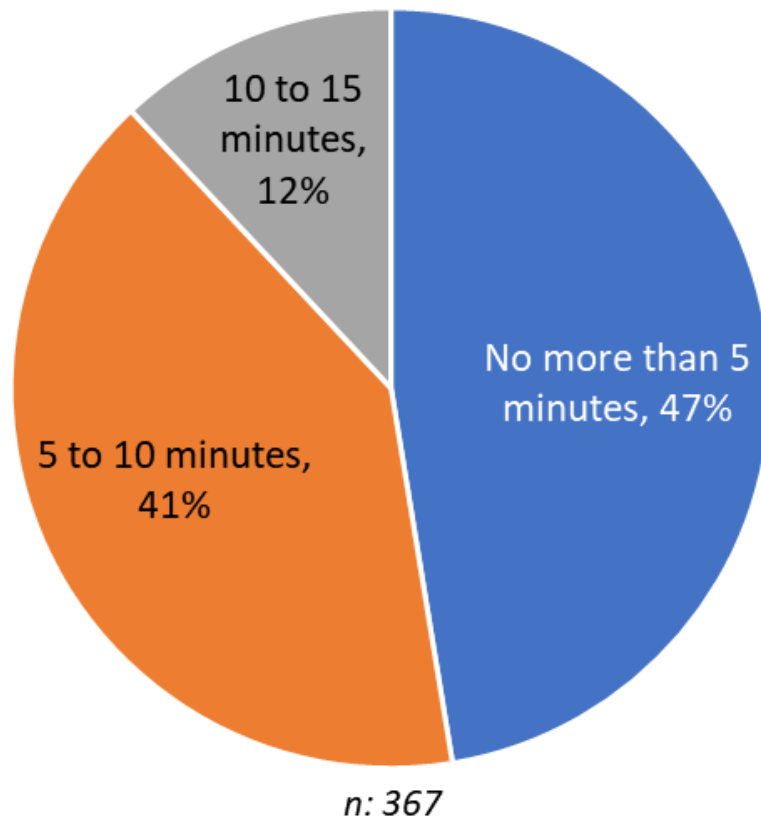
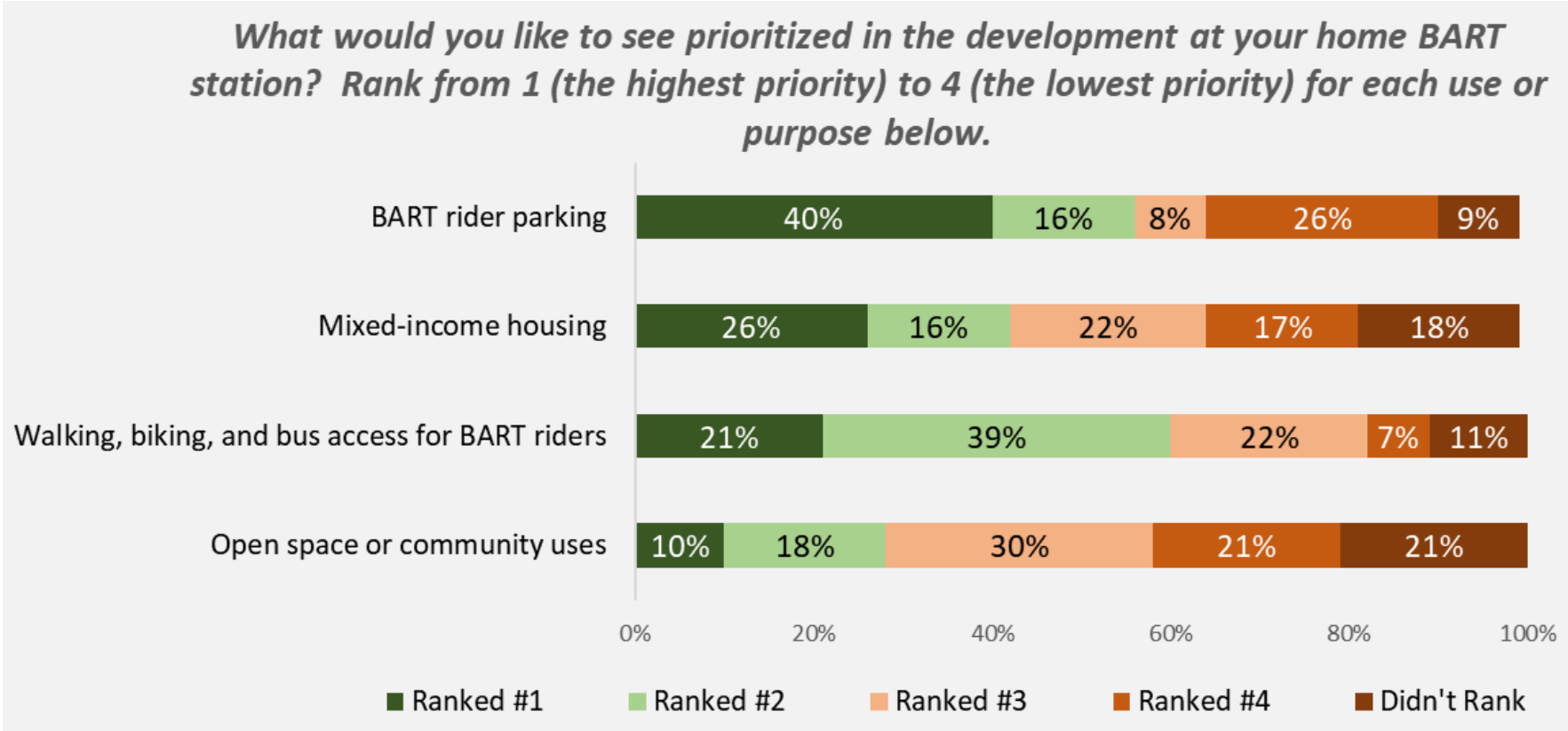


Exhibit B25 shows the longest amount of time that North Berkeley BART riders who drove would be willing to walk from their parking space to the BART station entrance.

The highest percent of the 367 respondents are only willing to walk five minutes or less, but a sizeable percent are willing to walk up to 10 or 15 minutes.

North Berkeley BART Rider Response: 2021 Survey

Exhibit B26: Priorities for the BART Station Development



n: 706

May not add to 100% due to rounding

Exhibit B26 summarizes North Berkeley BART riders’ priorities for the development at this station.

In terms of the highest priority, BART rider parking ranked number one with 40 percent of the 706 respondents. Summing up rank one and two reveals that “Walking, biking, and bus access for BART riders” was the highest with 60 percent of respondents.

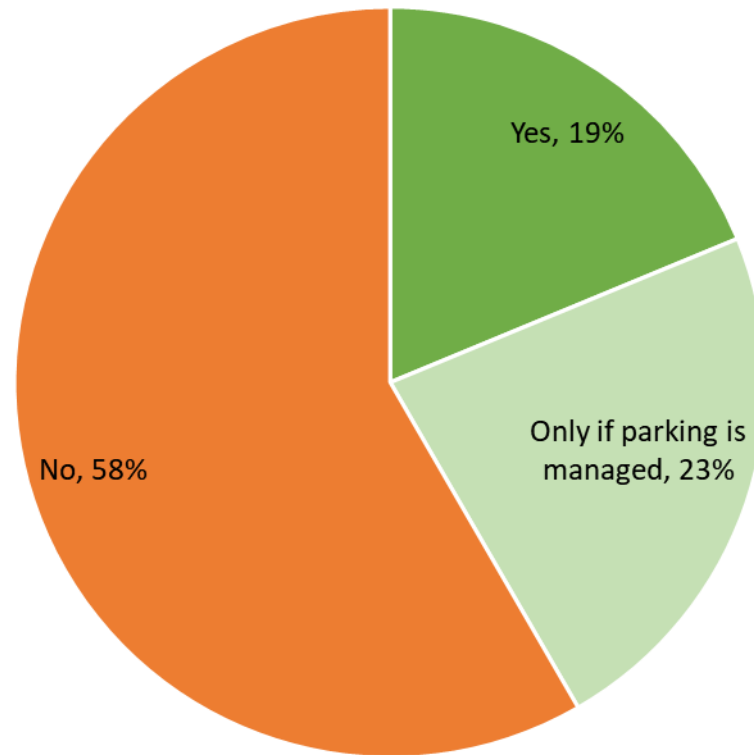


North Berkeley Station Area Resident Responses Exhibits B27-B28

North Berkeley Station Area Resident Response: 2021 Survey

Exhibit B27: Response to Letting BART Riders Park On-Street

Do you support letting BART riders park their cars on your neighborhood streets?



n: 432

May not add to 100% due to rounding

Exhibit B26 summarizes responses from residents who live near the North Berkeley BART station regarding BART riders parking on neighborhood streets.

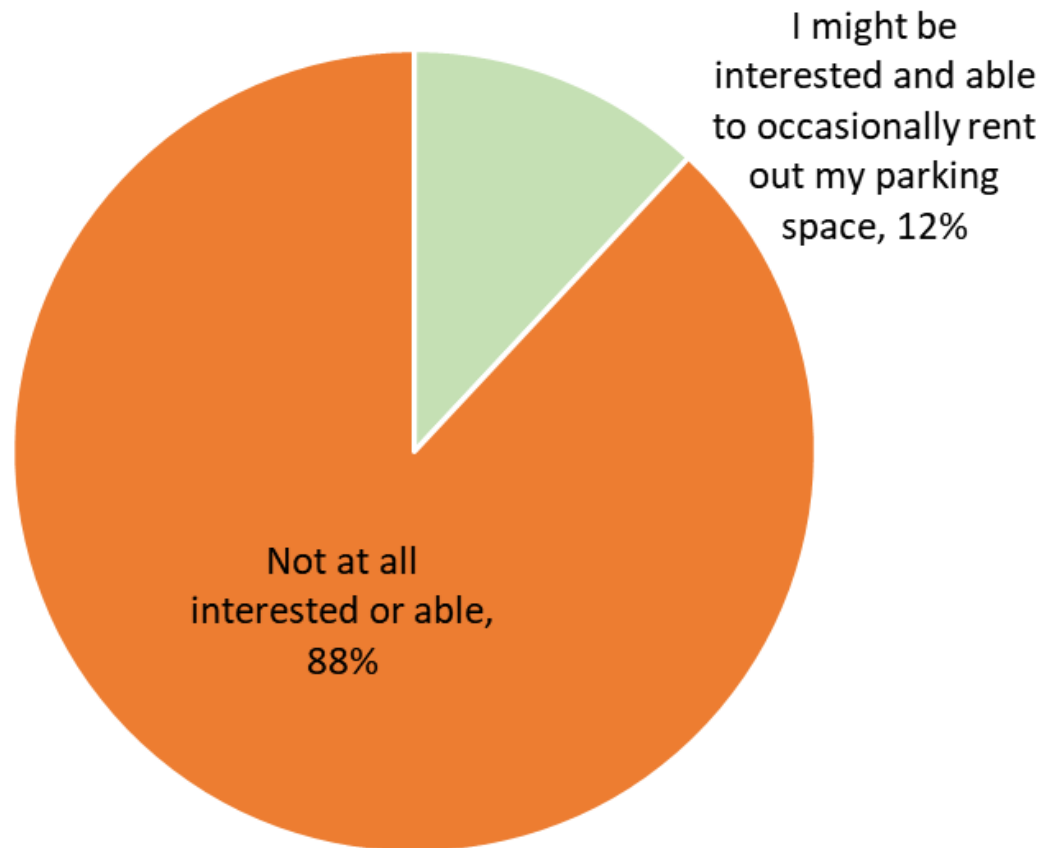
The majority of the 432 respondents are opposed to letting BART riders park on neighborhood streets. However, a sizeable portion supports allowing BART riders to park on neighborhood streets, particularly if the parking is managed.

This exhibit does not include 22 respondents who chose “other” but whose input did not fall into these categories with remarks such as, “don’t live near the station”, “don’t care”, etc.

North Berkeley Station Area Resident Response: 2021 Survey

Exhibit B28: Response to Renting Parking Spaces to BART Riders

What is your interest and ability in renting out a parking space on your household's property (such as your driveway) to a BART rider who drives and parks?



n: 452

Exhibit B28 summarizes responses from residents who live near the North Berkeley BART station regarding their interest and ability to rent a parking space on their property to riders who drive and park.

Most are not interested or able, but about 12 percent indicated being interested and able to rent out parking to BART riders.

North Berkeley Interactive Mapping Comments Exhibits B29-B30

North Berkeley Station: 2021 Interactive Map Comments

Exhibit B29: Interactive Map Comments

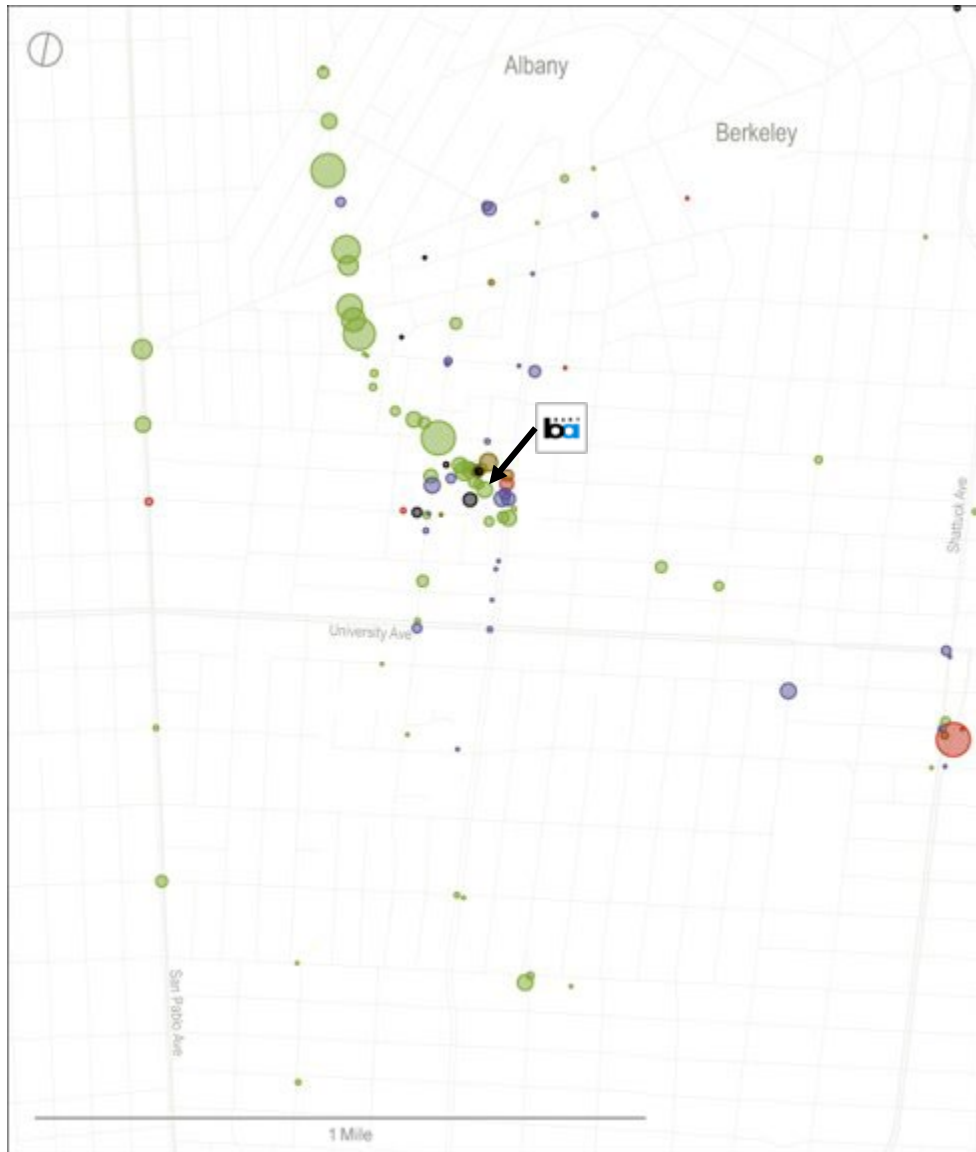







Exhibit B29 shows the frequency of public input by access mode received on the interactive map. Public input took the form of free-form comments and upvotes, which is how survey respondents indicated support for a particular comment.

In total, there were 510 comments and their upvotes received around the North Berkeley BART station, with the frequency by access mode as follows:

	Access Mode	Comments/upvotes
	Bike	281 (55%)
	Walk	92 (18%)
	Transit	42 (8%)
	Car/Drop-off	25 (5%)
	Parking	21 (4%)
	Other	49 (10%)

North Berkeley Station: 2021 Interactive Map Comments

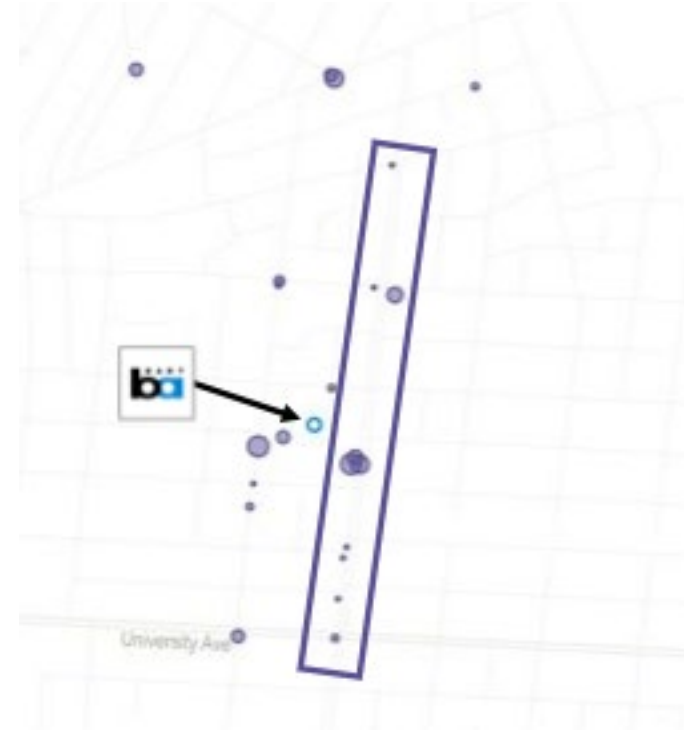
Exhibit B30 demonstrates some of the geographic concentrations of comments and up-votes on the interactive map by mode of travel within a half-mile of the North Berkeley Station. They include the concentrations of comments and up-votes on the Ohlone Greenway and Sacramento Street.

Exhibit B30: Samples of Geographic Concentrations of Comments and Up-votes by Access Mode

51% of bike comments and up-votes focused on the Ohlone Greenway



42% of walk comments and up-votes focused Sacramento Street between Rose Street and University Avenue



El Cerrito Plaza BART Rider Survey

Response Demographics

Exhibits C9-C15

El Cerrito Plaza BART Rider Demographics: 2021 Survey

Exhibit C9: Home Zip Codes from the 2021 Survey

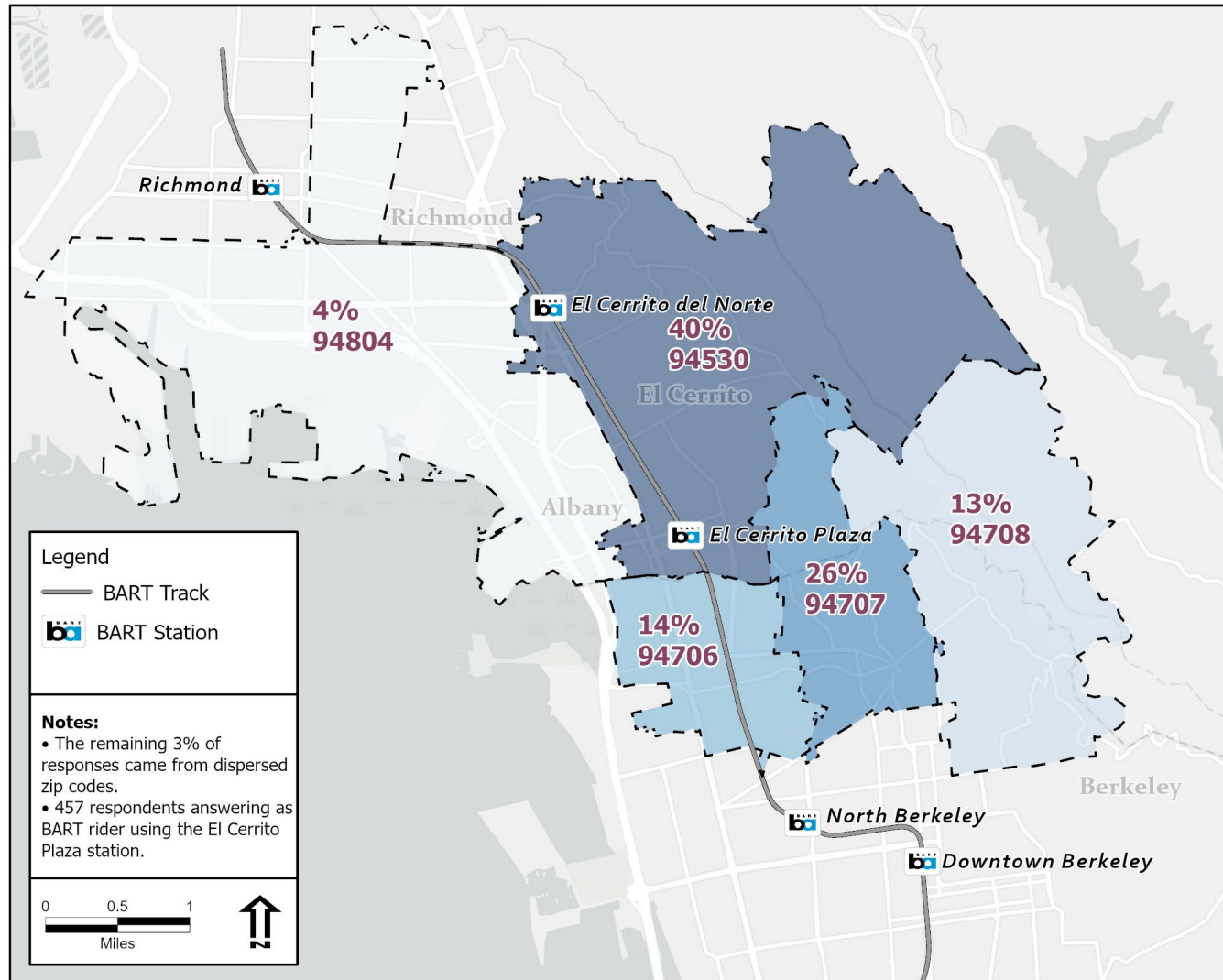
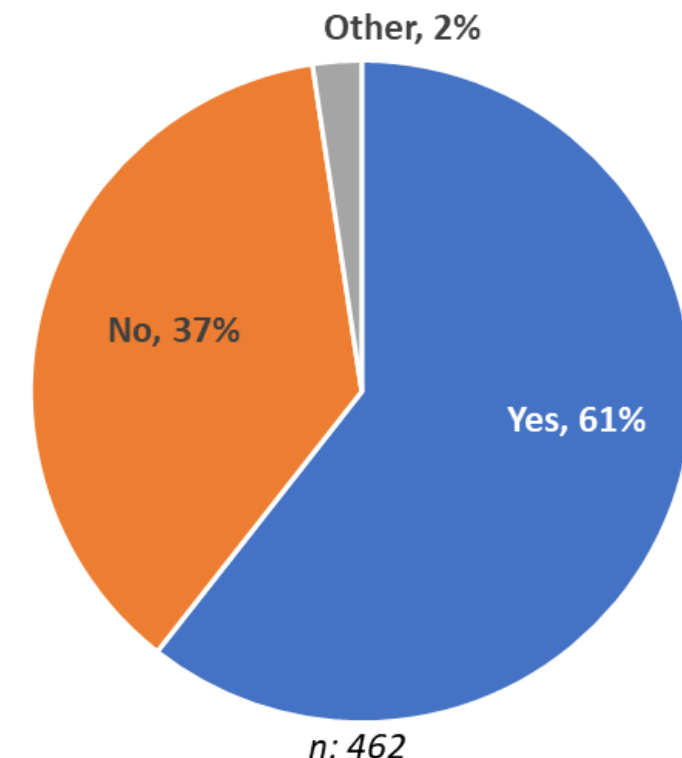


Exhibit C9 shows a map of El Cerrito Plaza BART riders' home zip codes as a percent of the total responses to this question from the 2021 survey.

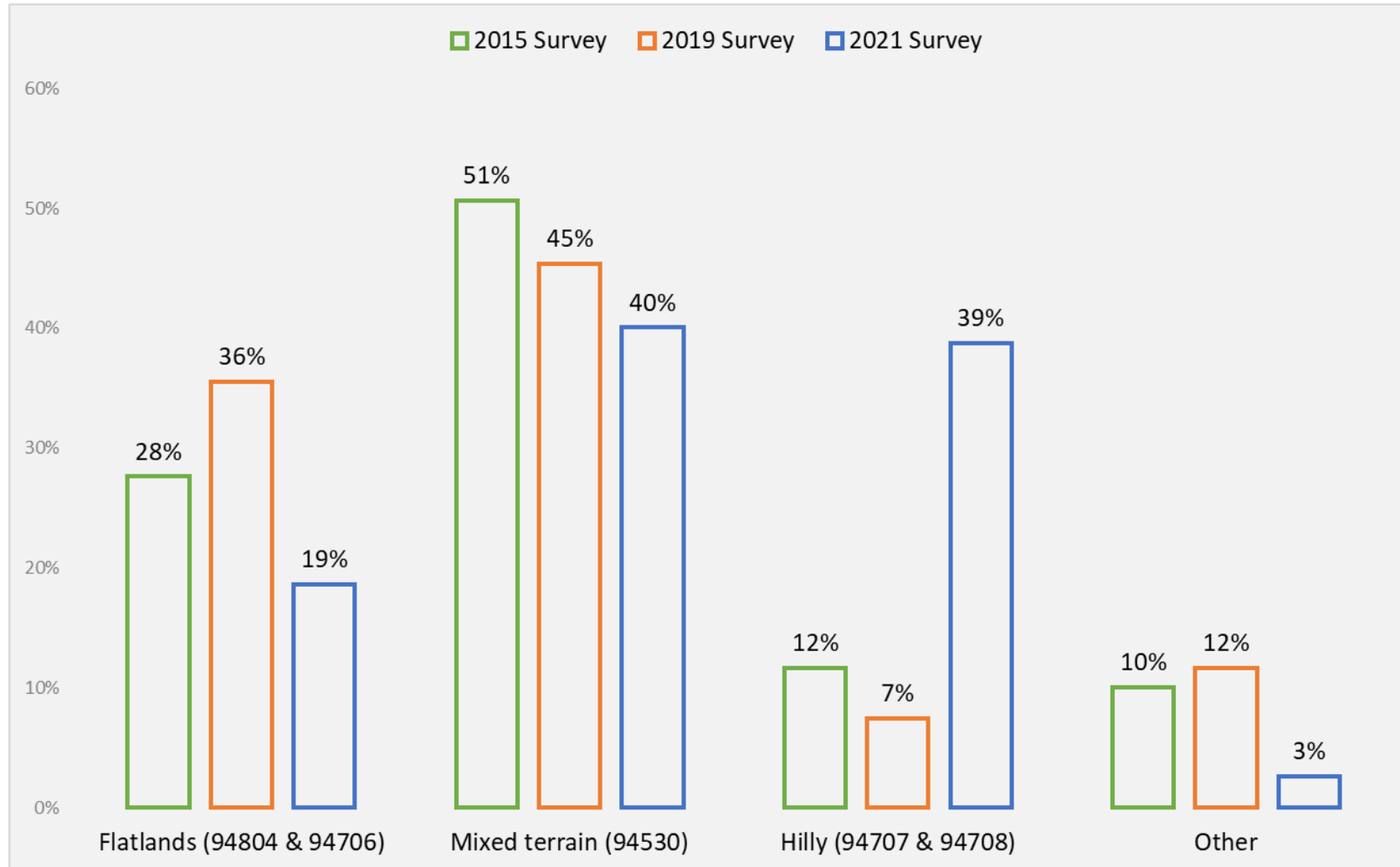
A majority of respondents indicated that their home is in a hilly area, as shown in **Exhibit C10**.

Exhibit C10: Is your home located in a hilly area?



El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit C11: Compare Home Zip Codes



n: 634 (2015 Survey); n: 428 (2019 Survey); n: 457 (2021 Survey)

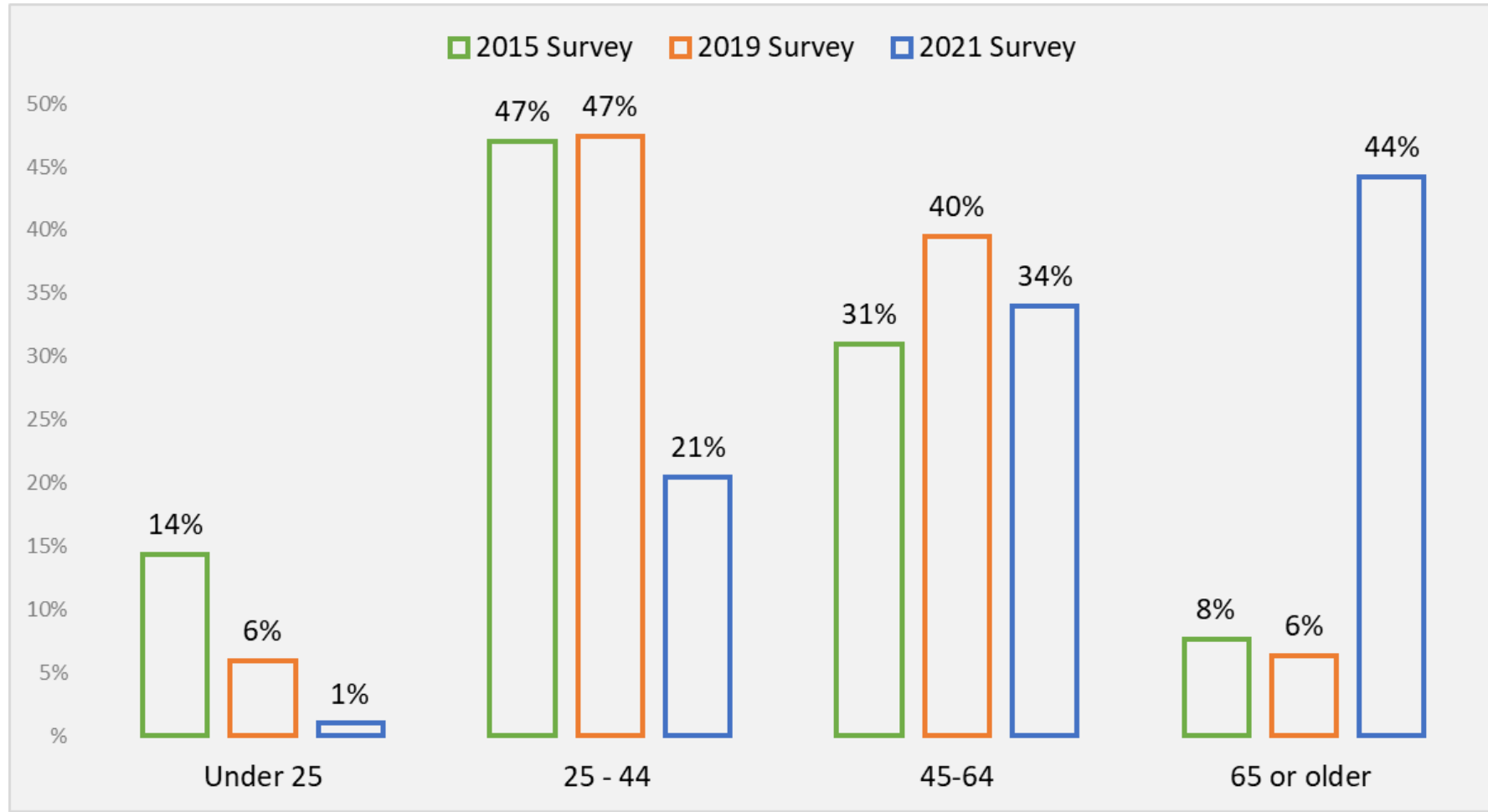
May not add to 100% due to rounding

Exhibit C11 compares El Cerrito Plaza BART riders' home zip codes as a percent of the total responses to this question from the 2015, 2019, and 2021 surveys.

Generally, the 2021 survey had more respondents from the hilly and mixed terrain areas around the station and less from the flatland areas compared to the 2015 and 2019 surveys.

El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit C12: Compare Age



n: 593 (2015 Survey); n: 458 (2019 Survey); n: 312 (2021 Survey)

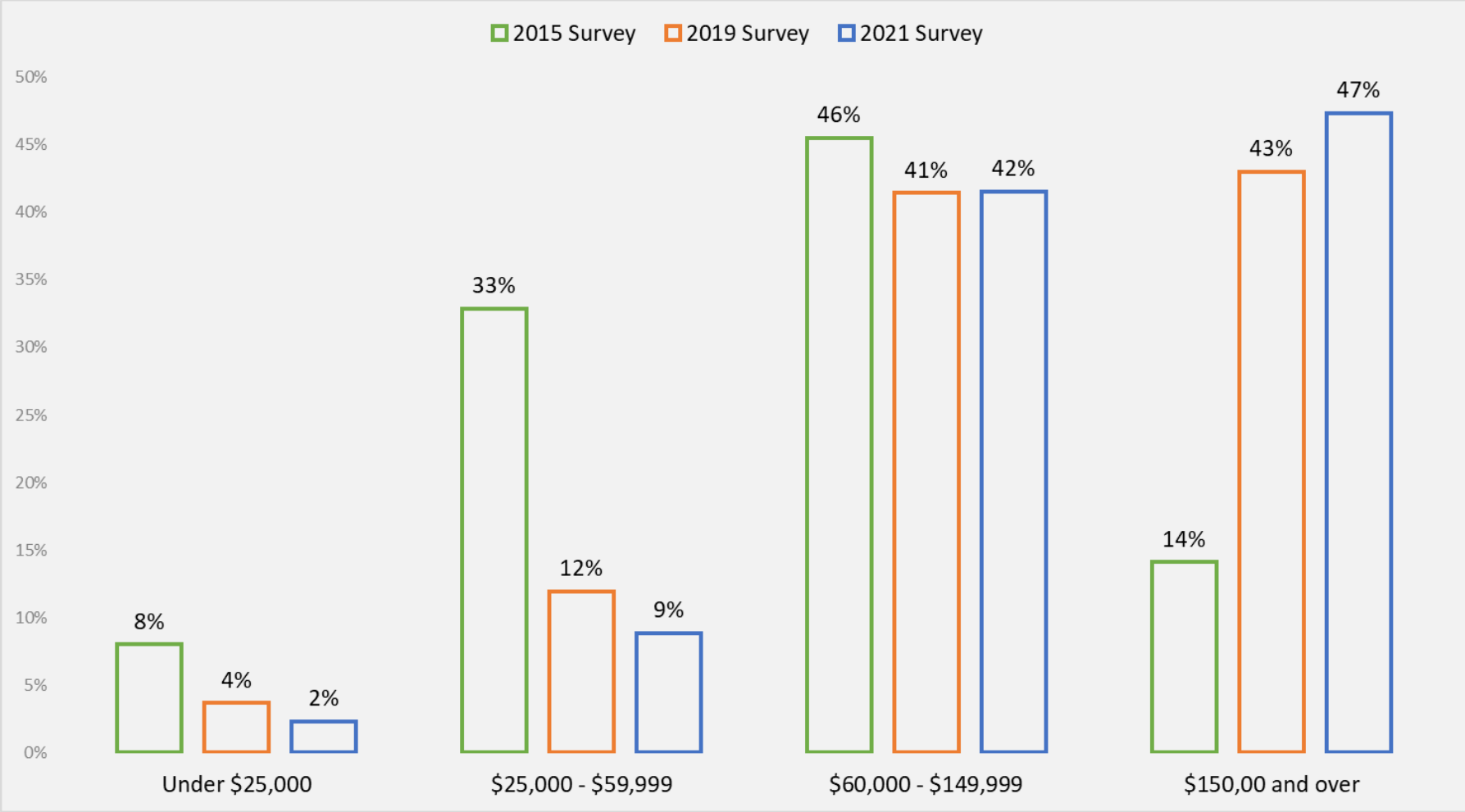
May not add to 100% due to rounding

Exhibit C12 compares El Cerrito Plaza BART riders' age from the 2015, 2019, and 2021 surveys.

The 2021 survey captured significantly more respondents who were 65 and older and significantly less respondents who were 44 and younger compared to the 2015 and 2019 surveys.

El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit C13: Compare Annual Household Income



n: 502 (2015 Survey); n: 437 (2019 Survey); n: 260 (2021 Survey)

May not add to 100% due to rounding

Exhibit C13 compares El Cerrito Plaza BART riders’ pre-tax annual household income from the 2015, 2019, and 2021 surveys.

The 2019 and 2021 surveys captured significantly more respondents with household incomes of \$150,000 or more and significantly less respondents with household incomes less than \$60,000 compared to the 2015 survey.

Note that income data from earlier surveys have not been adjusted to 2021 dollars. Since the income data are provided in categories rather than exact numbers, attempting to adjust these data for inflation is likely to produce unreliable results.



El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit C14: Compare Gender

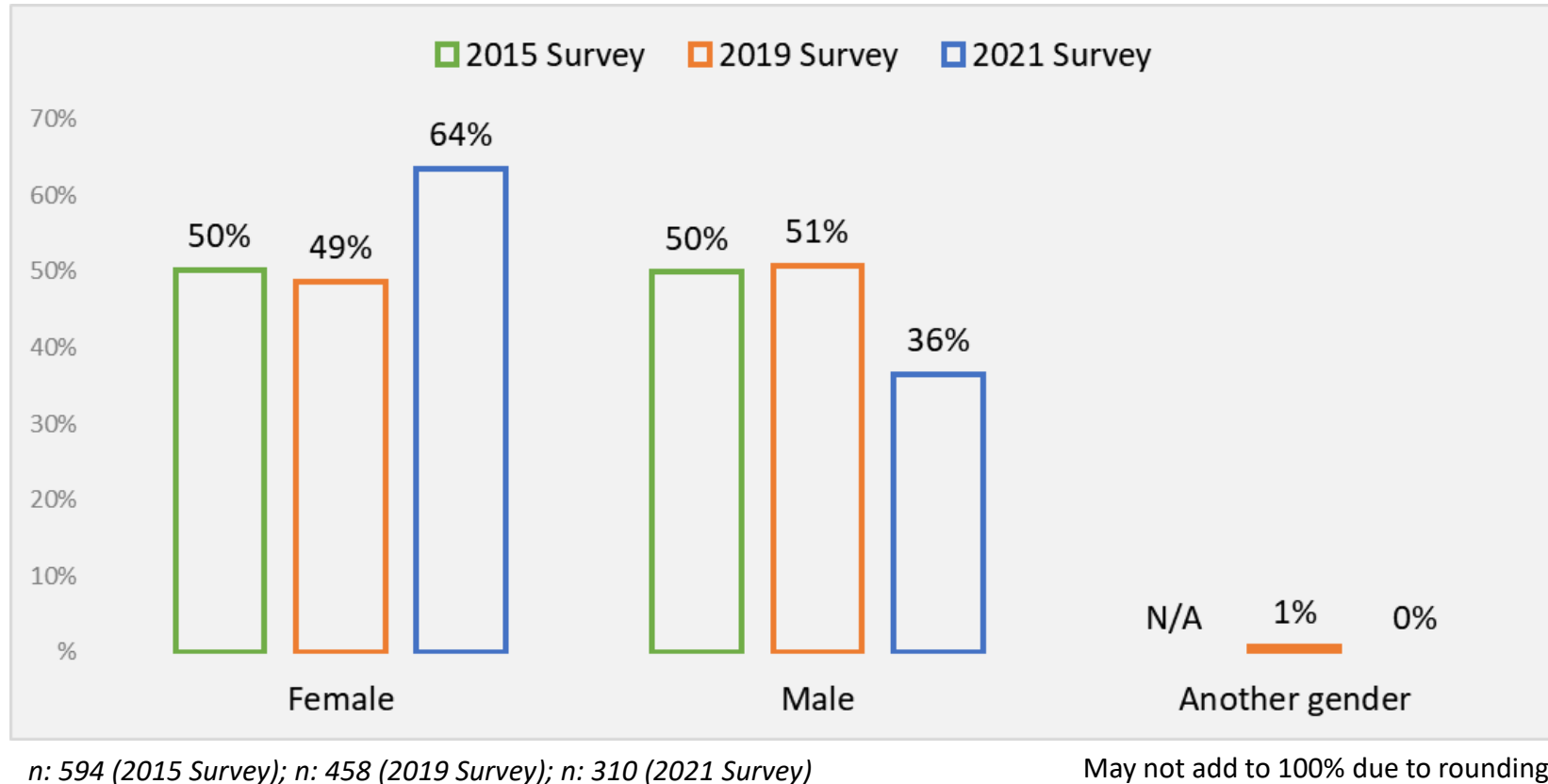


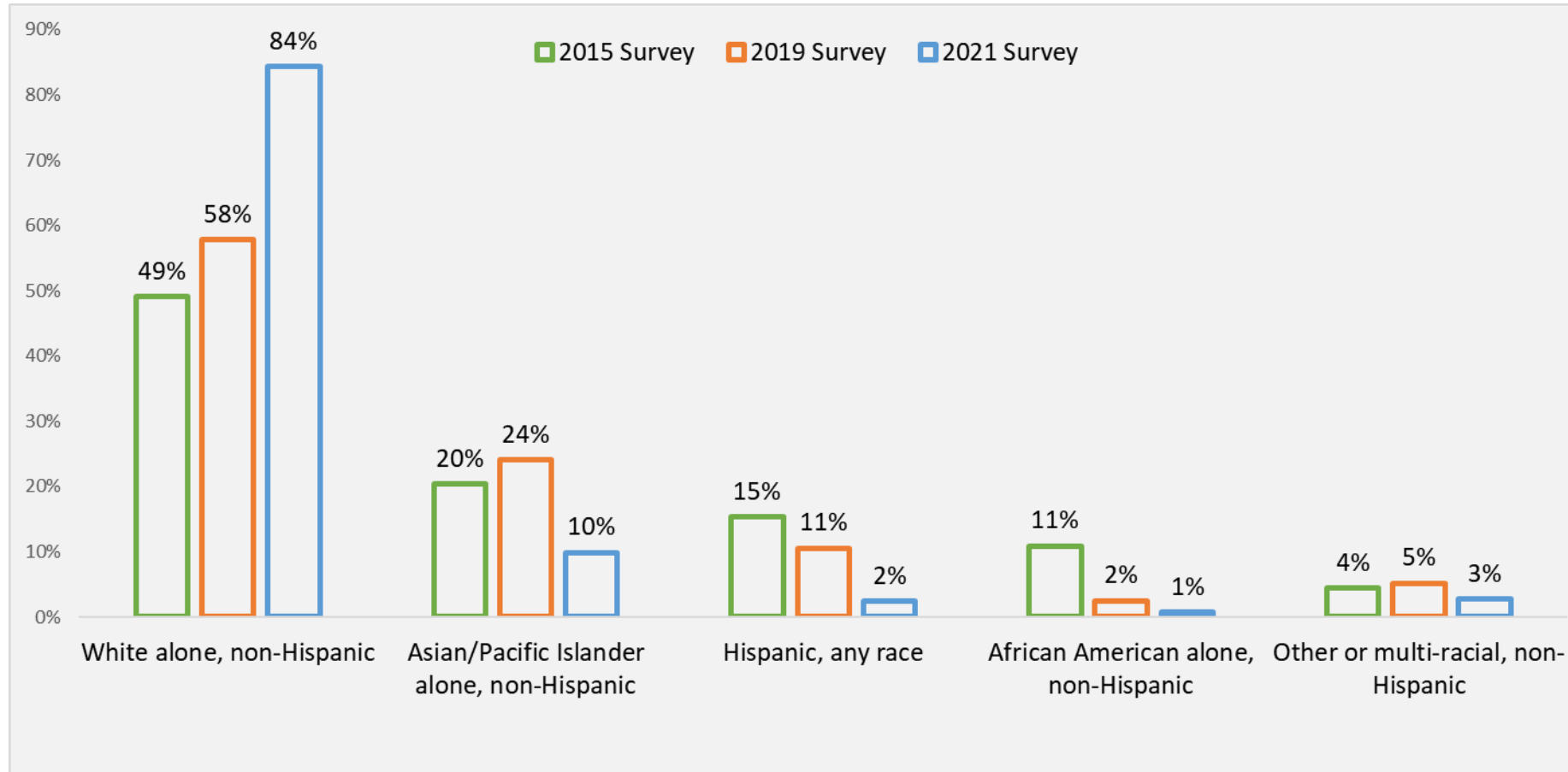
Exhibit C14 compares El Cerrito Plaza BART riders' gender from the 2015, 2019, and 2021 surveys.

The 2021 surveys captured significantly more female respondents than male respondents compared with the 2015 and 2019 surveys, which were more evenly split.

The 2019 and 2021 surveys also captured responses from those who identified as another gender, an option not available in the 2015 survey.

El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit C15: Compare Race/Ethnicity



n: 590 (2015 Survey); n: 445 (2019 Survey); n: 294 (2021 Survey)

May not add to 100% due to rounding

Exhibit C15 compares El Cerrito Plaza BART riders' race/ ethnicity from the 2015, 2019, and 2021 surveys.

The 2021 survey captured significantly more responses from White, non-Hispanic riders and significantly less responses from non-White riders compared to the 2015 and 2019 surveys.

El Cerrito Plaza BART Rider Survey Responses Exhibits C16-C26

El Cerrito Plaza BART Rider Response: Comparison

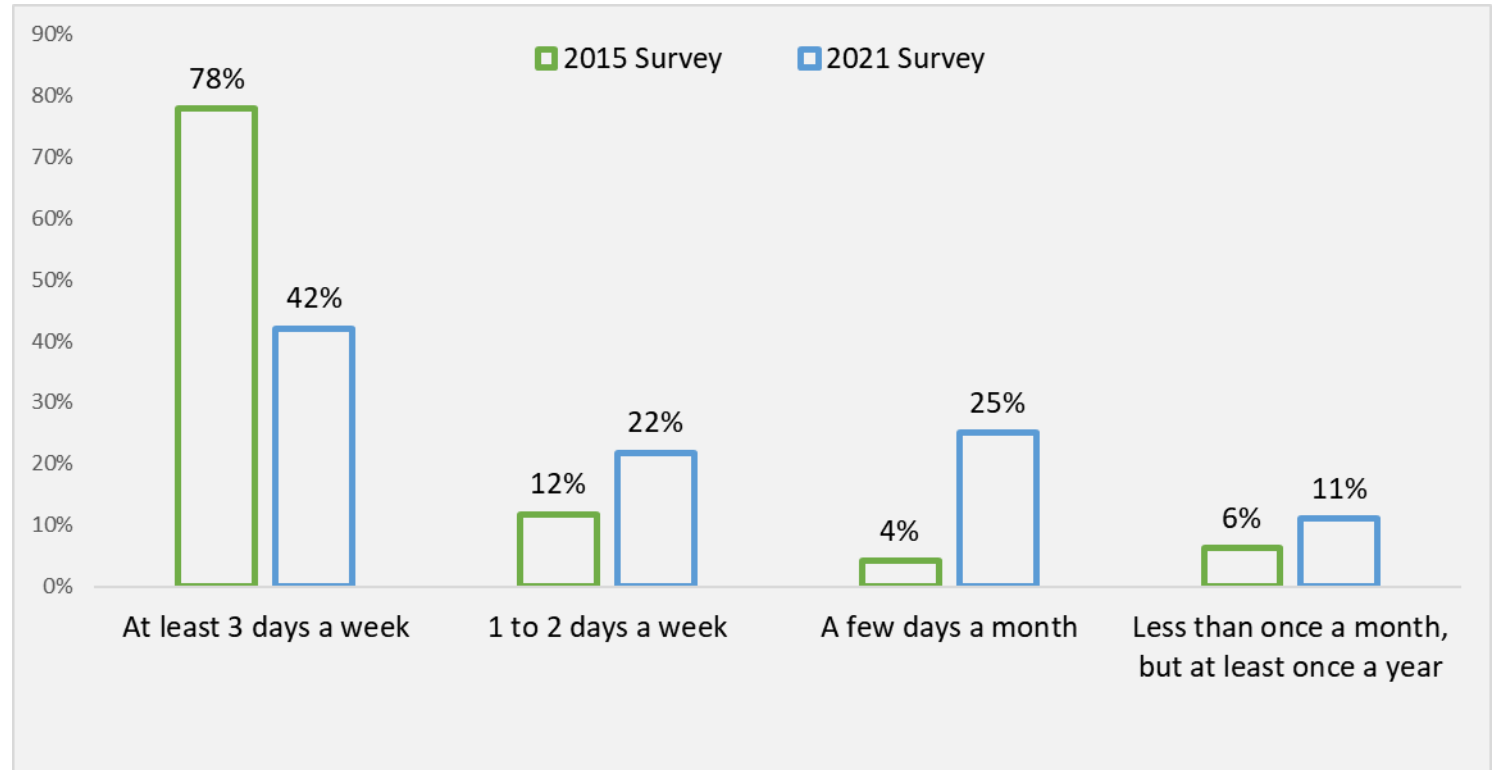
Exhibit C16 compares El Cerrito Plaza station riders' frequency of BART use from the 2015 and 2021 surveys.

Generally, the 2021 survey captured less frequent riders than the 2015 survey. This is most likely due to the different survey instruments. The 2015 survey was conducted in-person with BART riders on the train platform. The 2021 survey was promoted to a wide range of people with a variety of interests in the project and open online for seven weeks.

The 2019 survey was not included in this comparison as it asked riders how often they drove and parked at the station, not how often they rode BART.

Responses to the 2021 survey were weighted by BART rider frequency for analysis of station access.

Exhibit C16: Compare Frequency of BART Use



n: 594 (2015 Survey); n: 464 (2021 Survey)

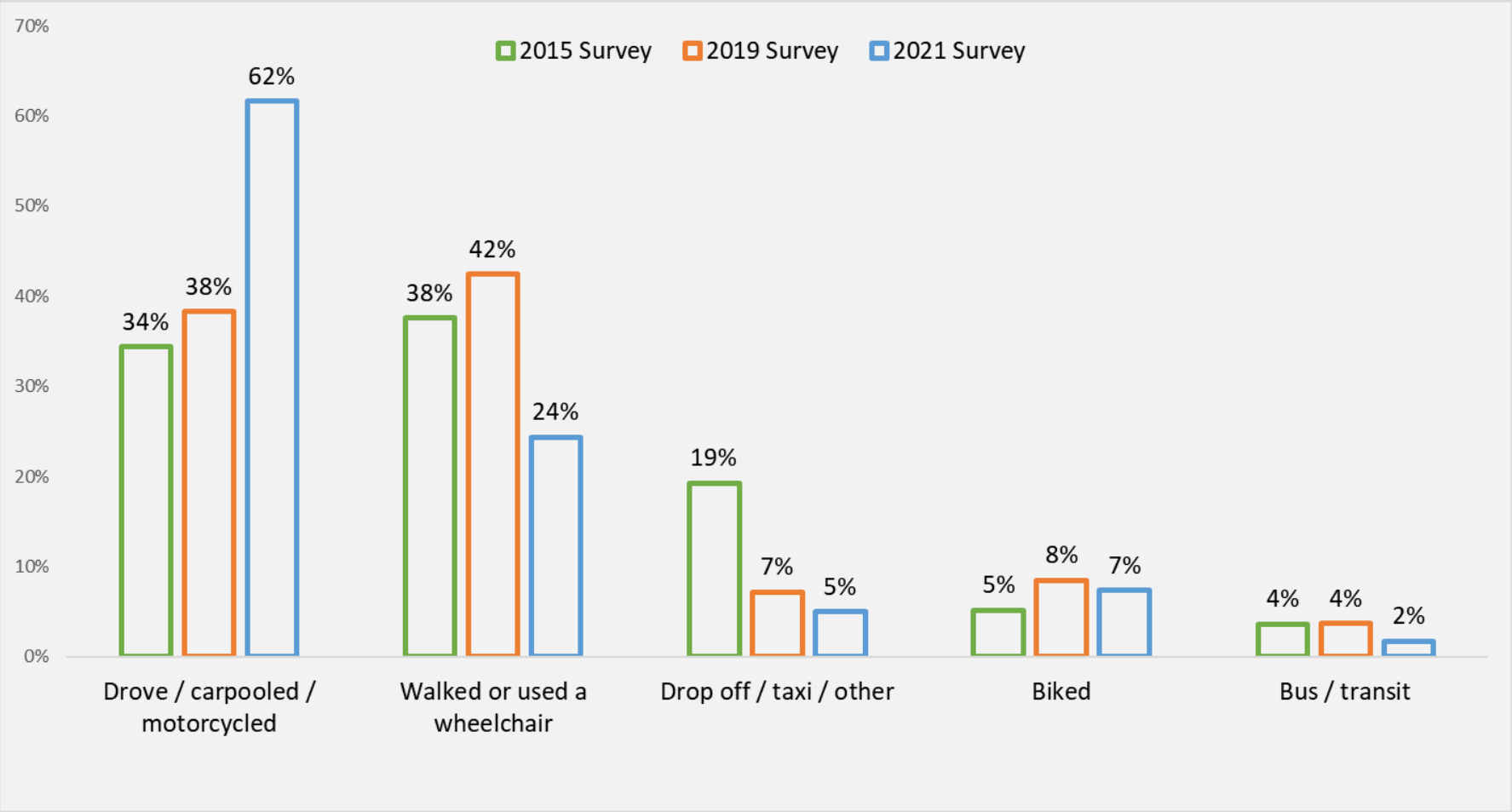
2015 Question: "How often do you currently ride BART?"

2021 Question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

May not add to 100% due to rounding

El Cerrito Plaza BART Rider Response: Comparison

Exhibit C17: BART Rider Station Access



May not add to 100% due to rounding

n: 634 (2015 Survey); n: 463 (2019 Survey); n: 460 (2021 Survey)
2015 and 2019 Question: "How did you get to BART today?"
2021 Question: "How did you usually get to this BART station from your home in 2019?"

Exhibit C17 compares El Cerrito Plaza BART riders’ mode of station access from the 2015, 2019, and 2021 surveys.

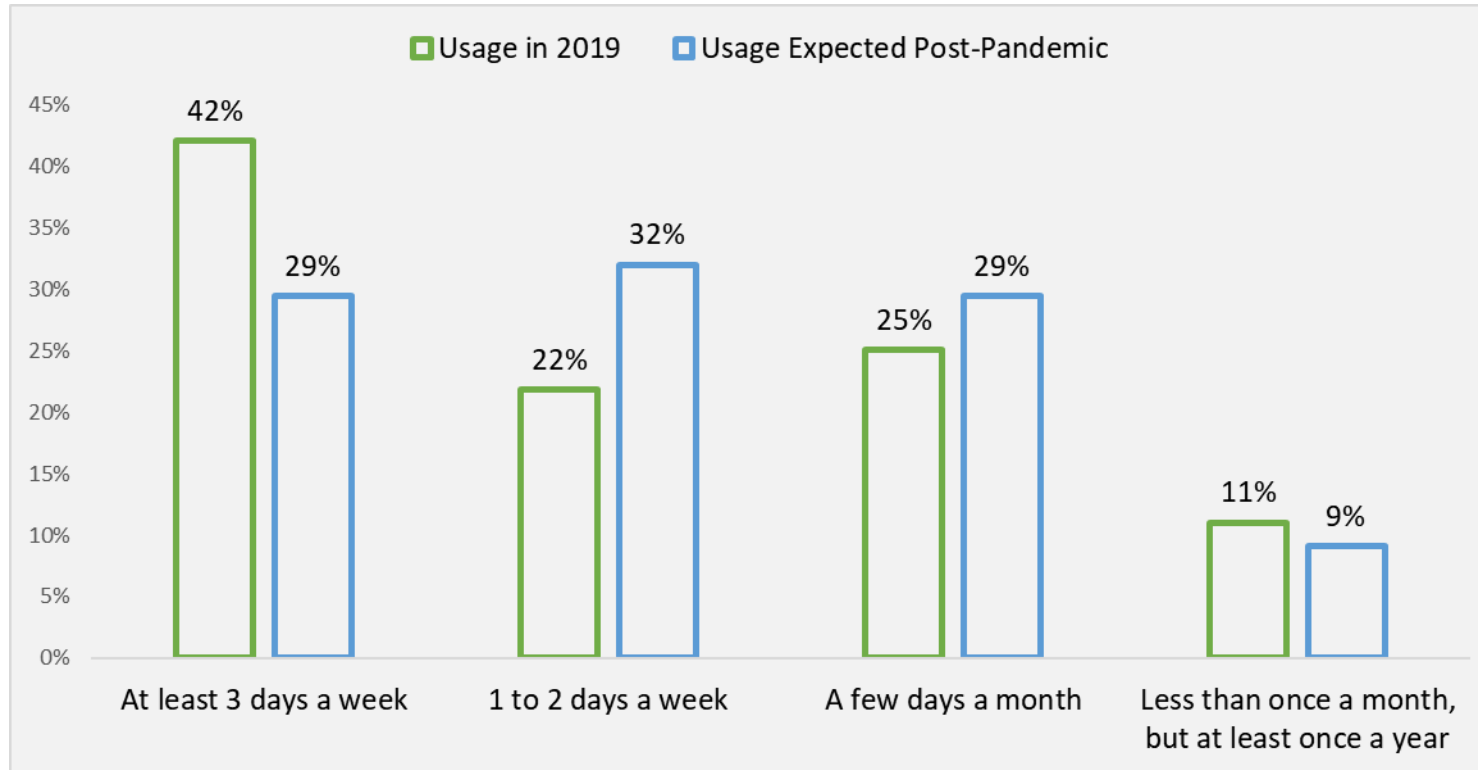
Respondents to the 2015 and 2019 were asked to provide the access used on the day of the survey while respondents to the 2021 survey were asked, “How did you usually get to this BART station from your home in 2019?”

The 2021 survey captured significantly more respondents who drove to and parked at the station and significantly less from those who walked or took transit compared to the 2015 and 2019 surveys. Drop-offs were significantly higher in 2015 compared to the 2019 and 2021 surveys.



El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C18: Change in BART Frequency of Use



n: 463 (Usage in 2019); n: 462 (Expected post-pandemic)

Usage in 2019 Question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

Usage expected post-pandemic Question: "How much do you anticipate using BART once the COVID pandemic is under control?"

May not add to 100% due to rounding

Exhibit C18 compares responses to two questions in the 2021 survey:

1. **Usage in 2019:** About how often did you ride BART in 2019 (before the COVID-19 pandemic)?
2. **Usage Expected Post-Pandemic:** How much do you anticipate using BART once the COVID pandemic is under control?

Respondents indicated that they expect to use BART less post-pandemic than when they used it in 2019.

El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C19: Suggested Access Improvements by Non-Driving Riders

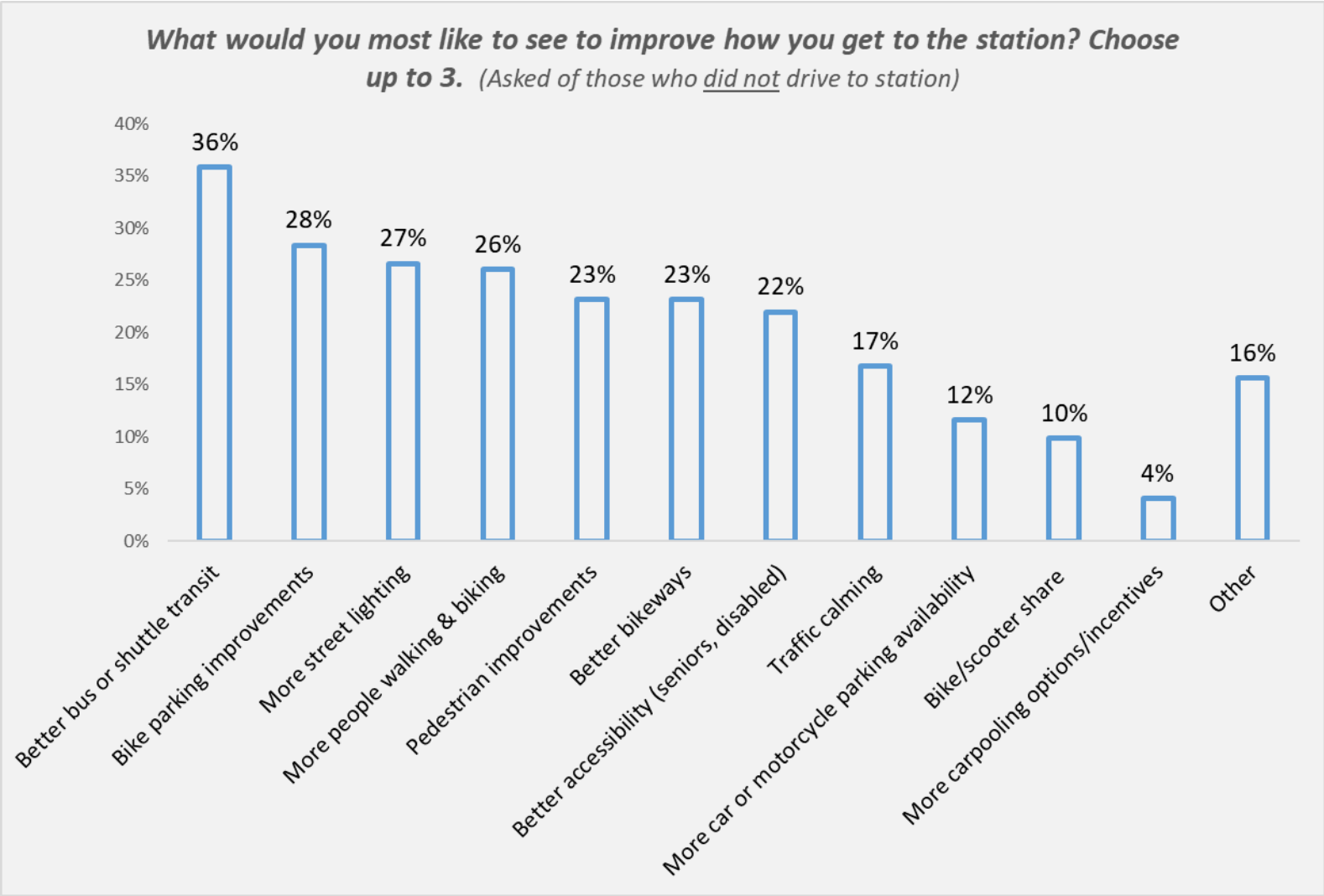


Exhibit C19 shows, as a percent of the total respondents to this question, access improvements that El Cerrito Plaza BART riders would like to see. It was asked of those who responded that they did not drive and park to get to BART. They were allowed to choose up to three improvements.

The three highest ranked improvements among the 173 respondents were better bus or shuttle transit, bike parking improvements, and more street lighting.



El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C20: Suggested Access Improvements by Riders Who Drive

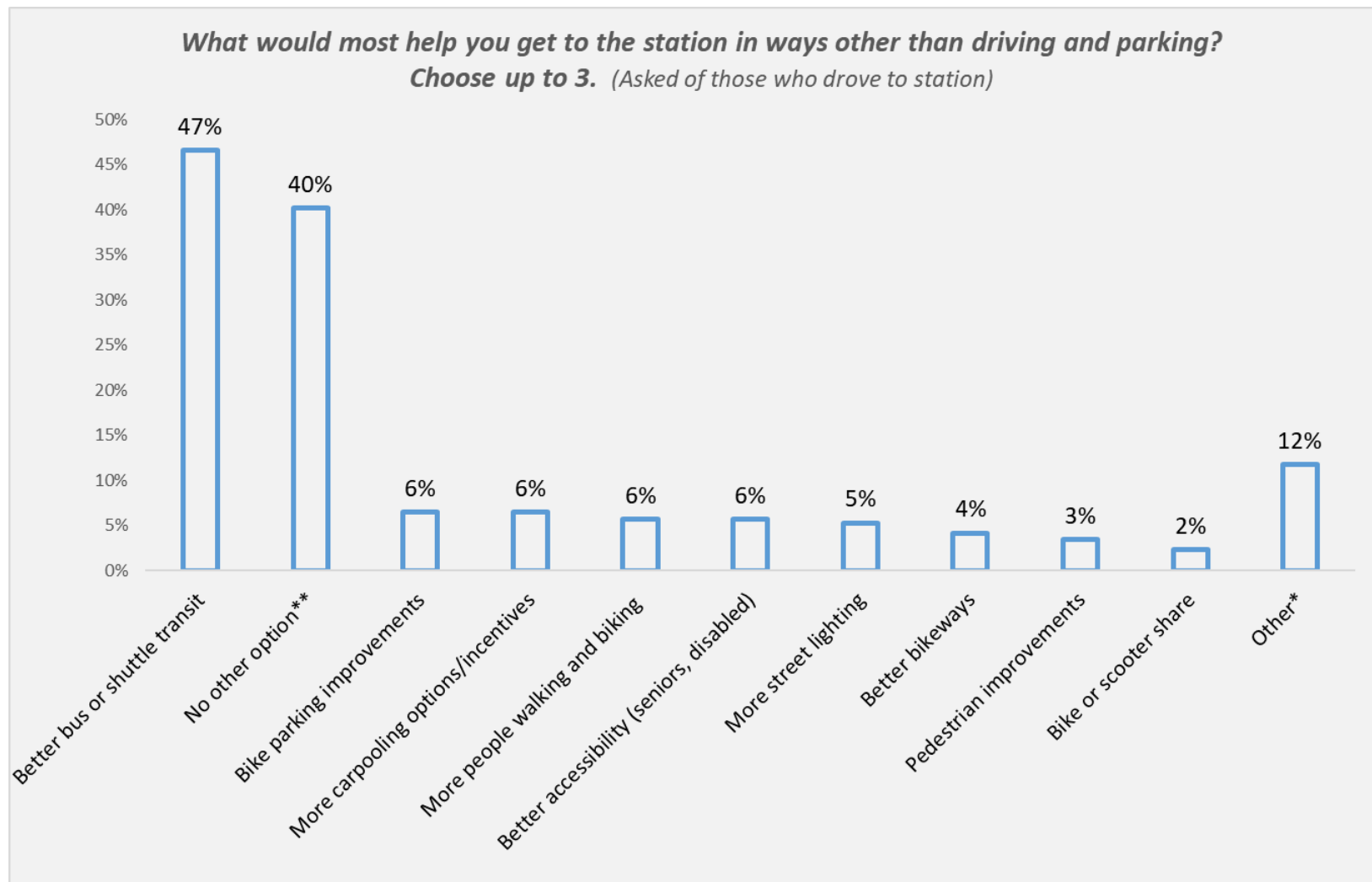


Exhibit C20 shows, as a percent of the total respondents to this question, access improvements that El Cerrito Plaza BART riders think would help them get to the station by ways other than driving and parking. This was asked of those who drove and parked to access BART. They were allowed to choose up to three improvements.

Almost half might be encouraged to get to the station using bus or shuttle transit if service were improved. Other potential improvements, however, were chosen by six percent or less of the respondents.

More than a third of the 264 respondents who drove to and from BART indicated they had no other option.

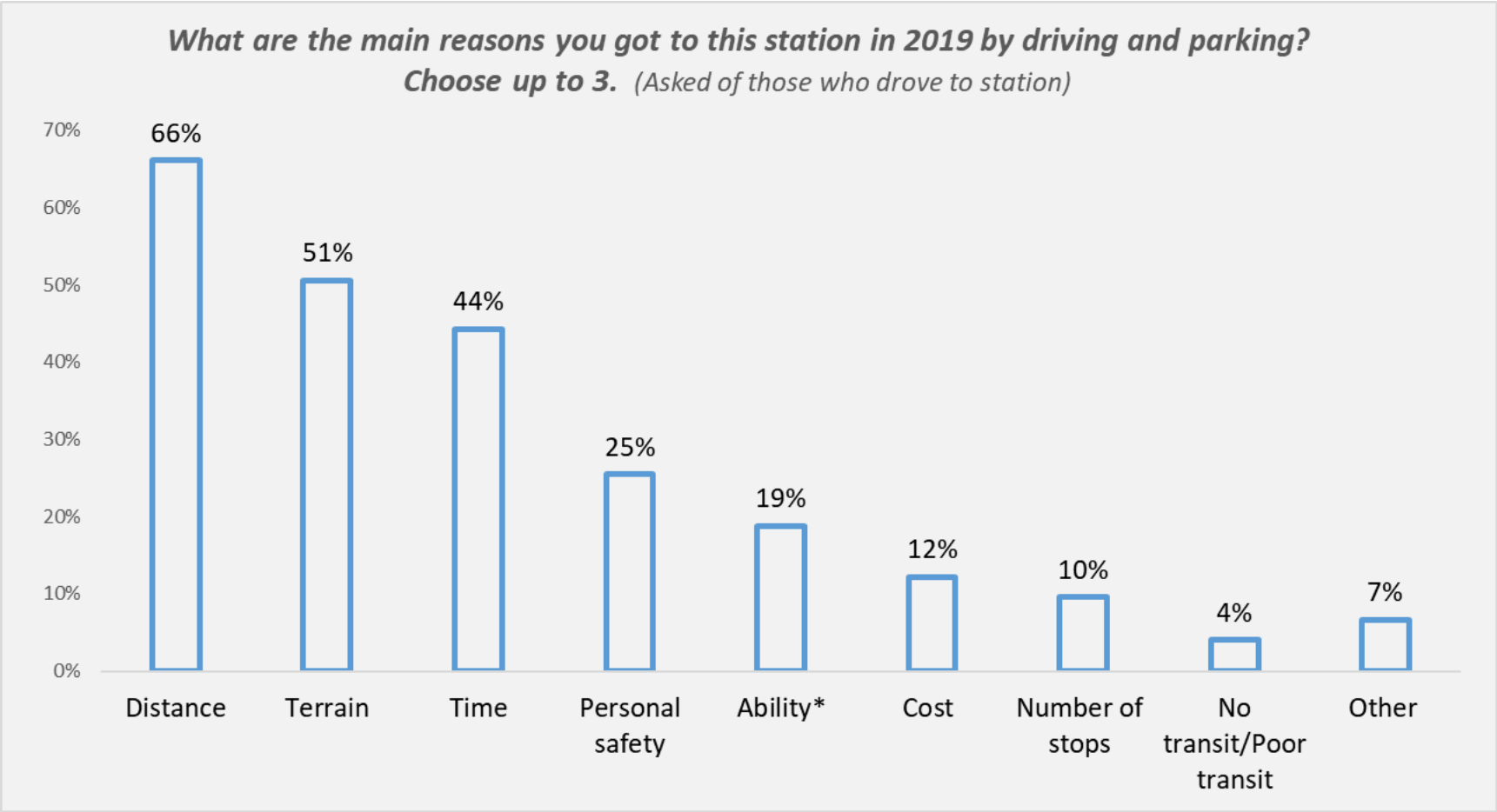
n: 264; Will not add to 100%, multiple responses possible

** "Other" includes traffic calming, trip planning assistance, and free-form suggestions.*

*** "No other option" percentage was adjusted to exclude those who also selected one or more other response options.*

El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C21: Reasons Why Riders Drive and Park to Access BART



n: 271

* A few age-related other specify responses are included in the "ability" category

Will not add to 100%, multiple responses possible

Exhibit C21 shows that El Cerrito Plaza BART riders who drove and parked to access BART have a variety of reasons for doing so.

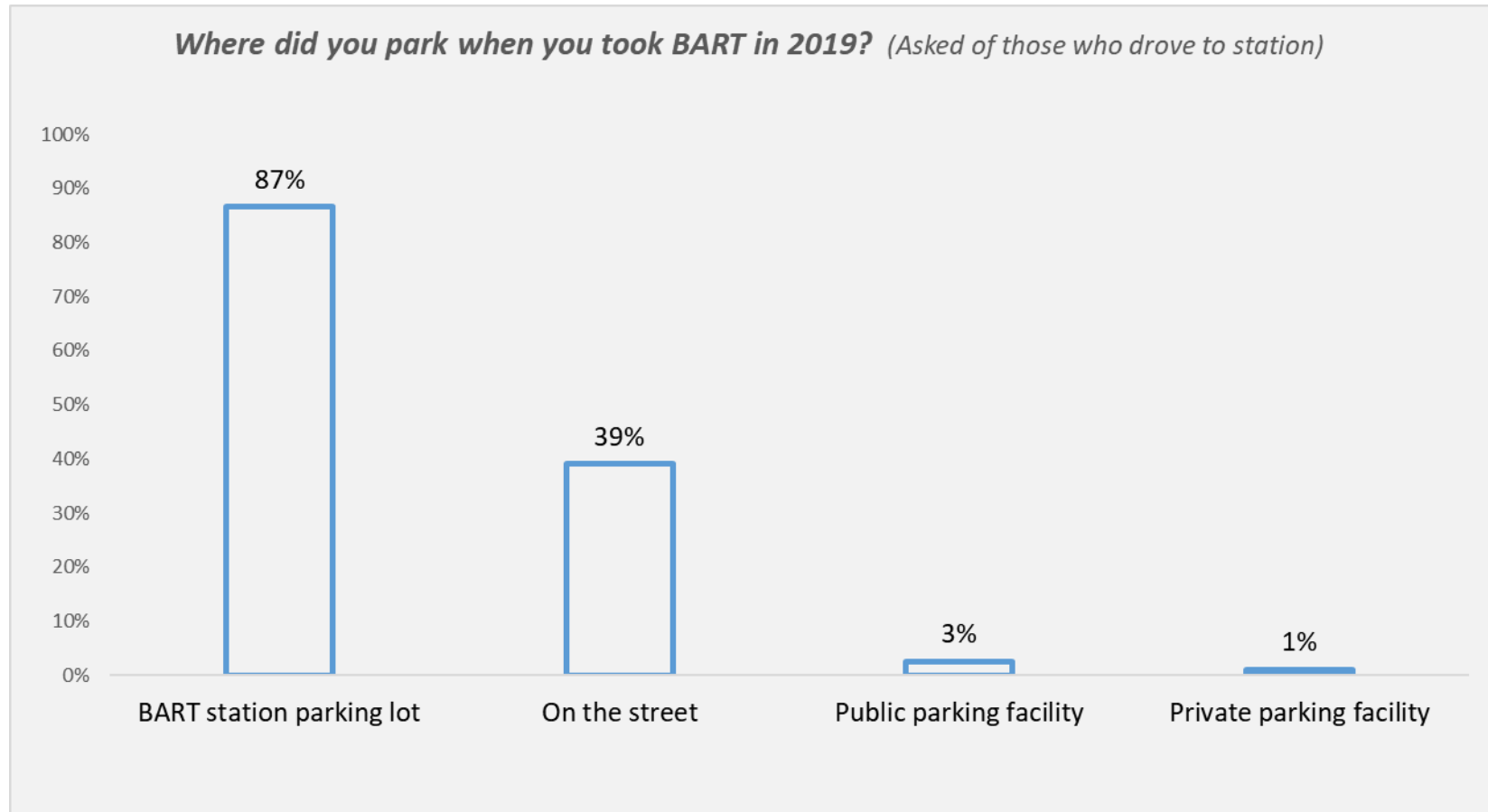
The three most common reasons were distance, terrain, and time.

This exhibit summarizes the raw responses to this question only. For analysis of station access, responses to the 2021 survey were weighted by BART rider frequency.



El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C22: Where Riders Park to Access BART



n: 277
72 (26% of respondents) selected both "BART station parking lot" and "On the street".

Will not add to 100%, multiple responses possible

Exhibit C22 shows that El Cerrito Plaza riders who drove to access BART in 2019 parked their cars in various locations. Respondents were allowed to choose as many answers as they liked. As a result, the sum of the percent for each response exceeds 100%.

The vast majority of BART riders who drove in 2019 responded that they parked their cars at the BART station lot. 72 (26%) selected both "BART station parking lot" and "On the street".

El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C23: Where Riders Would be Willing to Park to Access BART

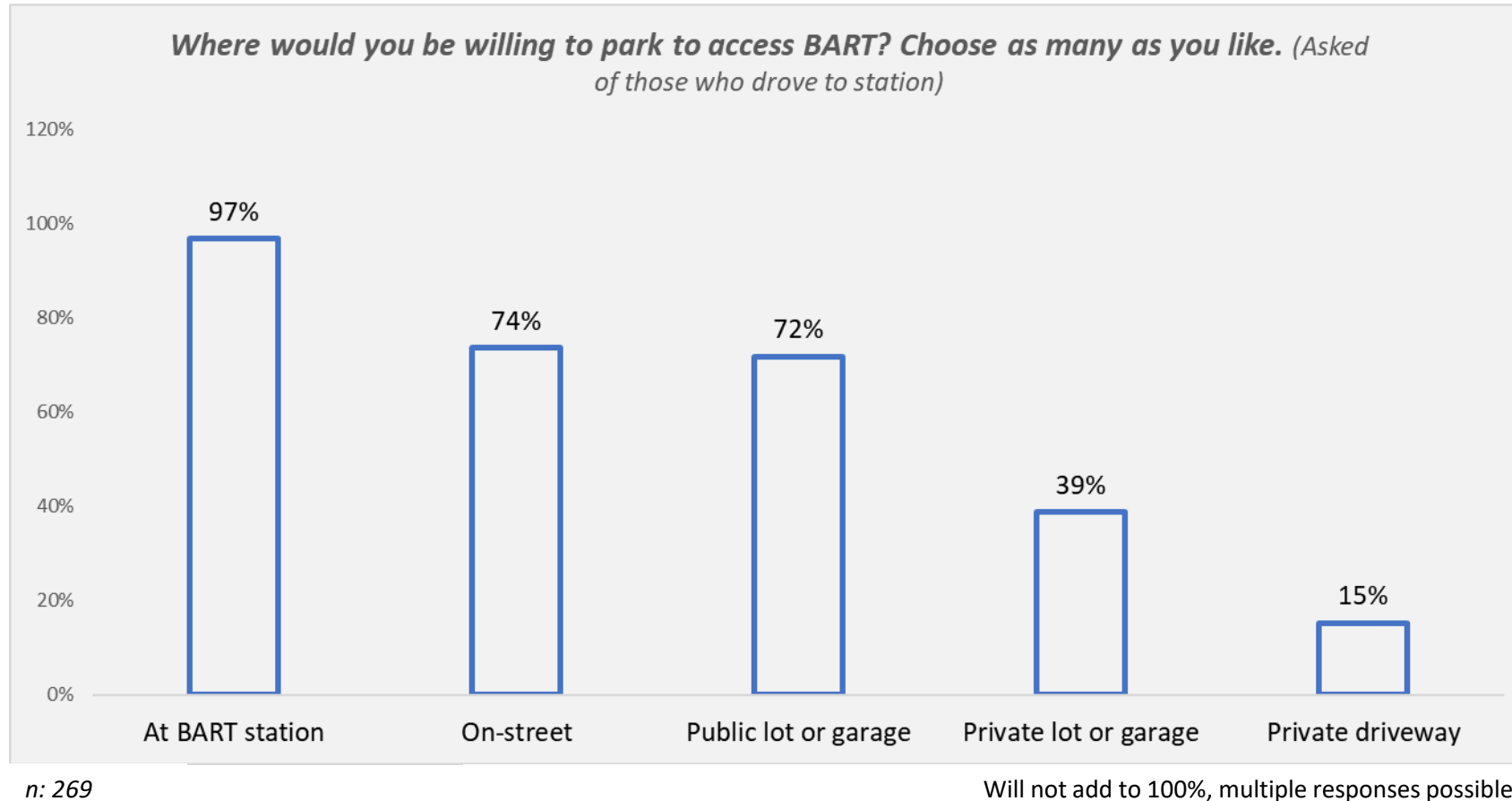


Exhibit C23 shows where El Cerrito Plaza BART riders who drove are willing to park to access BART.

The majority of the 269 respondents are willing to park on-street or in a public lot or garage in addition to parking at the BART station.

El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C24: Trade-offs Between Parking Pricing and Availability

Which of the following matters more to you regarding parking at BART? (Asked of those who drove to station)

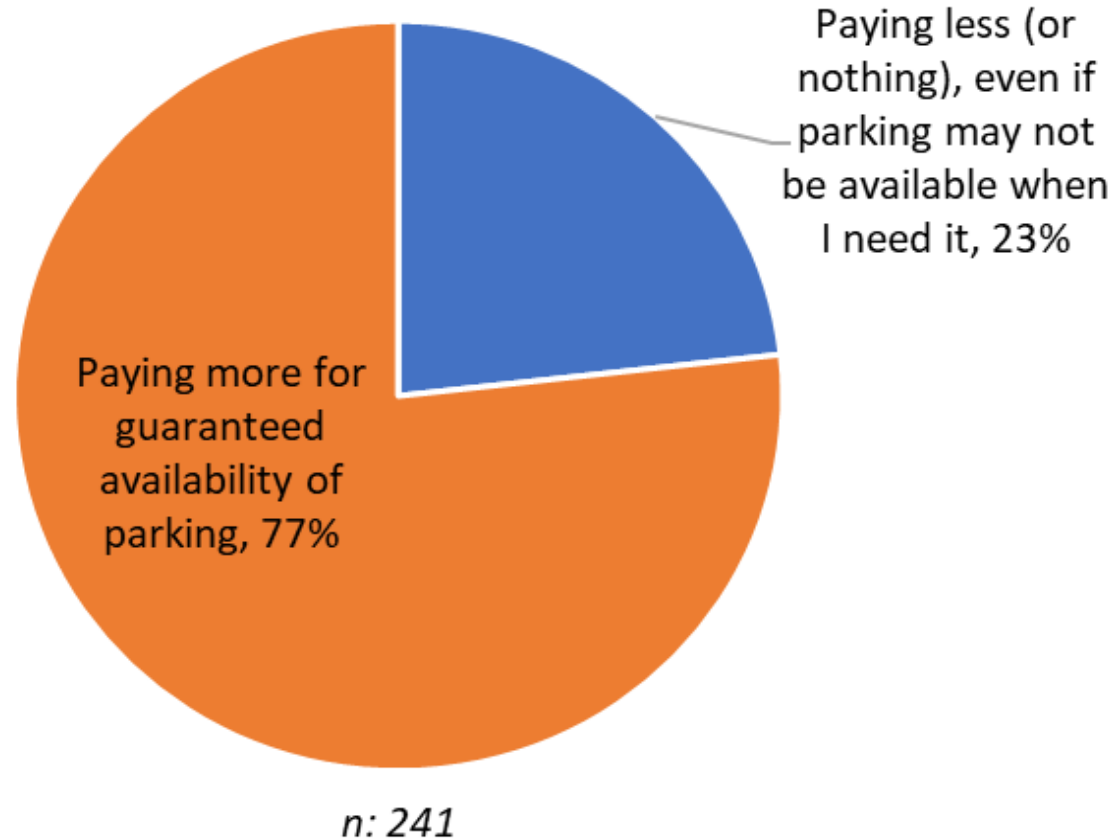


Exhibit C24 shows the preferences of trade-offs between parking price and availability by El Cerrito Plaza riders who drove and parked to access BART.

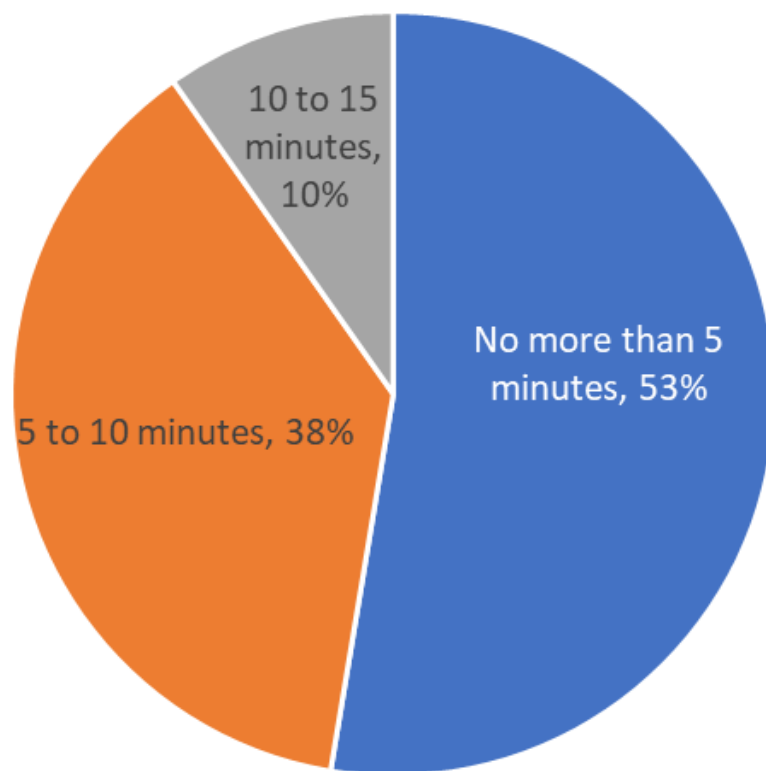
More than three-quarter of respondents would prefer to pay more to ensure parking availability.

El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C25: Longest Walk Time from Parking to BART Station

What is the longest amount of time that you would be willing to walk from your parking space to get to a BART station entrance?

(Asked of those who drove to station)



n: 266

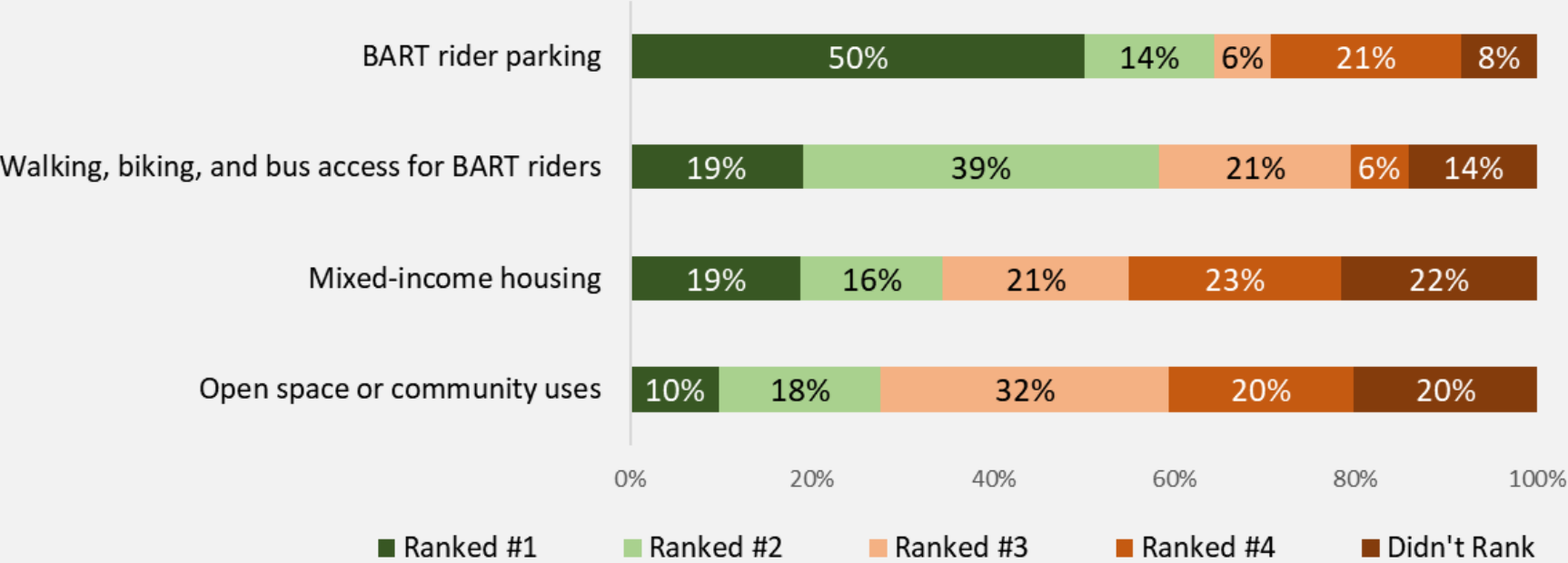
Exhibit C25 shows the longest amount of time that El Cerrito Plaza riders who drove would be willing to walk from their parking space to the BART station entrance.

The highest percent of the 266 respondents are only willing to walk five minutes or less, but a sizeable percent are willing to walk up to 10 minutes.

El Cerrito Plaza BART Rider Response: 2021 Survey

Exhibit C26: Priorities for the BART Station Development

What would you like to see prioritized in the development at your home BART station? Rank from 1 (the highest priority) to 4 (the lowest priority) for each use or purpose below.



n: 453

May not add to 100% due to rounding

Exhibit C26 summarizes El Cerrito Plaza BART riders’ priorities for the development at this station.

In terms of the highest priority, “BART rider parking” ranked number one with half of the 453 respondents. Summing up rank one and two reveals that “BART rider parking” was also highest with almost two-thirds of respondents.

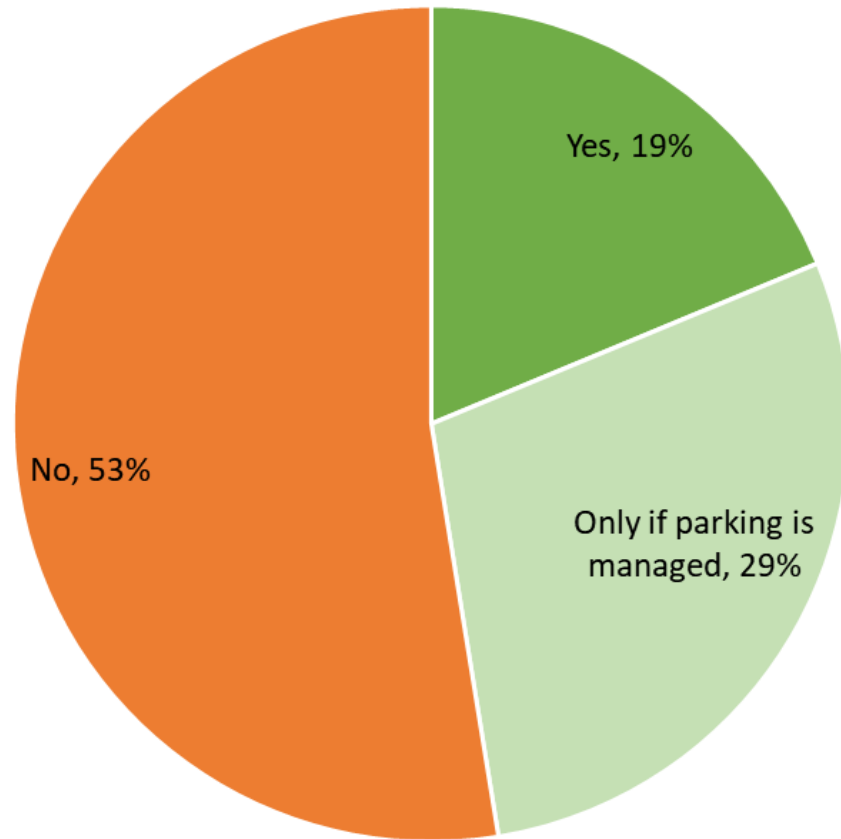


El Cerrito Plaza Station Area Resident Responses Exhibits C27-C28

El Cerrito Plaza Station Area Resident Response: 2021 Survey

Exhibit C27: Response to Letting BART Riders Park On-Street

Do you support letting BART riders park their cars on your neighborhood streets?



n: 331

May not add to 100% due to rounding

Exhibit C27 summarizes responses from residents who live near the El Cerrito Plaza BART station regarding BART riders parking on neighborhood streets.

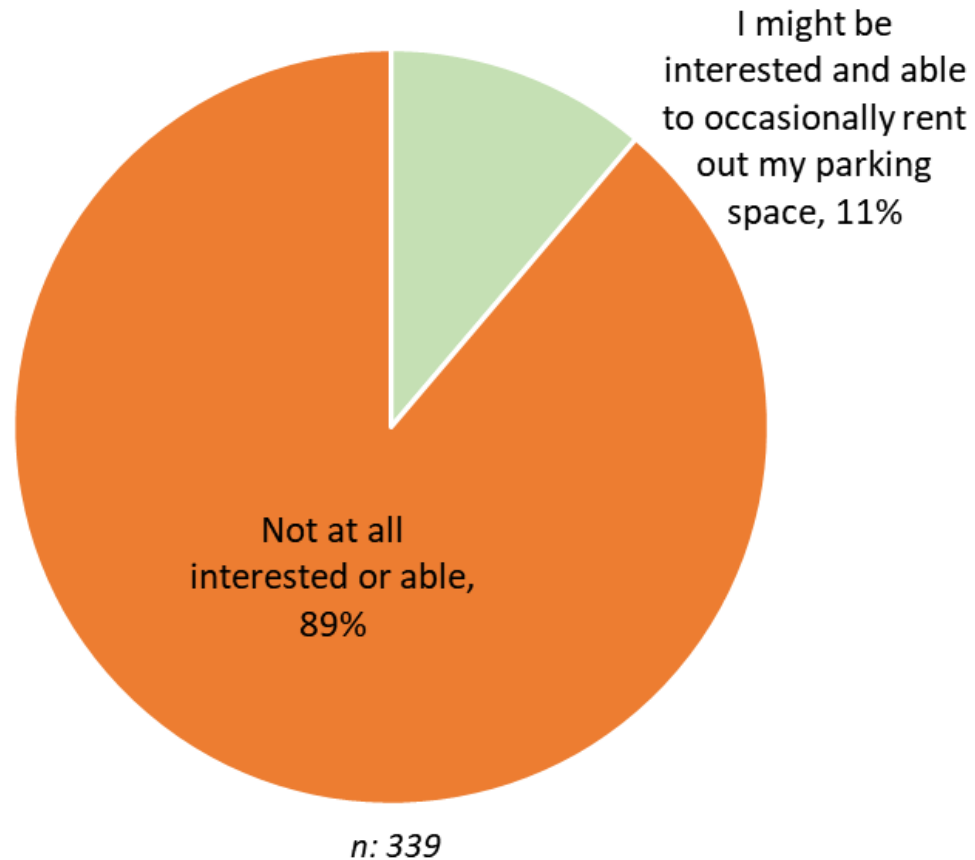
The majority of the 331 respondents are opposed to letting BART riders park on neighborhood streets. However, almost half support allowing BART riders to park on neighborhood streets, particularly if the parking is managed.

This exhibit does not include 14 respondents who chose “other” but whose input did not fall into these categories with remarks such as, “don’t live near the station”, “don’t care”, etc.

El Cerrito Plaza Station Area Resident Response: 2021 Survey

Exhibit C28: Response to Renting Parking Spaces to BART Riders

What is your interest and ability in renting out a parking space on your household's property (such as your driveway) to a BART rider who drives and parks?



May not add to 100% due to rounding

Exhibit C28 summarizes responses from residents who live near the El Cerrito Plaza BART station regarding their interest and ability to rent a parking space on their property to riders who drive and park.

Most are not interested or able, but over 10 percent indicated being interested and able to rent out parking to BART riders.

El Cerrito Plaza Interactive Mapping Comments Exhibits C29-C30

El Cerrito Plaza Station: 2021 Interactive Map Comments

Exhibit C29: Interactive Map Comments

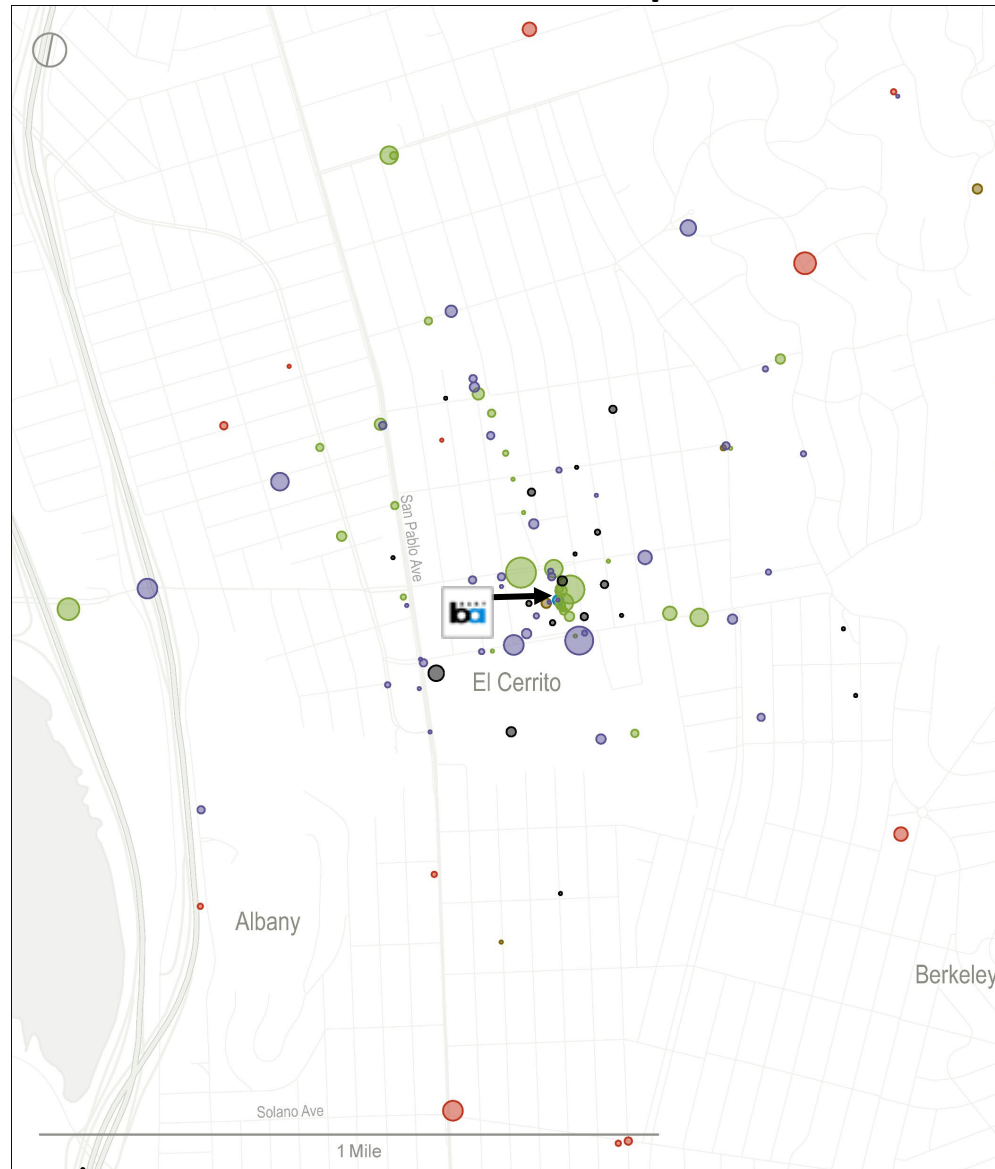







Exhibit C29 shows the frequency of public input by access mode received on the interactive map. Public input took the form of free-form comments and upvotes, which is how survey respondents indicated support for a particular comment.

In total, there were 588 comments and their upvotes received around the El Cerrito Plaza BART station, with the frequency by access mode as follows:

	Access Mode	Comments/upvotes
	Bike	154 (26%)
	Walk	137 (23%)
	Transit	174 (30%)
	Parking	42 (7%)
	Car/Drop-off	14 (2%)
	Other	67 (11%)

El Cerrito Plaza Station: 2021 Interactive Map Comments

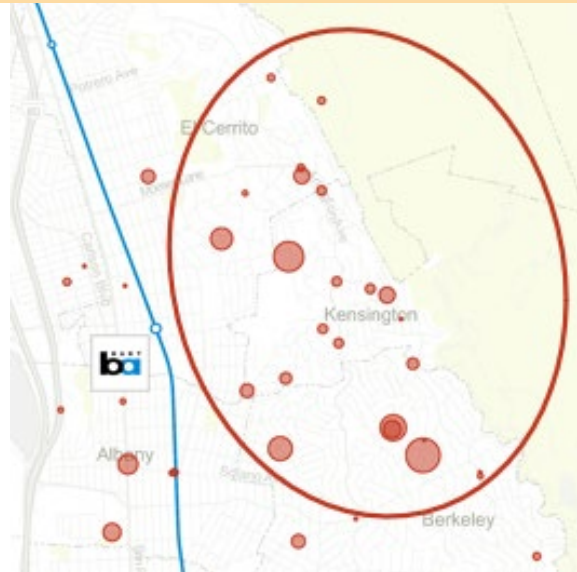
Exhibit C30 demonstrates some of the geographic concentrations of comments and up-votes on the interactive map by mode of travel within a half-mile of the El Cerrito Plaza Station. They include the southern station area for walking, the eastern station area for transit, and all around the station for parking.

Exhibit C30: Samples of Geographic Concentrations of Comments and Up-votes by Access Mode

29% of walk comments focused on Fairmount Avenue and the southern access to/from the station



61% of transit comments focused on the hilly areas east of the station



62% of parking comments focused on the area closest to the station

