

Station Access for Future Development at Ashby and North Berkeley BART stations

Berkeley-El Cerrito Corridor Access Plan

Advisory Committee/Community Meeting

March 9, 2022



Agenda

- Introductions and Zoom guidance (6:00 PM)
- Presentation (6:10 PM)
 - Why BART plans to develop at Ashby and North Berkeley BART Stations
 - On-site BART rider parking
 - Preliminary access strategies
 - Next steps
- Advisory Committee questions and discussion (6:50 PM)
- Community questions and answers (7:10 PM)
- Closing
- End (8:00 PM)

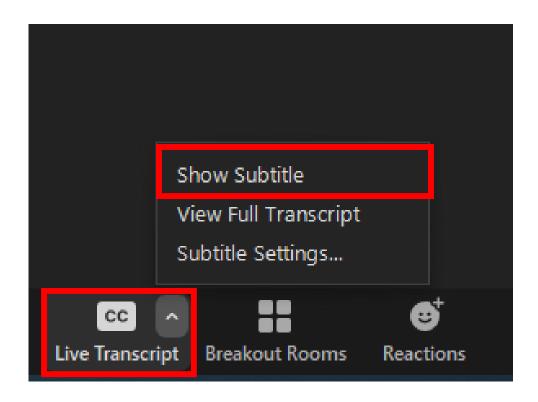
www.bart.gov/beccap



Zoom Logistics: Set Live Transcript

To enable live transcription:

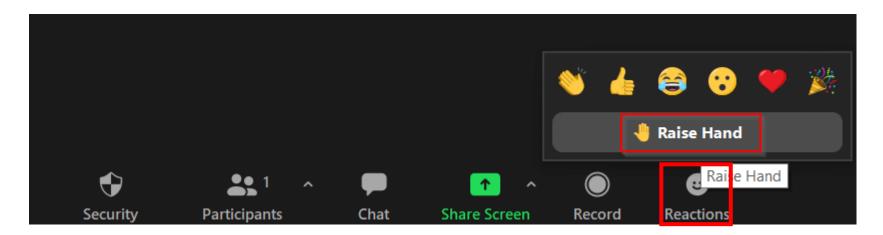
- At the bottom of the screen, select Live Transcript.
- Click "Show Subtitle" to view captions.
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Community Guidelines and How to Participate

- 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













BART

- Rachel Factor, Principal Planner
- Consultant Team
 - Envirolssues: Katie DeLeuw, Senior Associate
 - Fehr & Peers: Andy Kosinski, Project Manager
- Berkeley-El Cerrito Corridor Access Plan Advisory Committee
 - Sofia Zander, former Berkeley Transportation Commissioner
 - Kim Walton, Berkeley Transportation Commissioner
 - Karen Parolek, Berkeley Transportation Commissioner
- City of Berkeley Staff



Who is here in the meeting tonight?

Poll questions:

- What brought you to this meeting tonight?
- Which BART station do you use most frequently?



Why BART plans to develop at Ashby and North Berkeley BART Stations

Transit-Oriented Development (TOD)

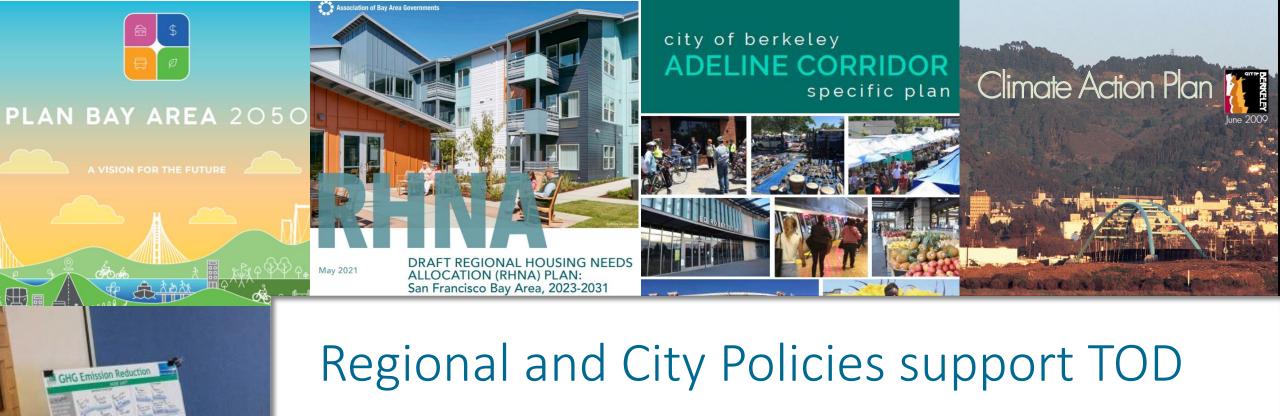
TODs at or near BART stations lead to:

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



BART TOD policy: "Strive for no or limited parking replacement..." at Ashby and North Berkeley (Both of which are classified as *Urban with Parking* in BART's Station Typology)



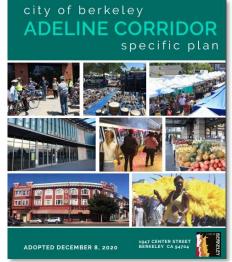




City/BART Draft Joint Vision and Priorities (Access)*

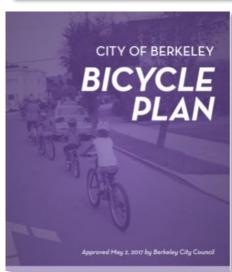
- Housing and community benefits
 - Favor affordable housing and other community benefits over parking
- Non-automobile access
 - Increase the share of BART riders who access the stations by walking, biking and taking transit
- Equitable access
 - Provide safe and secure options for all people
- Parking options
 - Maximizing the use of available parking capacity (Downtown garages, on-street parking)
- Parking and traffic impacts
 - Limit impacts of driving and parking

* Full text of the Draft Joint Vision and Priorities on affordable housing, civic and public space, land-use, building form and station access can be found at: https://www.cityofberkeley.info/bartplanning/

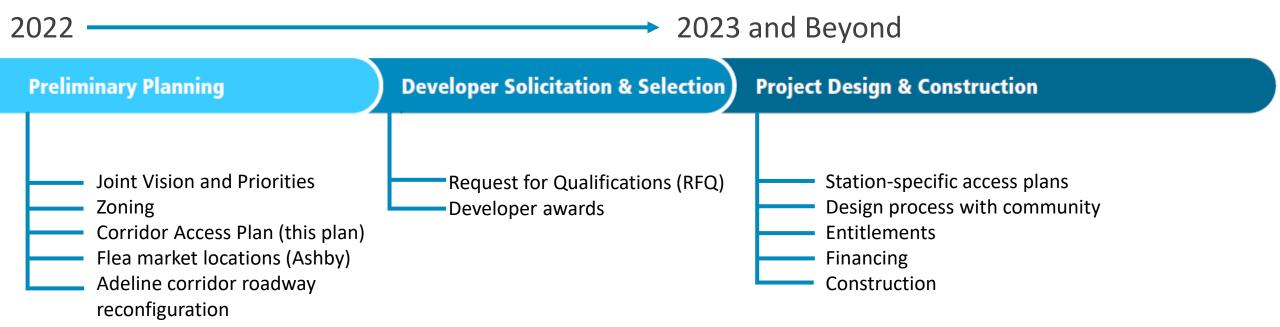








Planning Process to transform parking lots to housing





Corridor Access Plan Process

Illustrative Timeline – Subject to Change

Spring/Summer 21

Summer/Fall 21



TOD priorities

Define needs & **BART** access options



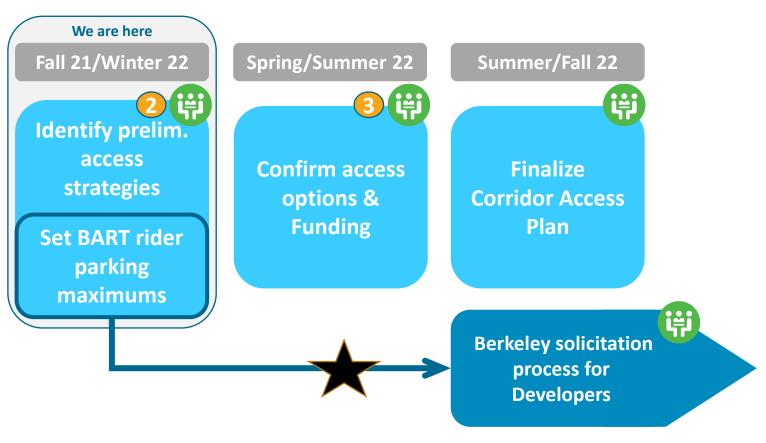


Community Meetings

Online Open Houses

Office Hours In-person events Stakeholder Engagement **Boards & Commissions** City Council & BART Board

BART Board action





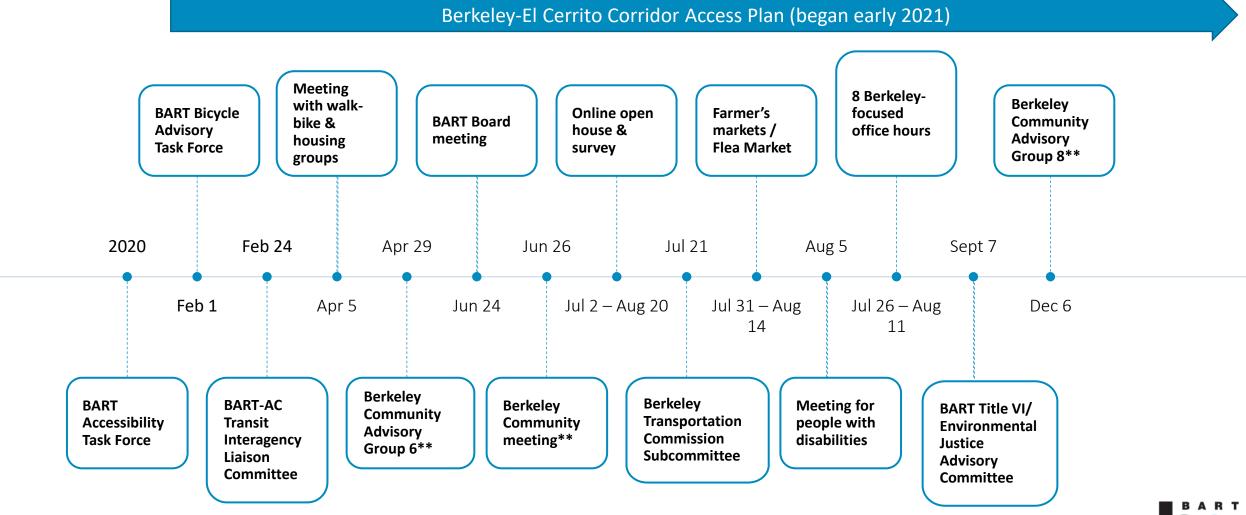
BART Surveys Inform Access Strategies

	Number of Respondents		
Source	Total	Ashby	North Berkeley
2015 Station Profile Study	~24,000	599	636
2018 Customer Satisfaction Survey	5,294	136	147
2020 Customer Satisfaction Survey	2,969	77	68
2021 Berkeley-El Cerrito Corridor Access Plan Survey	1,968	186	723





Access-Focused Community Process*



^{*}Details about community engagement efforts can be found at www.bart.gov/beccap



^{**} Community Advisory Group meetings with agendas including station access/parking

How all the feedback is being used

- Recommendation for maximum 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





Housing & vibrancy

Equitable investments

Prioritize sustainable access

Invest in flexible, adaptable options

Increase BART riders



Housing & vibrancy

















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 highincome riders
- 82% of riders get to/from Ashby without parking
- 75% of riders get to/from North Berkeley without parking
- 80% of those with a disability get to BART by walking, biking taking the bus, or getting

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



North Berkeley station (March 2022 weekday, 10AM)



Housing & vibrancy

Equitable investments

Prioritize sustainable access

Invest in flexible, adaptable options

Increase BART riders

- Ashby and North Berkeley stations were candidates to have no on-site BART rider parking
- However, we heard about barriers getting to the stations:



Dark Streets
Photo Credit: James Stout



Difficult crossings (Adeline/Ashby)
Photo Credit: Google Maps



Steep inclines
Photo Credit: Google Maps

Housing & vibrancy

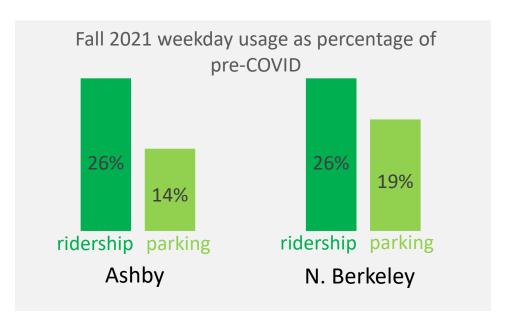
Equitable investments

Prioritize sustainable access

Invest in flexible, adaptable options

Increase BART riders

 Ridership is rebounding much faster than parking demand



Source: BART Ridership and Parking data (2019, 2021). Ridership based on tagged entries and parking is based on fee transactions

 ~70% of office workers will go to the office 3 days a week or less

Source: Bay Area Council (January 2022) https://public.flourish.studio/story/1114459/



Process for Determining the Maximums

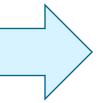
Priorities

Q1: Who are impacted riders &

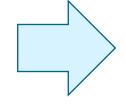
impacted riders what are their alternatives?

Analysis

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



Q2: <u>How</u> will BART pay for parking?



Recommended
BART Parking
Maximums

Recommendation

Q3: What are the tradeoffs?



Q1

Determining the recommended maximum

Objective

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

Data used

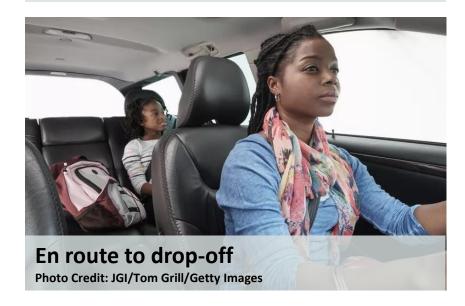
- BART ridership and travel pattern data
- Community input/survey responses: people with limited choices who would need spaces close to the station
 - Mobility challenges
 - Pick up/drop off duties or combined trips with errand

Results

- Ashby: 85 spaces (16% of the 535 spaces)
- North Berkeley: 120 spaces + 80 spaces in the auxiliary lots = 200 spaces total (29% of 700 total spaces*)

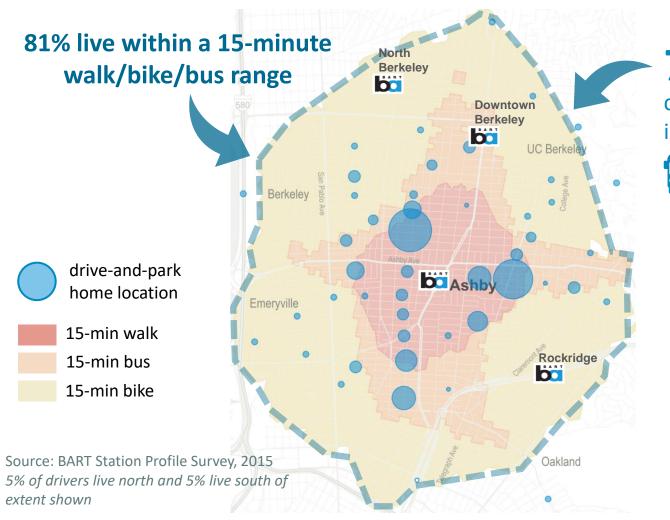


People with accessibility needs on BART Photo Credit: BART



^{*} North Berkeley will have a total of 700 spaces after the Active Access project improvements are complete in 2023

Of the BART riders who park at **Ashby** on a typical weekday...



7 in 10 could get to BART in a different way



high-income riders could park at Downtown
Berkeley garages
(~80 spaces in 2 garages)

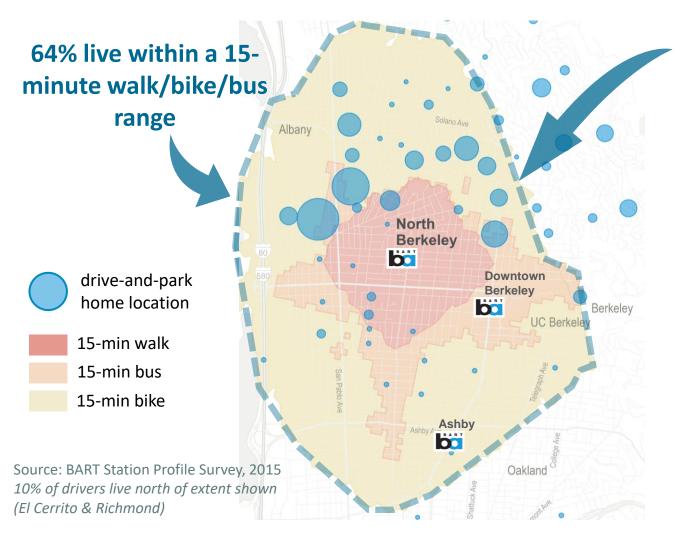
1 in 5 are parking dependent (i.e., mobility challenges, complex journeys, etc.)

1 in 5 would work remotely

Resulting parking max: **85 spaces**(16% of the 535 spaces)



Of the BART Riders who park at **North Berkeley** on a typical weekday...



5 in 10 could get to BART in a different way









high-income riders could park at Downtown Berkeley garages (~125 spaces in 2 garages)

1 in 4 are parking dependent (i.e., mobility challenges, complex journeys, etc.)

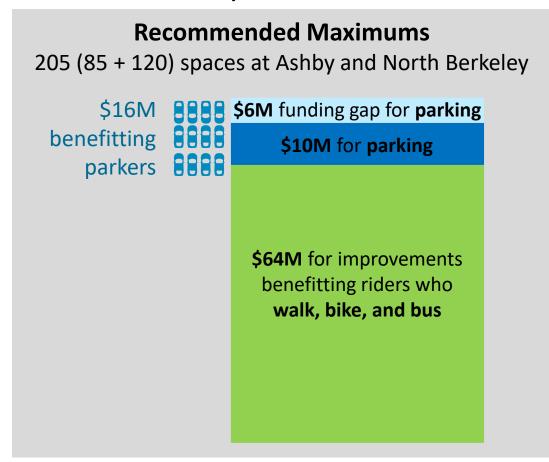
would work remotely

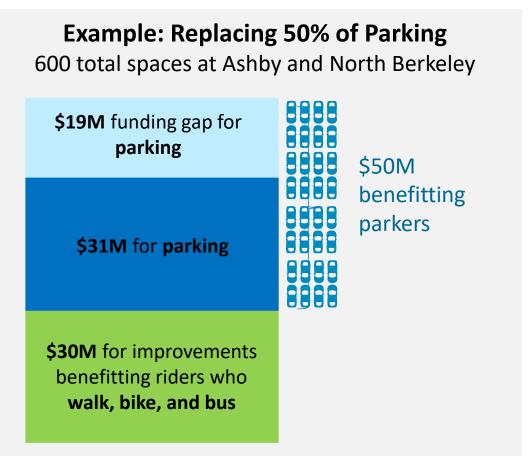
Resulting parking max: 200* spaces (29% of the 700 spaces)

*80 spaces in auxiliary lots between Acton St and Virginia Gardens included

Q2 How WILL BART PAY FOR PARKING? Access investment scenarios

We can reasonably assume a total of \$80M for all access investments at both stations





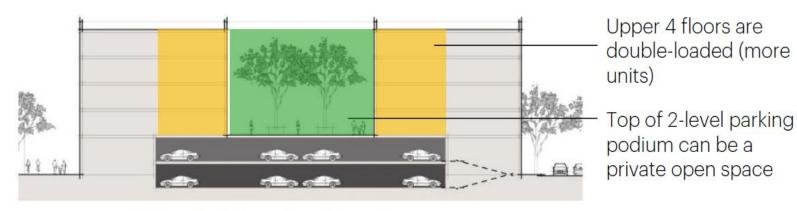
Assumptions

- Cost to build structured parking = \$80,000+/space
- Known grant program will only cover 50%, leaving a funding gap of \$30,000+/space



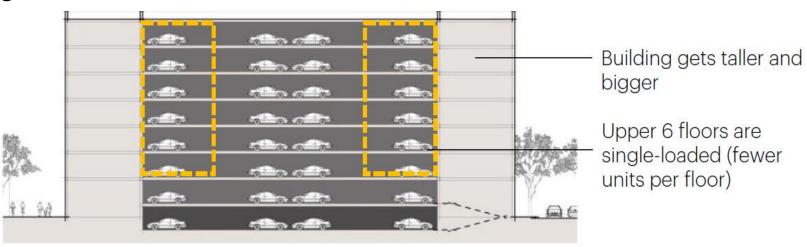
Q3

Parking has spatial/design tradeoffs



- Amount of Housing
- Design Elements (Height, massing)

Podium building with ~180 parking spaces



Podium building with ~620 parking spaces

Source: Opticos "Guiding Design Principles + Massing Scenarios" (Berkeley City Council meeting May 9, 2019)



Recommended On-Site BART Rider parking maximums

- Staff will recommend BART rider parking maximums for Board adoption
- Once adopted, maximums will be included in Request for Qualifications

Ashby

Maximum of 85 BART parking spaces*

North Berkeley

Maximum of 200 spaces (including 80 spaces in auxiliary lots)*

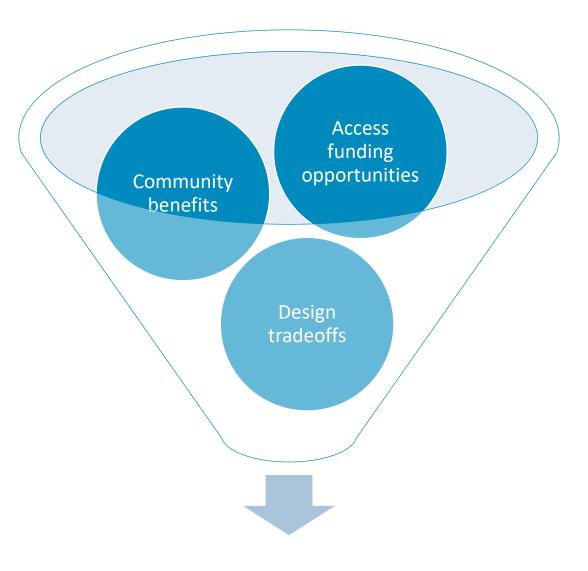


^{*} Accessible parking will be provided consistent with American Disabilities Act requirements

On-Site BART Rider Parking

Next steps to confirm final number of spaces

- Advance TOD Design (2023-2024) considering:
 - Input by community, city and developers
 - Access funding opportunities
 - Community benefits
 - Design tradeoffs
- Identify mix of on-and off-site access improvements, including parking



Number of BART parking spaces on-site



Preliminary access strategies

Hundreds of access ideas from dozens of sources

- Adopted City plans
- Community advisory committees
- Boards and commissions
- Technical advisory committee
- In-person and virtual community events
- Office hours
- Online Open House #1
 - Idea map
 - Survey

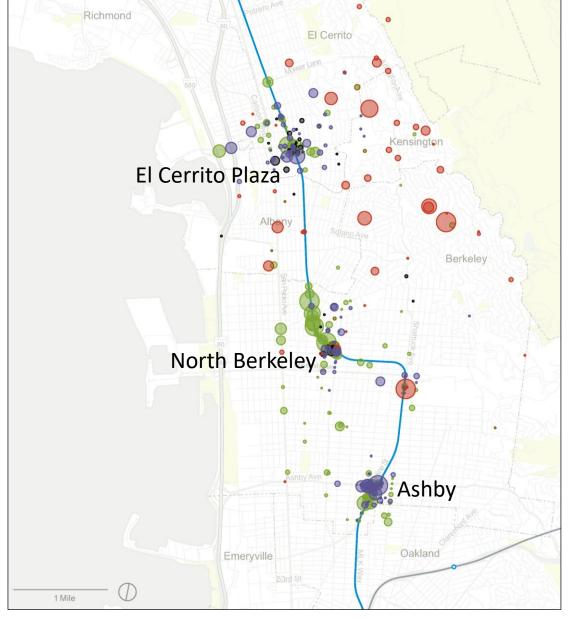




Open House #1 Map Comments

1,398 comments and upvotes received

₫	Bike	578
注	Car/Dropoff	40
	Parking	66
	Transit	230
於	Walking	357
	Other	127





Access: Examples of What's Being Studied, Planned or Implemented

Corridor (benefits more than 1 station)

- Shared Electric Micromobility (scooters)
- San Pablo Avenue Corridor Project (Study)
- Pivot Point Commuter Hub at I-80/Buchanan
- Addison Bike Blvd. (Sacramento to Milvia)

Affects Ashby Riders

- Ashby BART Access Improvements
 - East-west bikeway through station area
 - Fulton-Wheeler bikeway
 - Wayfinding and bus stop upgrades
- Adeline Corridor Roadway Reconfiguration (Study)
- Adeline South bikeway (Fairview to Stanford)

Affects North Berkeley Riders

- Hopkins Corridor Traffic and Placemaking (Study)
- Sacramento Complete Streets
- North Berkeley BART Active Access Improvements
 - Ohlone Greenway
 - Bikeways on Delaware Street and in station area
 - Secure parking for larger bikes



Sample Strategies to further evaluate:* Walking, rolling, and biking





Path lighting and adaptive bike (top) and pedestrian bulb-outs and bike boulevard (bottom)

Improve Lighting

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

Secure bike parking

For all types of bikes (cargo, adaptive, etc.)

E-Bike Subsidies and Lending Library

 Provide incentives and testride opportunities

Safer, more comfortable walking and biking facilities

- Prioritize pedestrians, cyclists
- Improved crossings
- Improved pavement conditions

Adeline Roadway Reconfiguration

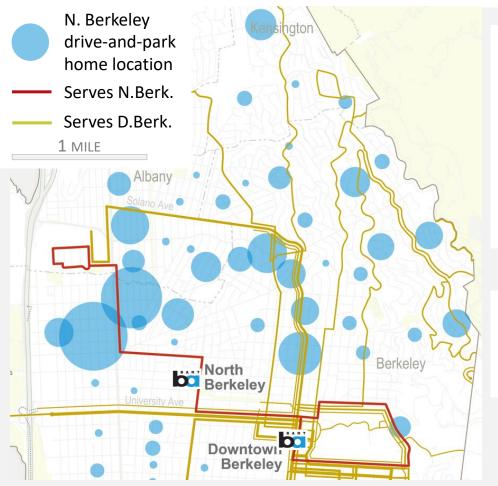
- Cycle track installation
- Intersection realignment and safety improvements
- May include potential relocation of the Flea Market



^{*} BART/Developer to implement improvements that are on BART property. BART will work with city, agencies and regional partners on potential funding sources and the implementation feasibility of off-site strategies.

Sample Strategies to further evaluate:* Bus and New Mobility





Improve Local Bus Service

- Restore pre-pandemic service levels
- Better West Berkeley, Ashby Avenue corridor, Hills
- Increase frequencies
- Downtown connections

Increase Transbay Service

 Direct alternative in areas further from BART

Bay Area Transit Transformation Action Plan

- Coordinate transfers
- Reduce transfer costs
- Improve customer experience

Car Share Services

 Expand car share services, like Gig Car Share, to reduce reliance on privately-owned vehicles



^{*} BART/Developer to implement improvements that are on BART property. BART will work with city, agencies and regional partners on potential funding sources and the implementation feasibility of off-site strategies.

Sample Strategies to further evaluate:* Parking





On-street BART parking (top) and I-80/Buchanan Park & Ride

City to Better Manage On-Street Parking

 Better manage ~4,000 spaces within a 10-min walk of Ashby and ~3,000 spaces within a 10-min walk of North Berkeley

Use Downtown and New Park & Ride lot

Center Street and Allston Garage

Manage On-site Parking

- Encourage carpool
- Explore demand-based pricing

Share Parking

 Potential use of private parking spaces, including personal driveways, through apps like ParkStash



^{*} BART/Developer to implement improvements that are on BART property. BART will work with city, agencies and regional partners on potential funding sources and the implementation feasibility of off-site strategies.

Concept for City On-Street Parking Management

Concerns

New TOD residents and more BART riders parking in the neighborhood

Goals

- Address existing residents' and stakeholders' concerns
- Encourage more people to use transit, walk, and bike to help to reduce emissions
- Provide a parking alternative for those who don't have other options
- Earn revenue to cover enforcement costs

Strategies

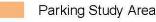
- Not allow residents of TOD to get Residential Parking Permits (RPPs)
- Expand where and when RPP is used
- Allow non-residents (BART riders) to pay to park in RPP areas using pricing to manage demand to ensure availability for all
- Use new revenue to pay for expanded enforcement of RPP







10 Min Walk From BART (Walk Speed of 3 mph)





Sample Strategies most likely not feasible





On-Demand/circulator shuttle

- Primary desire from residents in hills
- No clear funding source to operate
- High costs
 - Cost per person per trip can be up to \$70
 - more expensive for lower density areas like the hills
- Low demand
- No clear operator

Ride Apps (TNC) subsidy

- Same considerations for shuttle and on-demand transit
- Cost per person per trip can range from ~\$5 to ~\$10+



Next Steps

Next steps for strategies

Initial screening 👸



- Ideas
- Input from Technical **Advisory Committee**



Evaluation



(Spring/Summer 2022)

Scoring



Public Support





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



Support Feasible Strategies



Plan





(Summer/Fall 2022)

- Projects
- Funding plan
- Implementation plan (who and when)
- Finalize



Community Participation

Community Meetings



Online Open Houses

Office Hours

In-person events

Stakeholder Engagement

Boards & Commissions

City Council & BART Board



Committee Questions and Discussion

Advisory Committee Questions & Discussion

- Committee questions
- On-street parking discussion
- Access strategies discussion



Concept for City On-Street Parking Management

Goals

- Address existing residents' and stakeholders' concerns
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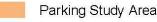
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10 Min Walk From BART (Walk Speed of 3 mph)





Advisory Committee Discussion: Access strategies

Walking, rolling, biking, bus and new mobility strategies

- Did any of the strategies we presented stand out to you as more or less useful to the Berkeley community?
- What questions or concerns do you have about these strategies?



Common Questions Community Questions & Comments

Common Questions and Comments

 How else will people get to BART if there is less parking?



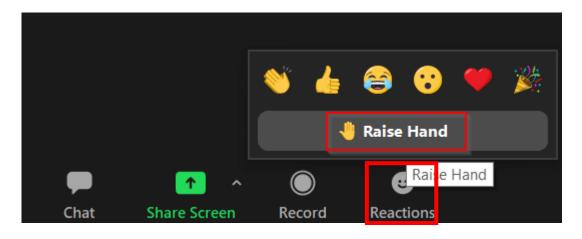




Community Guidelines and How to Participate

Q&A session

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- Each person to have a chance to speak
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Thank you!

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

To learn more about the Ashby and North Berkeley TOD planning process:

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

For more information on the access planning efforts, 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



