



Berkeley-El Cerrito Corridor Access Plan

Summary of the 2022 Online Open House and Survey

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Introduction

This report summarizes key public input received during the second Berkeley – El Cerrito Corridor Access Plan (BECCAP) Online Open House and Survey, which took place April 20 through May 18, 2022, at <https://bartberkeleyelcerritocap.participate.online/>.

BECCAP is focused on identifying ways that existing riders can access BART when roughly 2,000 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 2022 Online Open House and Survey (**2022 survey**) are compared to the 2021 Online Open House and Survey (**2021 survey**), and the 2015 Station Profile Survey (**2015 survey**).

The 2022 survey’s overall response summary section is followed by summaries of responses received by riders who identify El Cerrito Plaza, North Berkeley, or Ashby as their “home” station. This is followed by responses from riders and residents about on-street parking around stations in Berkeley and El Cerrito.

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
2022 Berkeley – El Cerrito Corridor Access Plan Survey	Online	Ashby to El Cerrito Plaza	752	118	215	226

* Respondents coming from home to BART

** Respondents who either entered or exited the station

Overall Response to the 2022 Online Open House and Survey Exhibits 2 – 6

2022 Online Open House and Survey: Engagement Activity

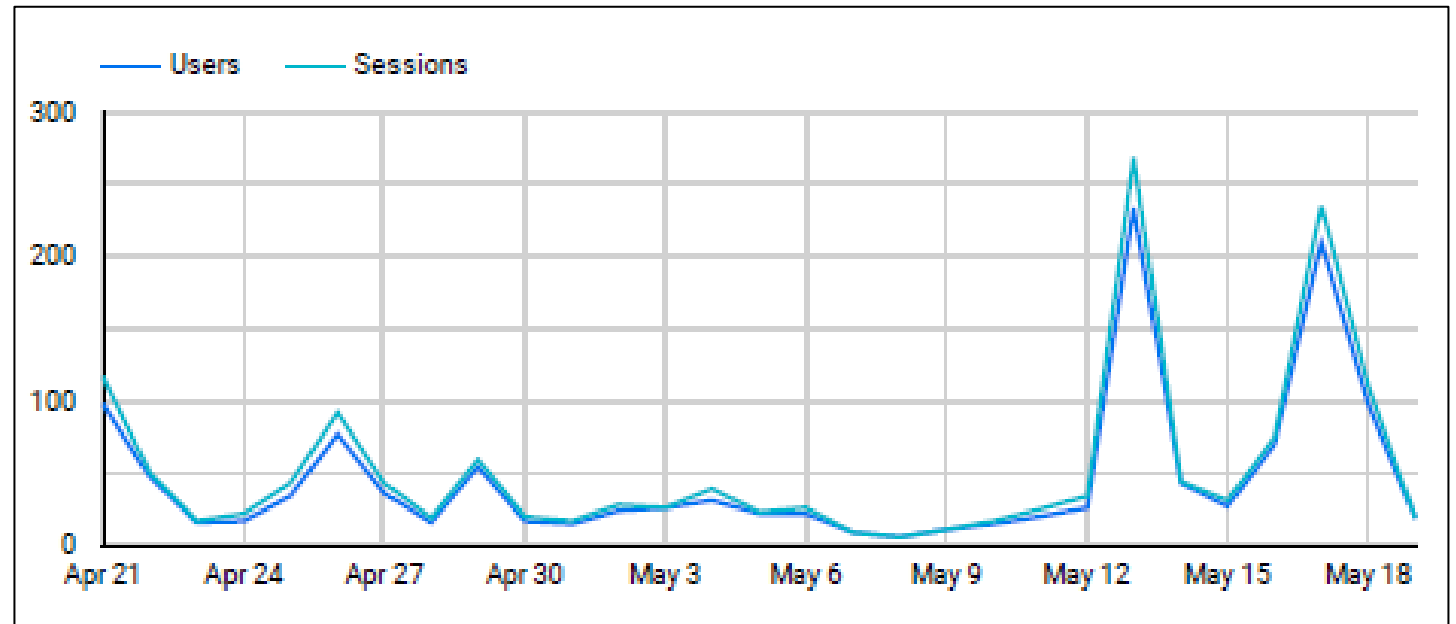
The second online open house and survey enabled users to learn about the project, provide feedback through the survey, and identify how specific strategies might help them get to and from BART in the future. During the survey period of **April 20 through May 18, 2022**, there were:

- 1,527 sessions
- 1,142 users
- 752 completed surveys

Exhibit 2 shows the session and user activity throughout the open survey period. Activity peaked significantly the week of May 12. BART issued an initial press release on April 21 then promoted the online open house through social media and e-Blasts to the BECCAP distribution list on three occasions each, which explains some of the peaking patterns. The city of Berkeley also sent e-Blasts to its community advisory group distribution list two times.

Translations of the 2022 Online Open House were available through Google Translate.

Exhibit 2: Online Open House and Survey Activity from April 20 through May 18, 2022



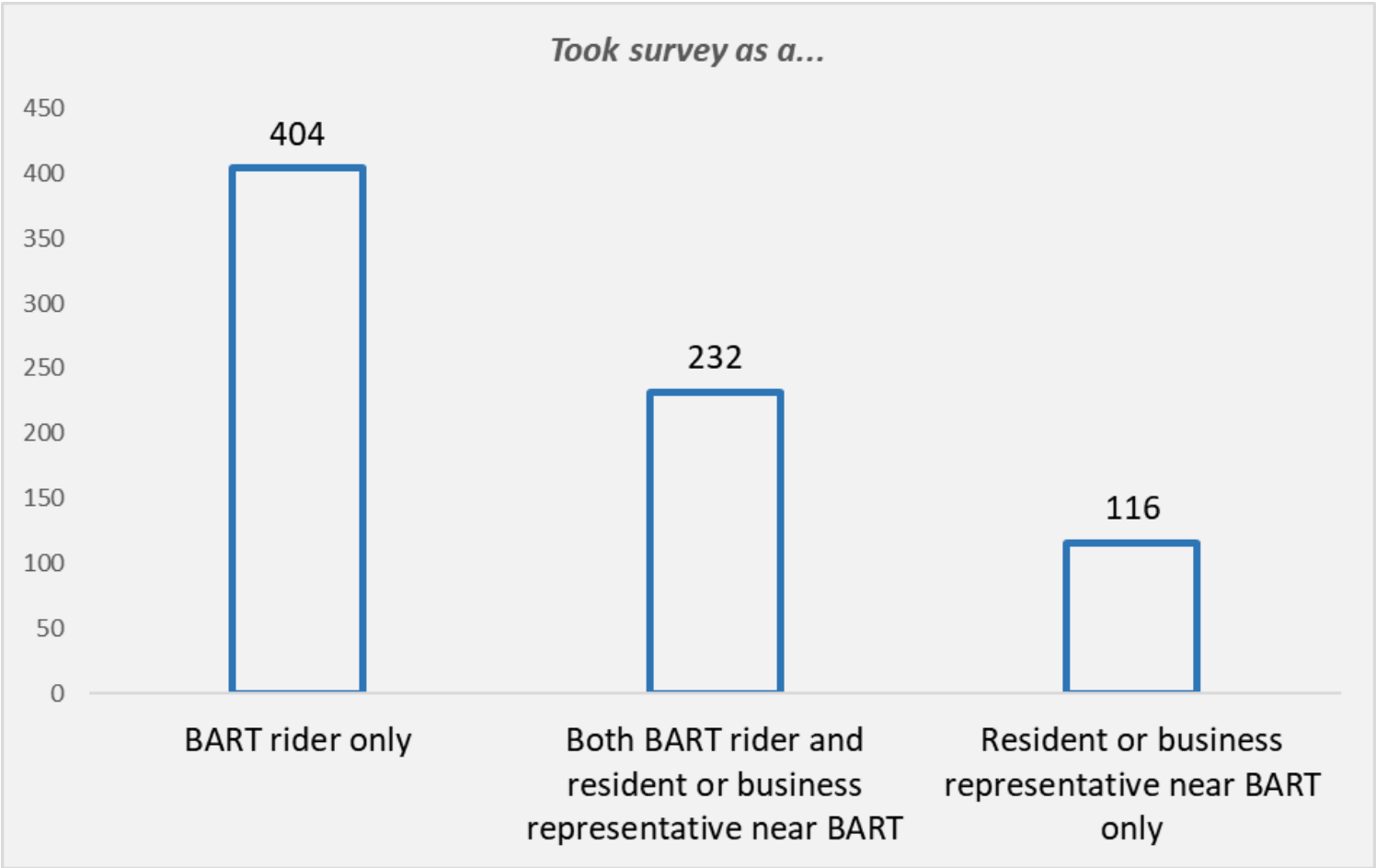
2022 Online Open House and Survey: Overall Response

The 2022 survey asked respondents to answer as one of the following:

- BART rider only, indicating that they live or work more than a 10-minute walk from their “home” BART station.
- Both BART rider and resident or business representative near BART, indicating that they are riders who live or work within a 10-minute walk from their “home” BART station.
- Resident or business representative near BART only, indicating that they live or work within a 10-minute walk from a BART station that is being developed.

Exhibit 3 shows how many chose to respond from these available perspectives. The majority, 54%, responded as a BART rider only. 15% responded as a resident or business representative near BART only. The remaining 31% responded as both a BART rider and resident or business representative near BART.

Exhibit 3: Survey Respondent Perspective

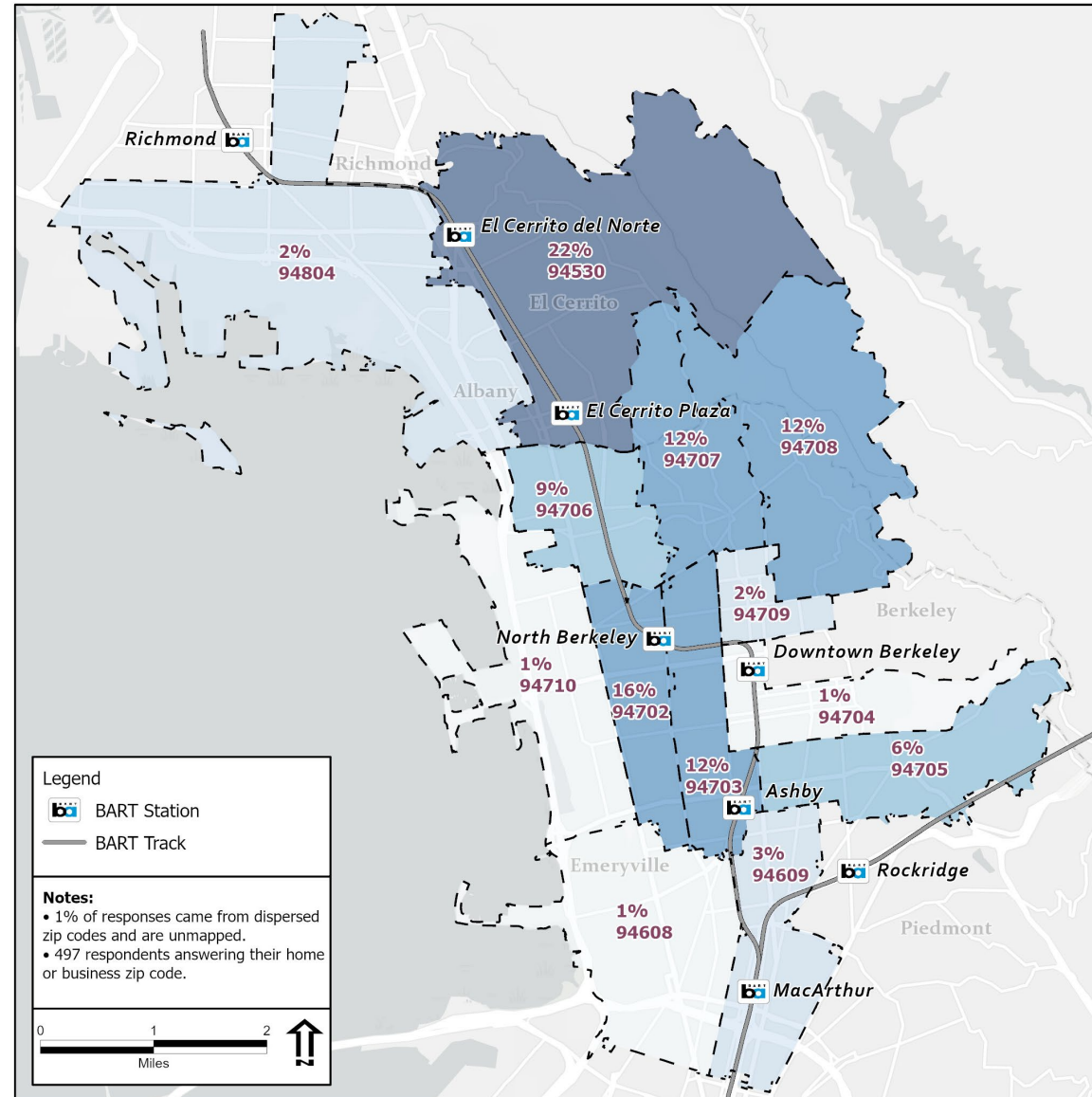


2022 Online Open House and Survey: Rider Zip Codes

Exhibit 4: Rider Home or Business Zip Codes

Most survey respondents provided their home or business zip code. This map shows the home or business zip code of riders who indicated that one of the study stations (El Cerrito Plaza, North Berkeley, Downtown Berkeley, or Ashby) is the one they plan to access most frequently as their “home” station after the COVID-19 pandemic gets under control.

Exhibit 4 shows high concentrations of survey respondents from zip codes that are predominantly east of the El Cerrito Plaza station and those in closest proximity to the North Berkeley and Ashby BART stations.



2022 Online Open House and Survey: BART Access Strategies

Exhibit 5: Corridor-wide Strategies by Ranking

Exhibit 5 shows how corridor-wide strategies ranked. They capture survey respondents who indicated they strongly agree or somewhat agree that the strategy would help them access BART. Its rank is calculated as a percent of the total number of respondents. This list represents strategies that were available as a choice to all 364 respondents.

It's important to note that strategies will be evaluated not only by their level of public support but also by their effectiveness, cost, and feasibility. Strategy ID numbers listed in the exhibit are from the survey, but the numbering may change in the final plan.

Strategy ID	Description	Percent Agree
39	Improved transfers between AC Transit and BART with scheduling, signage, and real-time information	72%
42	Personalized information about trip planning for all modes (511.org, Google maps, Citymapper, BART app, etc.)	69%
40	More affordable transfers between AC Transit and BART	63%
56	Financial incentives for shared or active travel options, such as Clipper Cash or discounts for purchasing an electric bike	62%
53	Car parking options for BART riders near a station (e.g., on-street, in a lot nearby, day-by-day rental of privately owned driveways, etc.)	60%
50	Having secure parking for large bicycles, such as electric bikes, cargo bikes, trikes, and adaptive bikes	56%
51	A bike lending library pilot program for multi-day borrowing of shared electric and cargo bikes	50%
41	Easier transfers between AC Transit and BART for people with disabilities or mobility issues	45%
43	Personalized information about available carpooling options (e.g., 511.org, UberPool, Lyft Shared, Scoop, Waze, or Merge)	40%

n: 364

2022 Online Open House and Survey: BART Rider Survey Response

Exhibit 6: BART Rider Home Station from 2022 Survey

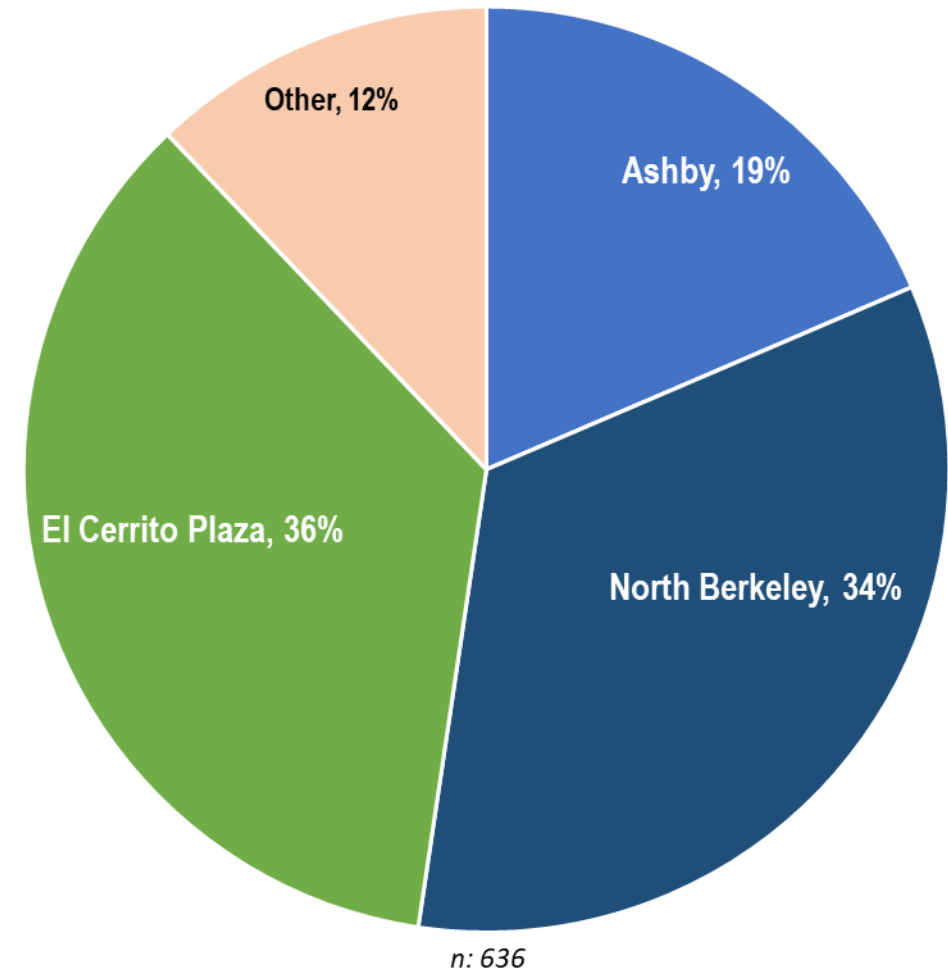
Exhibit 6 identifies the station that BART riders say they plan to access most frequently as their “home” station after the COVID-19 pandemic gets under control. Of the 636 who responded:

- 118 (**19%** of the total) indicated that **Ashby** will be their home station.
- 215 (**34%** of the total) indicated that **North Berkeley** will be their home station.
- 226 (**36%** of the total) indicated that **El Cerrito Plaza** will be their home station.

The remaining 12% indicated other home stations.

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

- Rider demographics
- Rider response
- Rider and resident response to on-street parking management strategies



El Cerrito Plaza BART Rider Survey

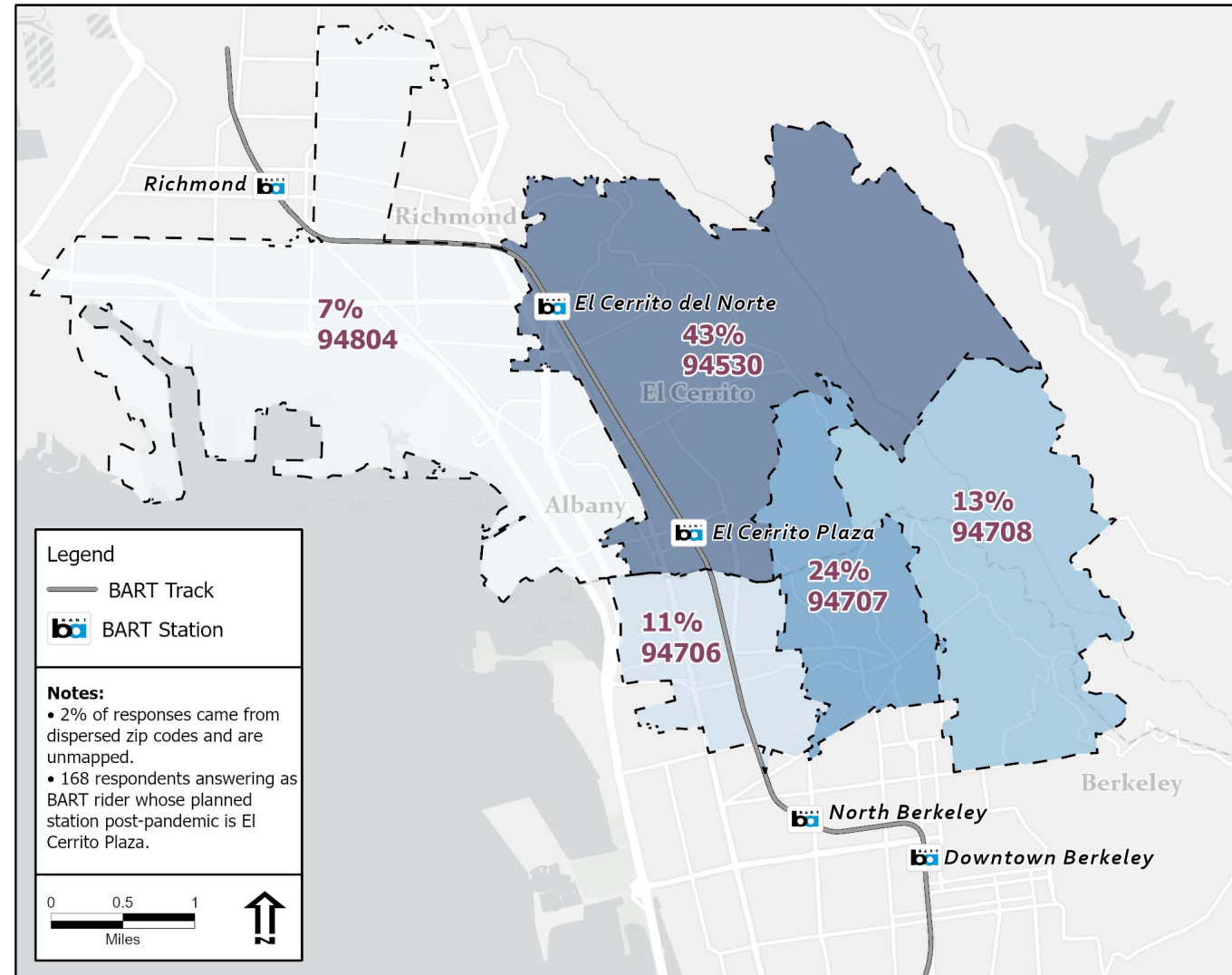
Response Demographics

Exhibits A7 – A13

El Cerrito Plaza BART Rider Demographics: 2022 Survey

Exhibit A7 is a map of El Cerrito Plaza BART riders' zip codes as a percent of the total responses to the question about their planned "home" station post-pandemic. It shows high concentrations of survey respondents from zip codes that are east of the El Cerrito Plaza BART station.

Exhibit A7: Respondent Zip Codes



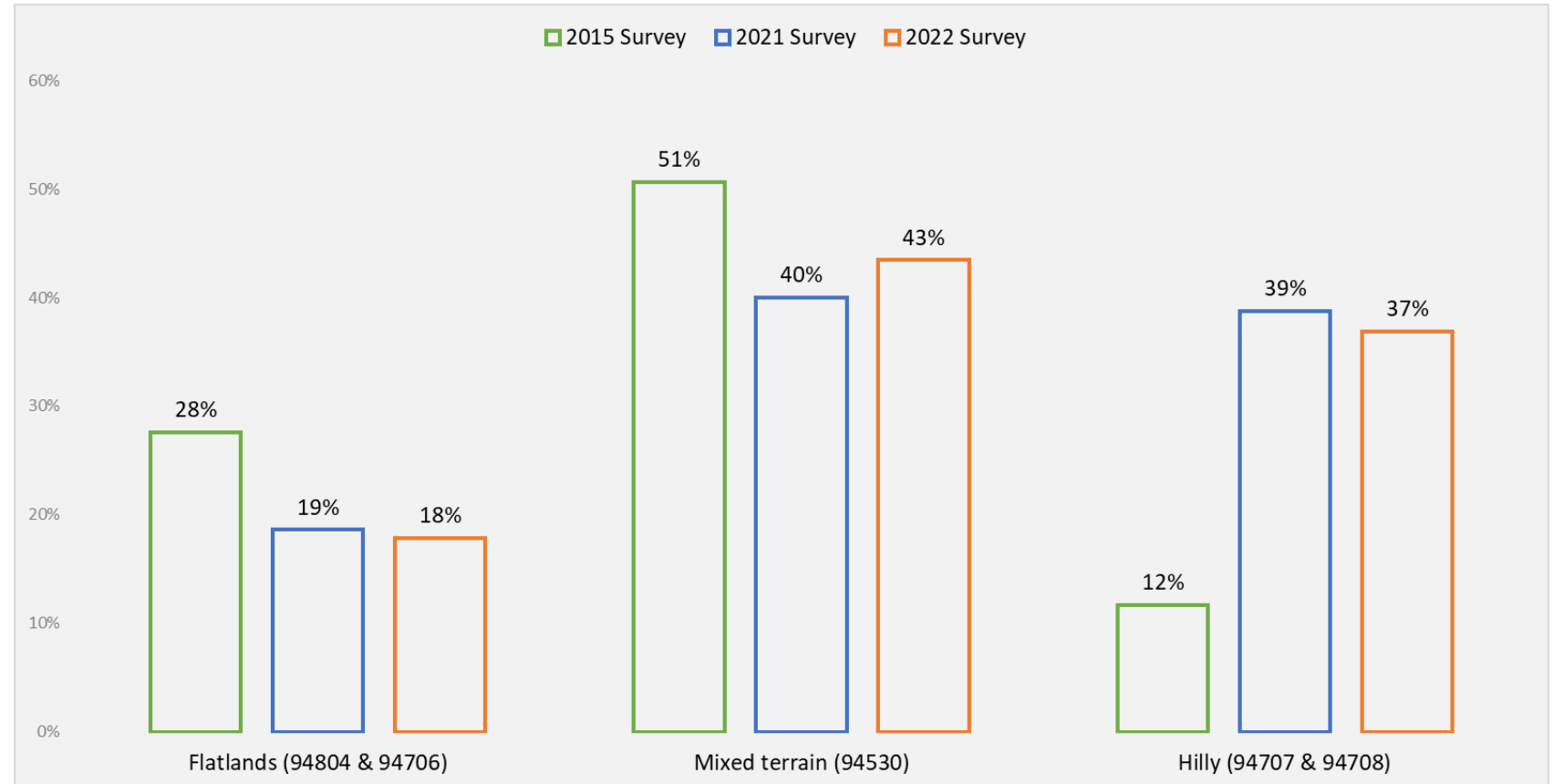
El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit A8 compares El Cerrito Plaza BART riders' zip codes as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

Generally, the 2021 and 2022 surveys had more respondents from the hilly and mixed terrain areas around the station and less from the flatland areas compared to the 2015 survey.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit A13 for more detail.

Exhibit A8: Compare Respondent Zip Codes



n: 634 (2015 Survey); n: 457 (2021 Survey); n: 168 (2022 Survey)
2015 in-person responses based on BART station used on the survey date
2021 online responses based on BART station used in 2019 (pre-pandemic)
2022 online responses based on BART station to be used post-pandemic

Will not add to 100% due to respondents from other zip codes

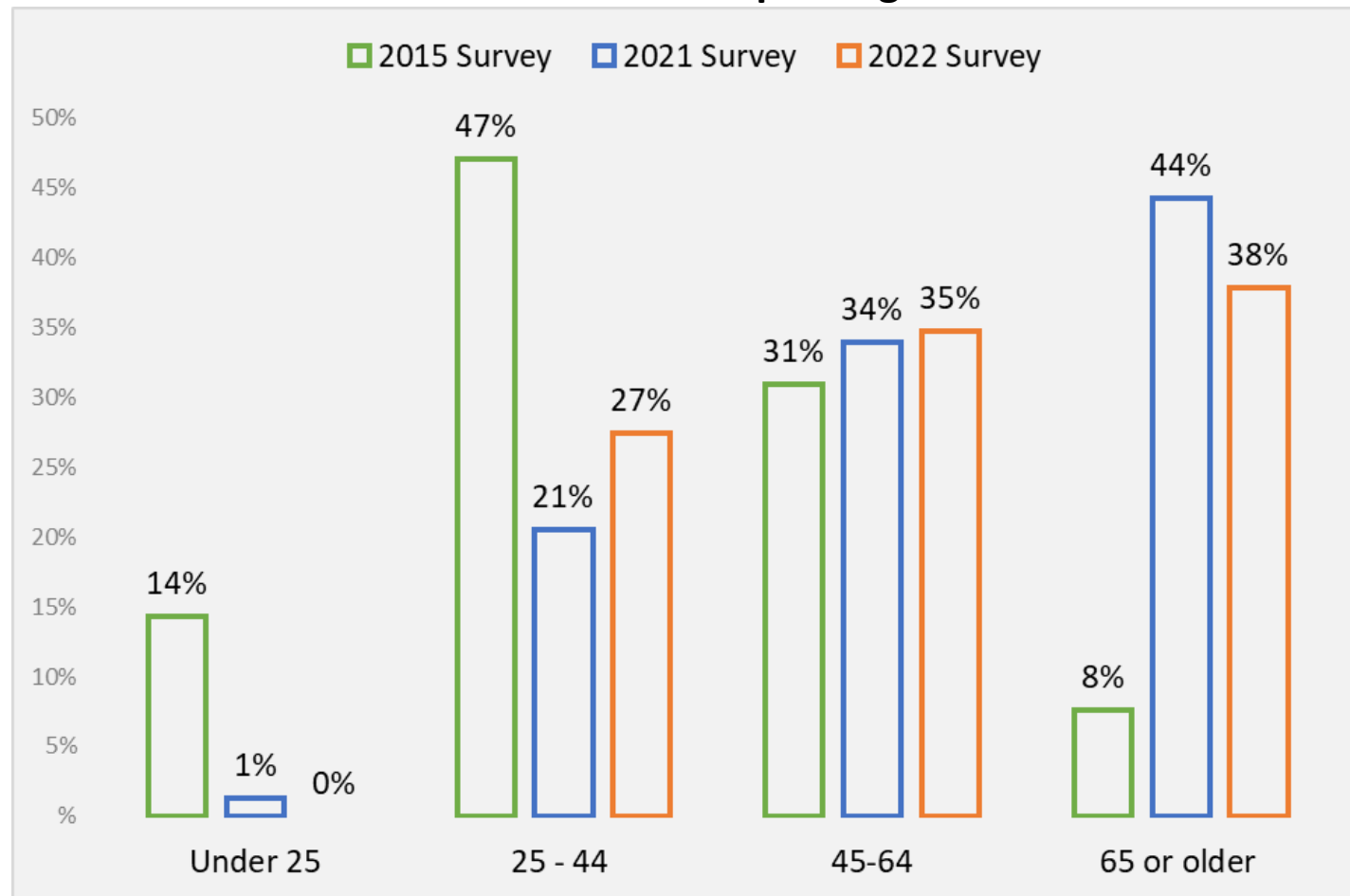
El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit A9 compares El Cerrito Plaza BART riders' age as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more responses from those who were 65 and older and significantly less responses by those who were 44 and younger.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit A13 for more detail.

Exhibit A9: Compare Age



n: 593 (2015 Survey); n: 312 (2021 Survey); n: 164 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding



El Cerrito Plaza BART Rider Demographics: Comparison

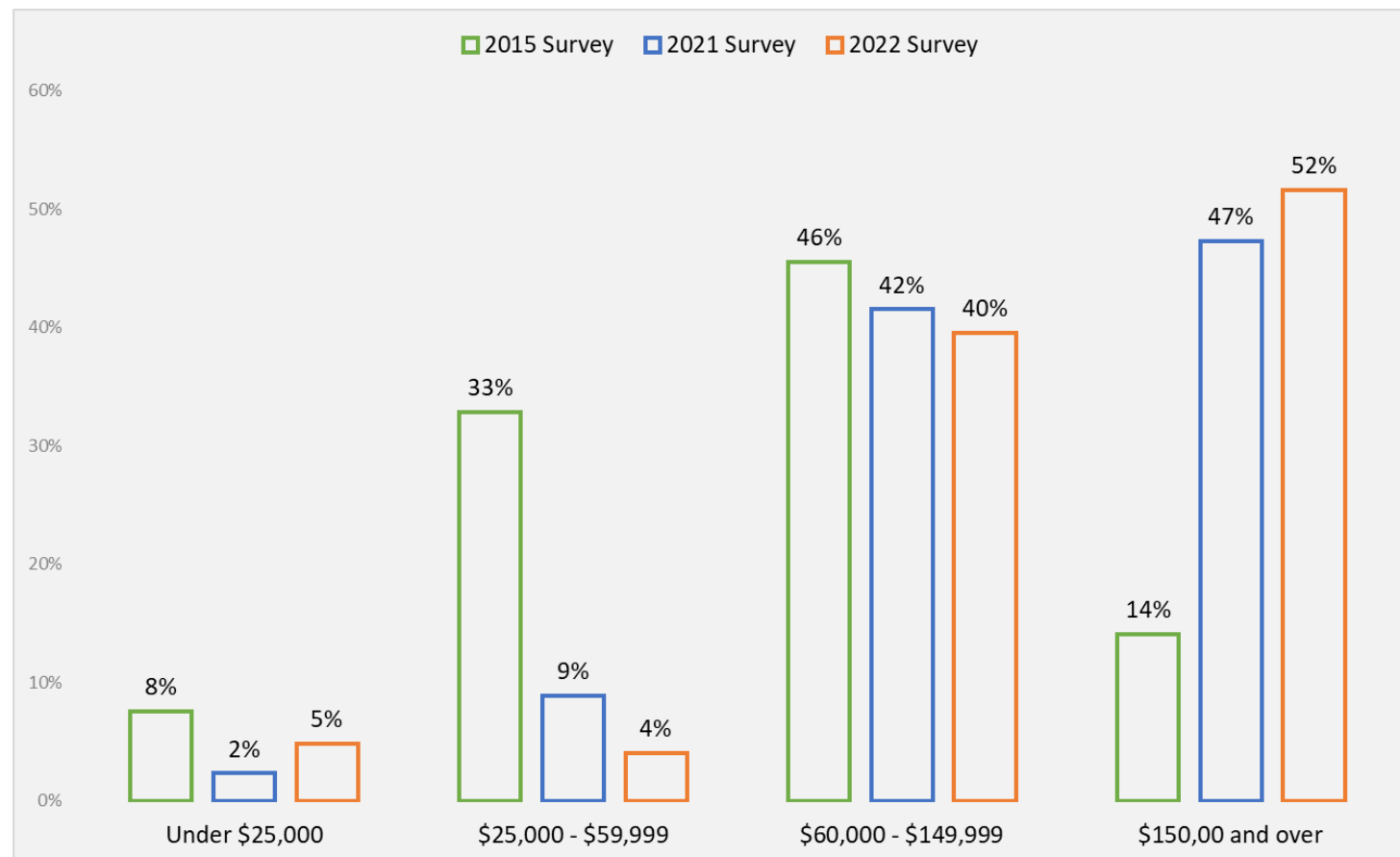
Exhibit A10: Compare Annual Household Income

Exhibit A10 compares El Cerrito Plaza BART riders' annual household income as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 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 2022 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.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit A13 for more detail.



n: 502 (2015 Survey); n: 260 (2021 Survey); n: 124 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

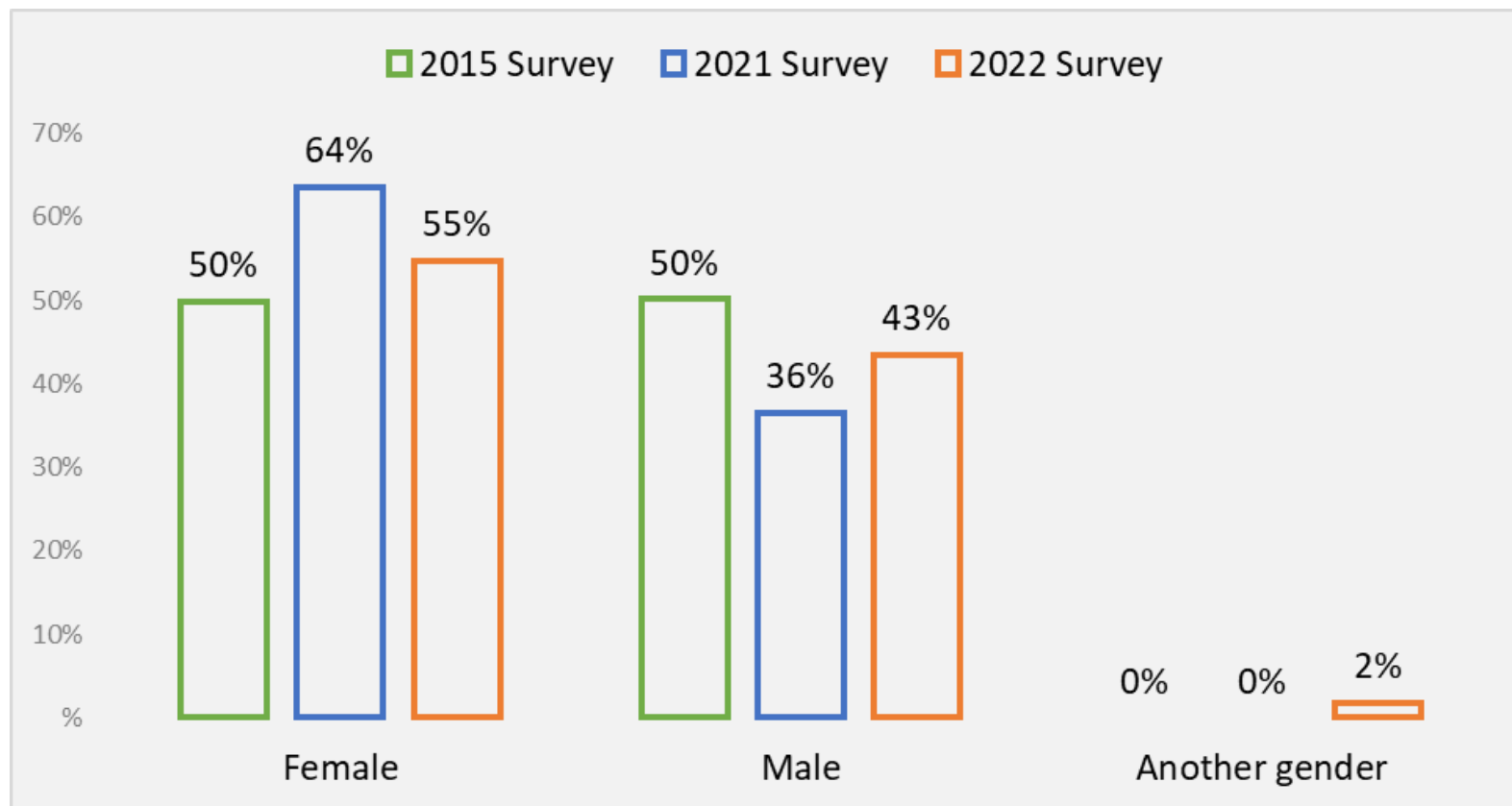
El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit A11 compares El Cerrito Plaza BART riders' gender as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more responses from those who identified as female. The 2015 survey had an even split between the genders but did not provide an option for respondents to identify as another gender.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit A13 for more detail.

Exhibit A11: Compare Gender



n: 594 (2015 Survey); n: 310 (2021 Survey); n: 161 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

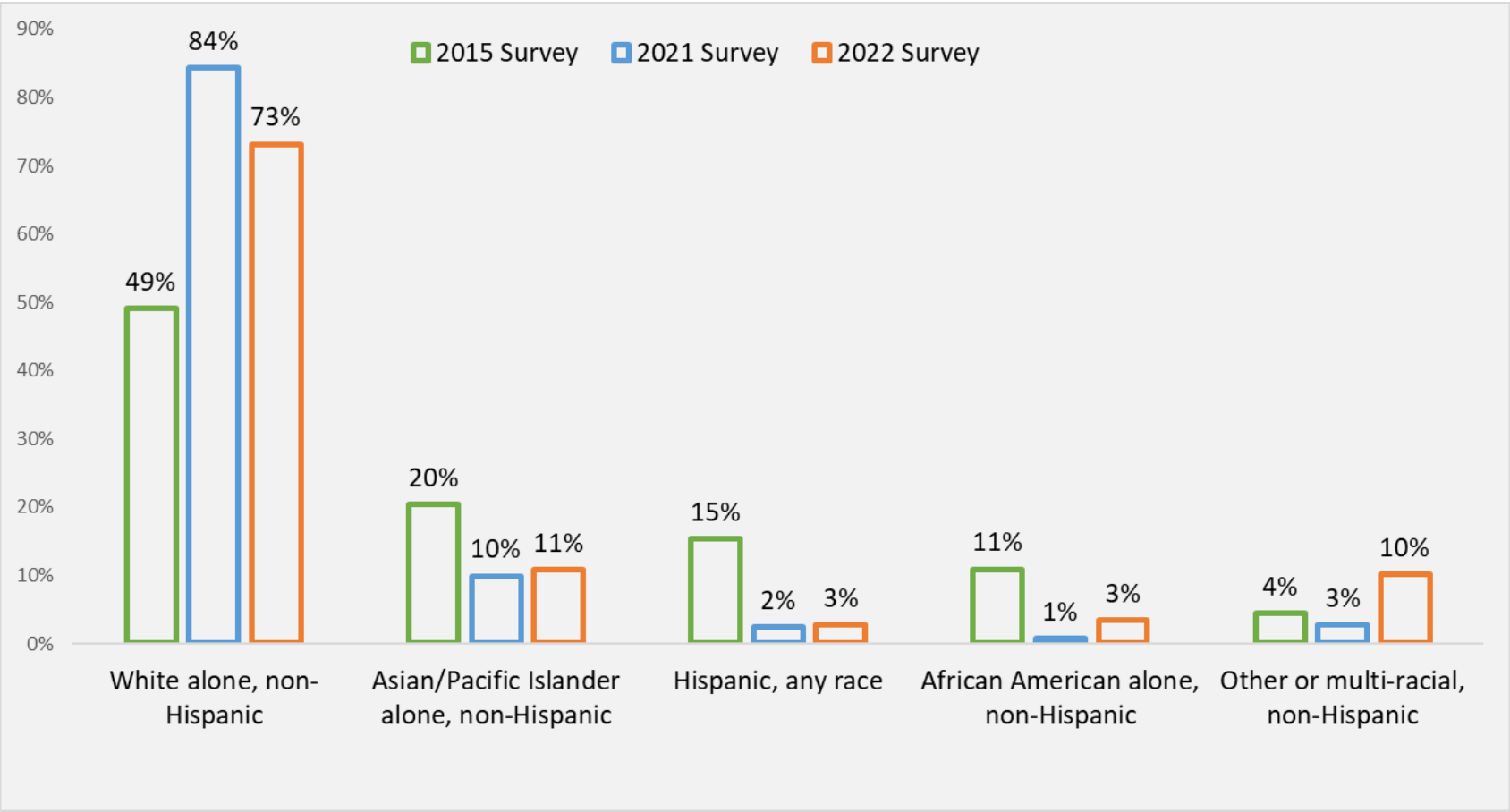
El Cerrito Plaza BART Rider Demographics: Comparison

Exhibit A12 compares El Cerrito Plaza BART riders' race/ ethnicity as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more respondents who identified as White, non-Hispanic and significantly less respondents who identify as non-White compared to the 2015 survey.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit A13 for more detail.

Exhibit A12: Compare Race/Ethnicity



n: 590 (2015 Survey); n: 294 (2021 Survey); n: 149 (2022 Survey)
2015 in-person responses based on BART station used on the survey date
2021 online responses based on BART station used in 2019 (pre-pandemic)
2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

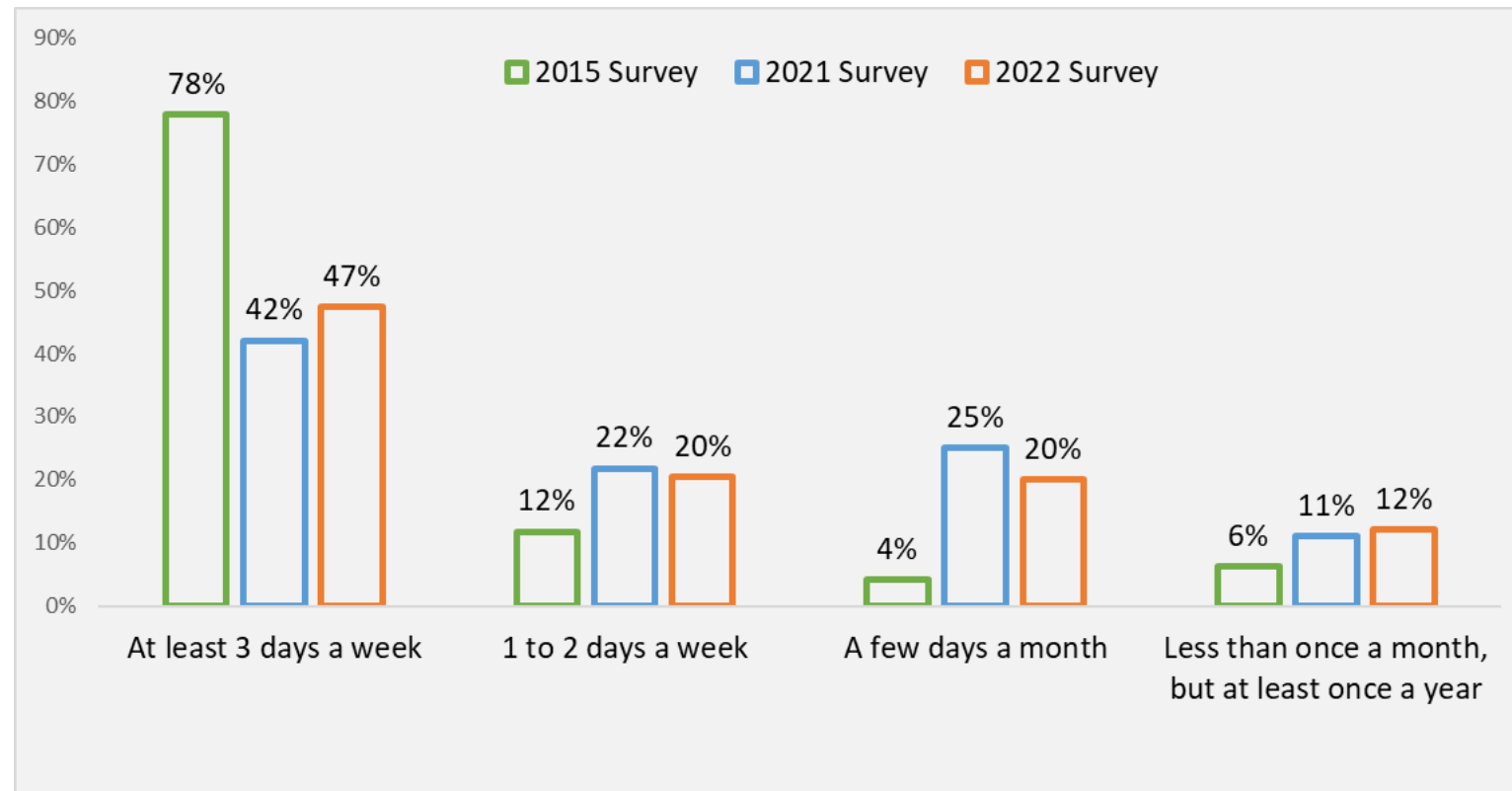
El Cerrito Plaza BART Rider Survey Responses Exhibits A13 – A18

El Cerrito Plaza BART Rider Response: Comparison

Exhibit A13 compares El Cerrito Plaza BART riders' frequency of BART use as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys 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 at the station. The 2021 and 2022 surveys were promoted to a wide range of people with a variety of interests in the project and open online for several weeks.

Exhibit A13: Compare Frequency of BART Use



n: 594 (2015 Survey); n: 721 (2021 Survey); n: 215 (2022 Survey)

2015 in-person question: "How often do you currently ride BART?"

2021 & 2022 online 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

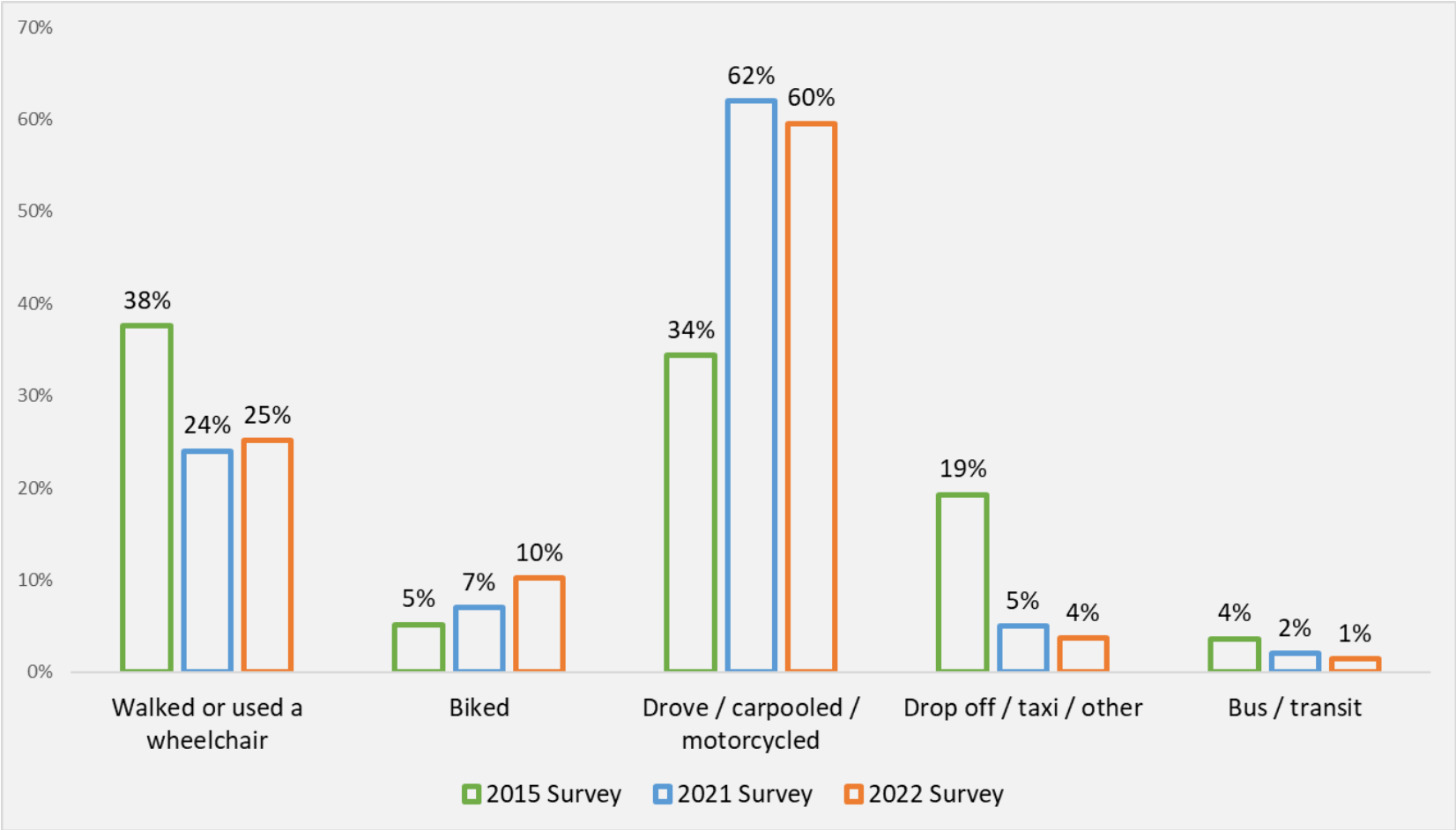
Exhibit A14 compares El Cerrito Plaza BART riders’ way of getting to BART as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

Respondents to the 2015 survey were asked to provide the access used on the day of the survey while respondents to the 2021 and 2022 surveys were asked, “How did you usually get to this BART station from your home in 2019?”

The 2021 and 2022 surveys captured significantly more respondents who drove to and parked at the station and more who biked compared to the 2015 survey. The 2021 and 2022 surveys captured significantly less respondents who walked or got dropped off and less who took transit compared to the 2015 survey.

It’s important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit A13 for more detail.

Exhibit A14: BART Rider Station Access



n: 634 (2015 Survey); n: 460 (2021 Survey); n: 215 (2022 Survey)
2015 in-person question: "How did you get to BART today?"
2021 & 2022 online question: "How did you usually get to this BART station from your home in 2019?"
May not add to 100% due to rounding



El Cerrito Plaza BART Rider Response: 2022 Survey

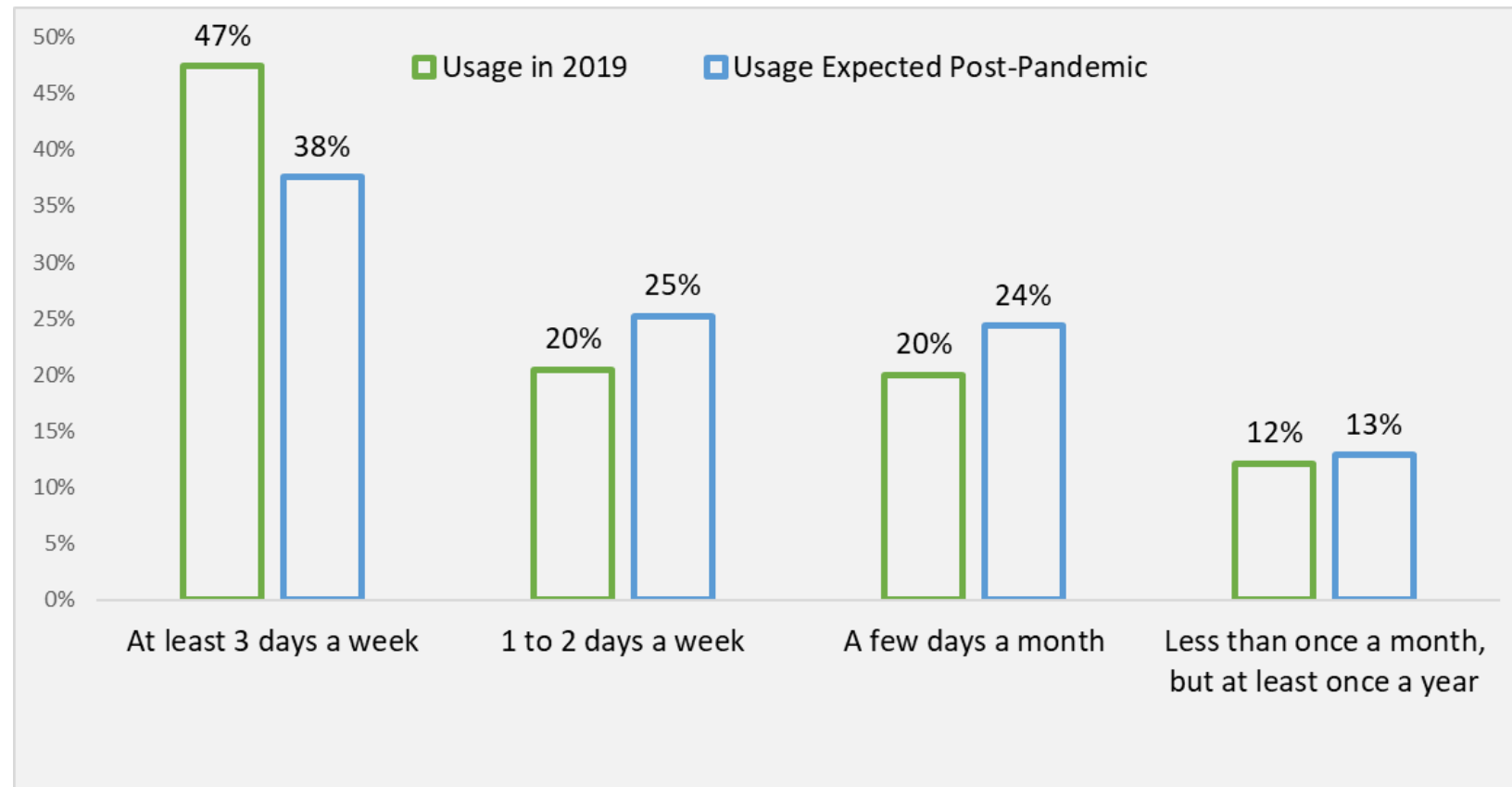
Exhibit A15 compares responses to two questions in the 2022 survey:

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.

It's important to note that the 2022 survey captured more responses from less frequent riders than the 2015 survey. See Exhibit A13 for more detail.

Exhibit A15: Change in BART Frequency of Use



n: 215 (Usage in 2019); n: 226 (Expected post-pandemic)

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

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

May not add to 100% due to rounding

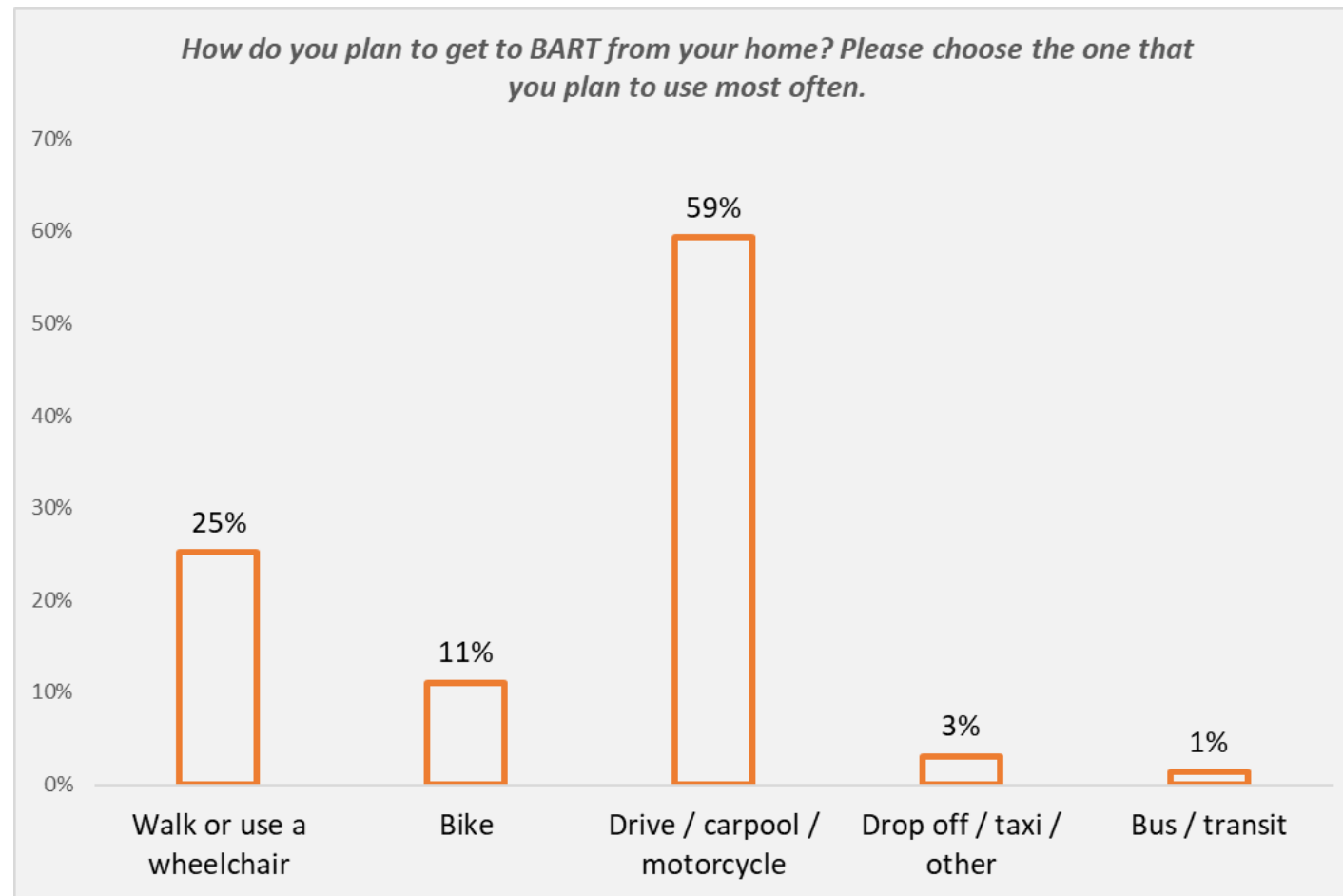
El Cerrito Plaza BART Rider Response: 2022 Survey

Exhibit A16 summarizes responses to the question, “How do you plan to get to BART from your home? Please choose the one that you plan to use most often.” This was asked in the context about their BART usage once the COVID pandemic is under control.

The majority of respondents indicated that they expect to access BART by driving, carpooling, or motorcycling.

It’s important to note that the 2022 survey captured the highest percent of responses by riders who plan to use BART two days a week or less. See Exhibit A15 for more detail.

Exhibit A16: Planned Access to BART Post-Pandemic



n: 226 (2022 online survey)

May not add to 100% due to rounding

El Cerrito Plaza BART Rider Response: 2022 Survey

Exhibit A17: Top-Ranked Strategies

Exhibit A17 shows the nine top ranked strategies for accessing BART by El Cerrito Plaza riders. They capture survey respondents who indicated they strongly agree or somewhat agree that the strategy would help them access BART. Its rank is calculated as a percent of the total number of respondents for each strategy.

As context, respondents answered strategy questions based on their home or business location. Strategies that were very localized, particularly those focused on pedestrian and bicycle improvements, often appeared as options in only one or two zones out of the eight possible zones. This explains why some strategies have more respondents than others.

It's important to note that strategies will be evaluated not only by their level of public support but also by their effectiveness, cost, and feasibility. Strategy ID numbers listed in the exhibit are from the survey, but the numbering may change in the final plan.

Strategy ID	Description	Number of Respondents	Percent Agree
5	Pedestrian and bicycling improvements along the Ohlone Greenway and at street crossings in El Cerrito and Albany	73	82%
53	Car parking options for BART riders near a station (e.g., on-street, in a lot nearby, day-by-day rental of privately owned driveways, etc.)	148	72%
13	Pedestrian and bicycling improvements along Richmond St and at street crossings between Lincoln Ave and Fairmount Ave	73	67%
38	Better amenities at bus stops within 1.5 miles of the North Berkeley and El Cerrito Plaza stations, including benches, shelters, and real-time information	127	65%
39	Improved transfers between AC Transit and BART with scheduling, signage, and real-time information	148	64%
9	Pedestrian and bicycling improvements along Carlson Blvd and at street crossings between Columbia Ave and San Pablo Ave	13	62%
15	Having bikeways in the Richmond Annex along San Mateo St between Carlson Blvd and Central Ave and along Columbia Ave between San Mateo St and Carlson Blvd	13	62%
42	Personalized information about trip planning for all modes (511.org, Google maps, Citymapper, BART app, etc.)	148	61%
12	Pedestrian and bicycling improvements along Central Ave and at street crossings between the Bay Trail and Ashbury Ave	94	60%

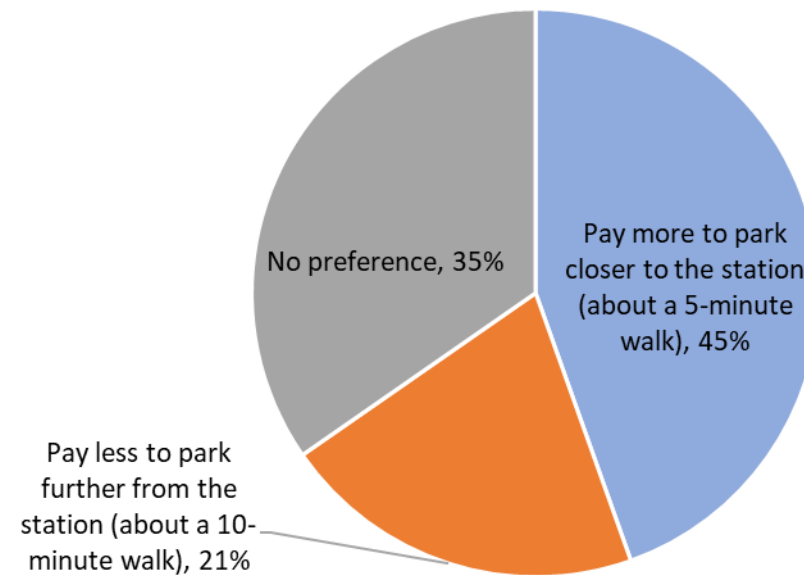
El Cerrito Plaza BART Rider Response: 2022 Survey

Exhibit A18 shows responses by riders who drive and park to access the El Cerrito Plaza BART station about on-street parking options and the walking distance to the station.

Almost half would like to park within a 5-minute walk and are willing to pay more for this option. About a fifth would like the option to pay less for parking further away. A little more than a third had no preference.

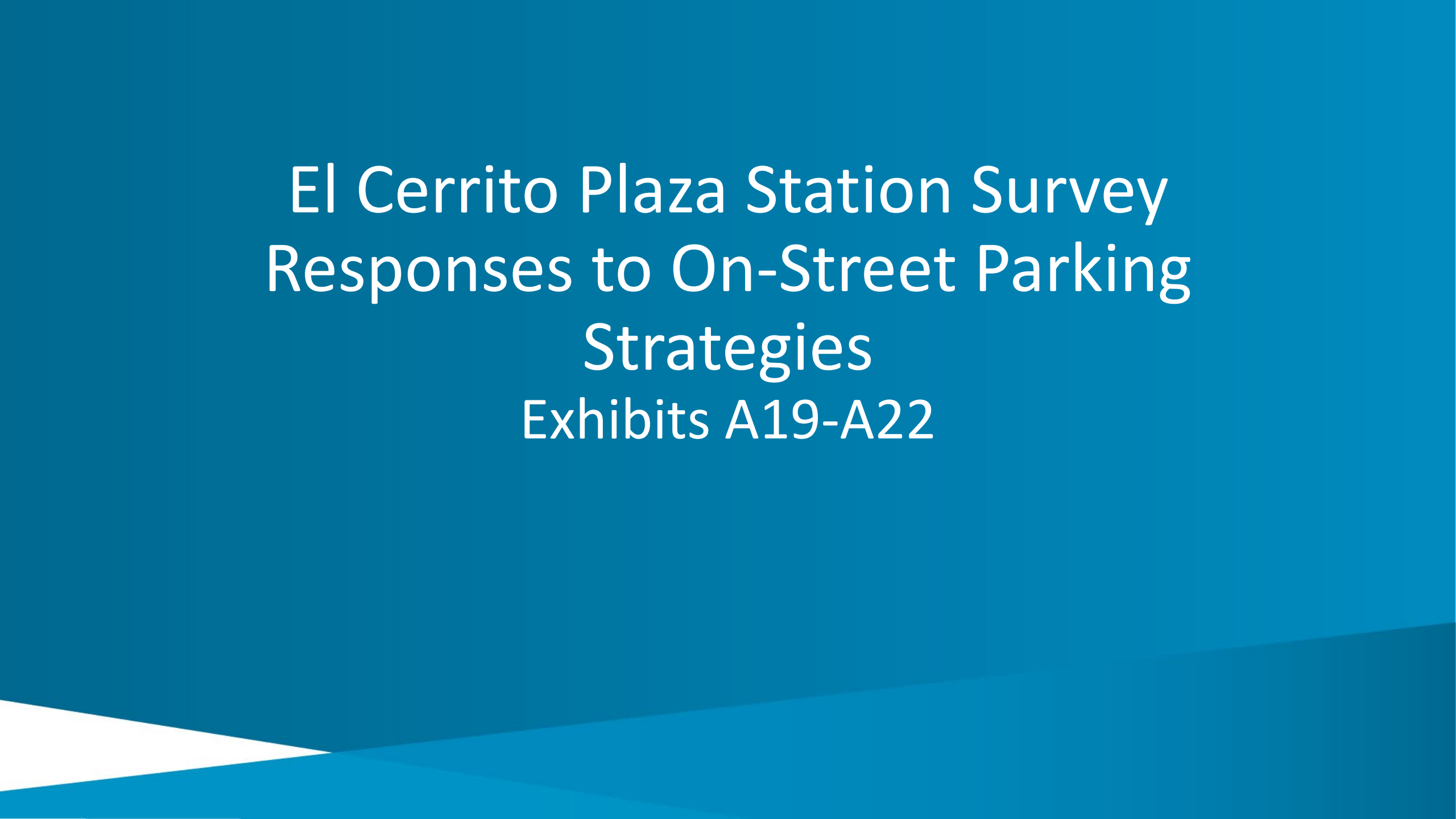
Exhibit A18: Rider Response to Parking Options

If you are a rider who drives to BART, which option do you prefer for on-street parking?



n: 101 (2022 online survey)

Responses based on BART station to be used post-pandemic



El Cerrito Plaza Station Survey Responses to On-Street Parking Strategies Exhibits A19-A22

El Cerrito Plaza Station On-Street Parking Response: 2022 Survey

Exhibits A19 through A22 summarize responses to on-street parking management strategies from the following groups¹:

- **Riders only:** Those who use El Cerrito Plaza station to access BART and live or work more than a 10-minute walk of the station.
- **Rider & Resident or Business:** Those who use El Cerrito Plaza station to access BART and live/work within a 10-minute walk of the station.
- **Resident or Business only:** Those who do not use BART and live or work within a 10-minute walk of the El Cerrito Plaza station.

Respondents were asked to indicate if they “strongly agree”, “somewhat agree”, “strongly disagree”, or “somewhat disagree” with each of four different on-street parking management strategies. They could also indicate if they had no opinion or were neutral. Their responses were summed up as a percent of the total group respondents.

It should be noted that these on-street parking management strategies were developed to illicit opinions. Their inclusion in this survey should not be an indication that they will be implemented.

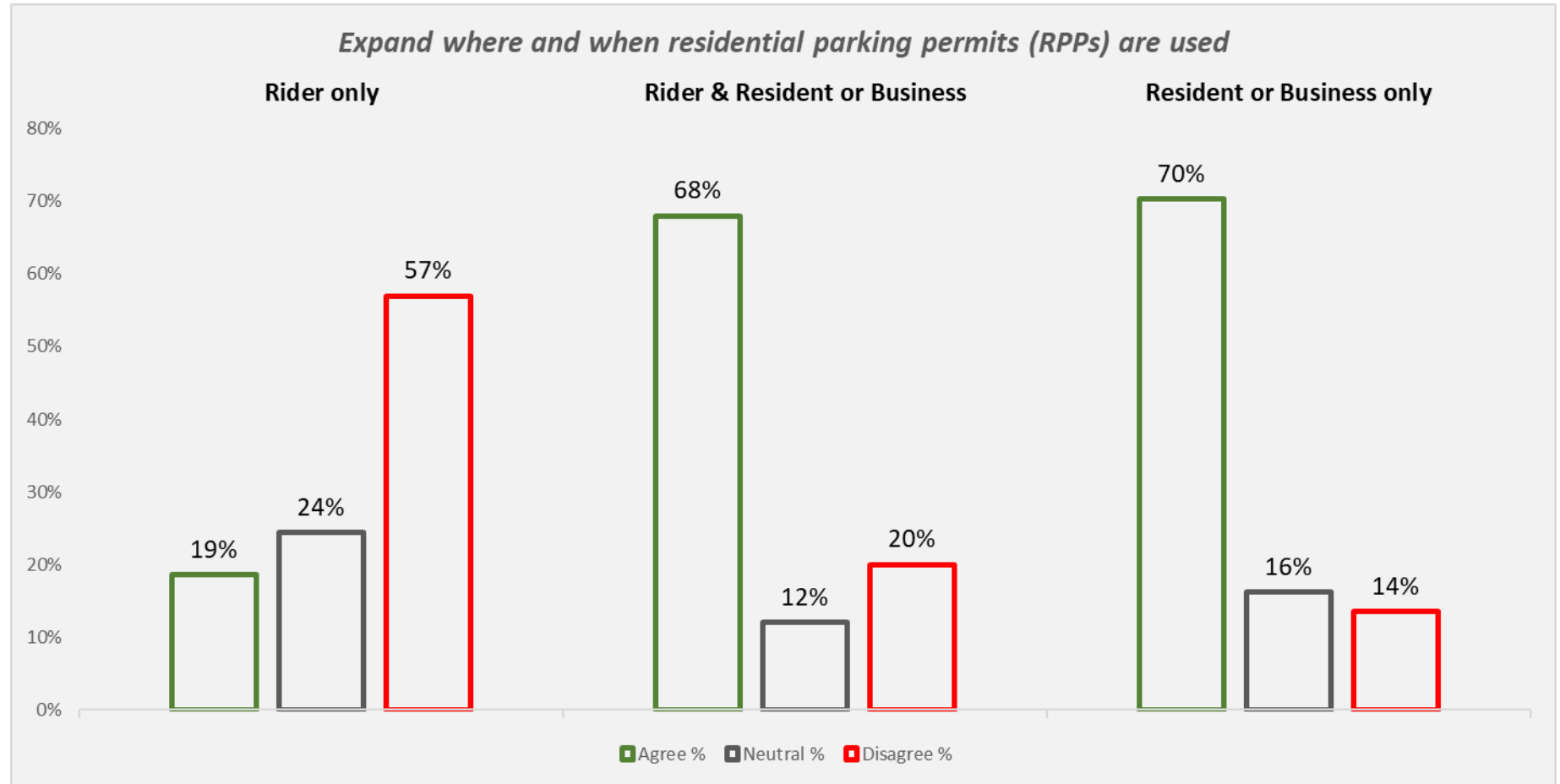
¹ Some respondents were recategorized based on their survey responses. For example, respondents who answered, “Rider only”, to one of the first questions, but who indicated they lived within a ten-minute walk of a BART station elsewhere in the survey, were recategorized as “Rider & Resident or Business”.

El Cerrito Plaza Station On-Street Parking Response: 2022 Survey

Exhibit A19: Response to the First On-Street Parking Strategy

Exhibit A19 summarizes responses to the first strategy, “Expand where and when residential parking permits (RPPs) are used”.

The “Rider only” group score indicates disagreement with this strategy while group scores from the “Rider & Resident or Business” and “Resident or Business only” indicate agreement with this strategy.



n: 86 (Rider only); n: 25 (Rider & Resident/Business); n: 37 (Resident/Business only)

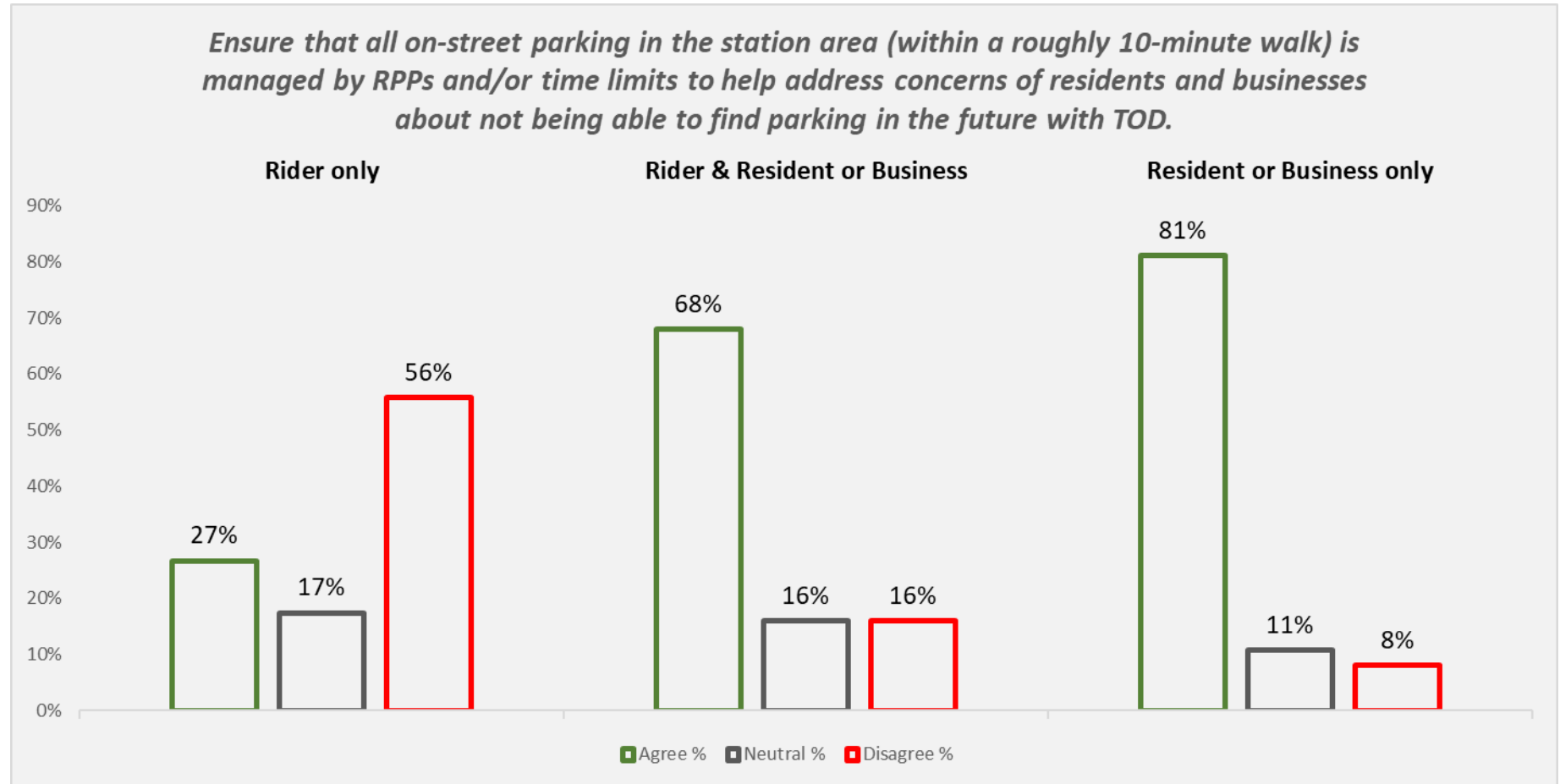
May not add to 100% due to rounding

El Cerrito Plaza Station On-Street Parking Response: 2022 Survey

Exhibit A20: Response to the Second On-Street Parking Strategy

Exhibit A20 summarizes responses to the second strategy, “Ensure that all on-street parking in the station area (within a roughly 10-minute walk) is managed by RPPs and/or time limits to help address concerns of residents and businesses about not being able to find parking in the future with TOD.”

The “Rider only” group score indicates disagreement with this strategy while group scores from the “Rider & Resident or Business” and “Resident or Business only” indicate agreement with this strategy.



n: 86 (Rider only); n: 25 (Rider & Resident/Business); n: 37 (Resident/Business only)

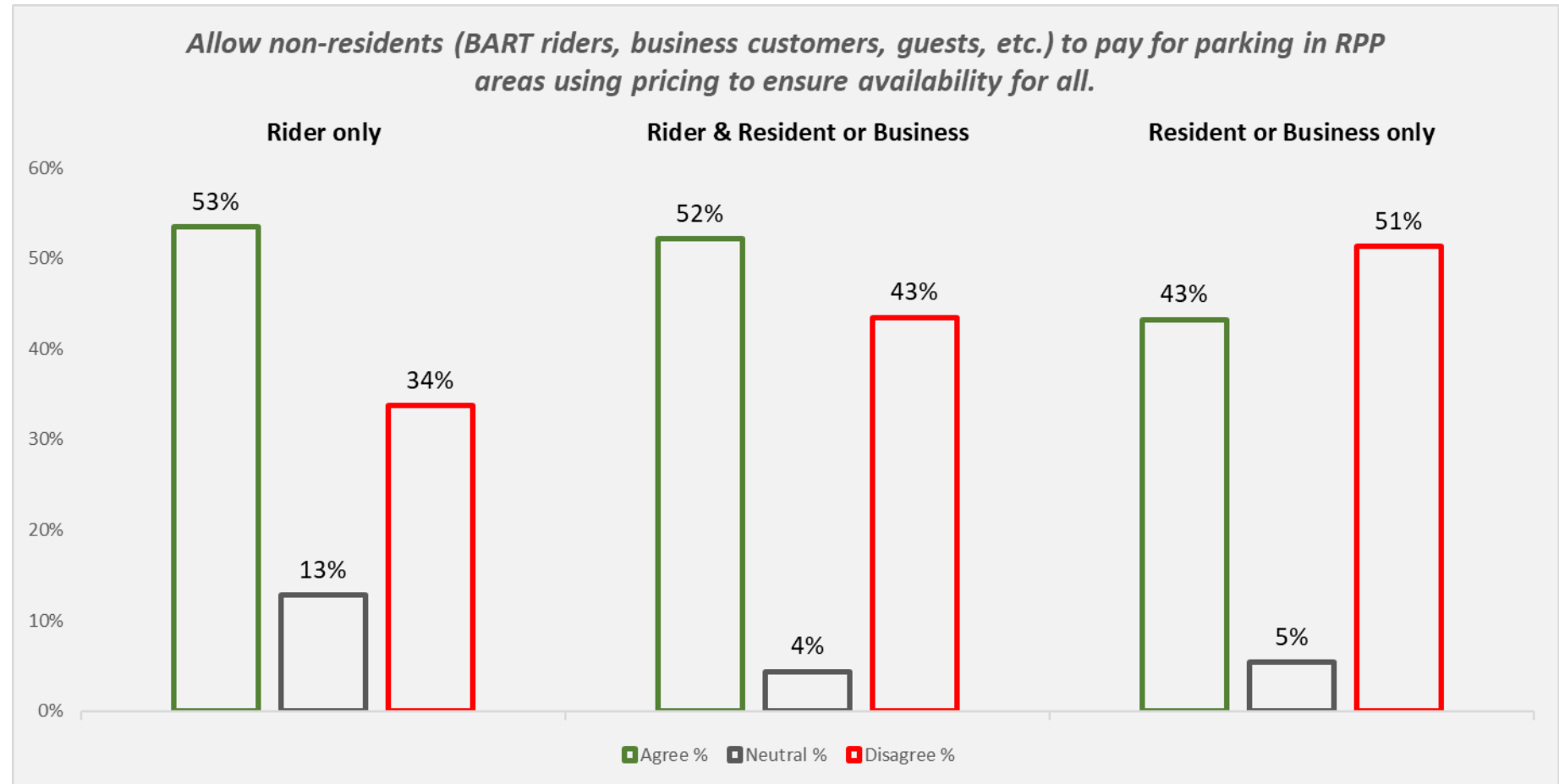
May not add to 100% due to rounding

El Cerrito Plaza Station On-Street Parking Response: 2022 Survey

Exhibit A21: Response to the Third On-Street Parking Strategy

Exhibit A21 summarizes responses to the third strategy, “Allow non-residents (BART riders, business customers, guests, etc.) to pay for parking in RPP areas using pricing to ensure availability for all.”

The “Rider only” and “Rider & Resident or Business” group scores indicate agreement with this strategy while the “Resident or Business only” group score indicates disagreement with this strategy.



n: 86 (Rider only); n: 23 (Rider & Resident/Business); n: 37 (Resident/Business only)

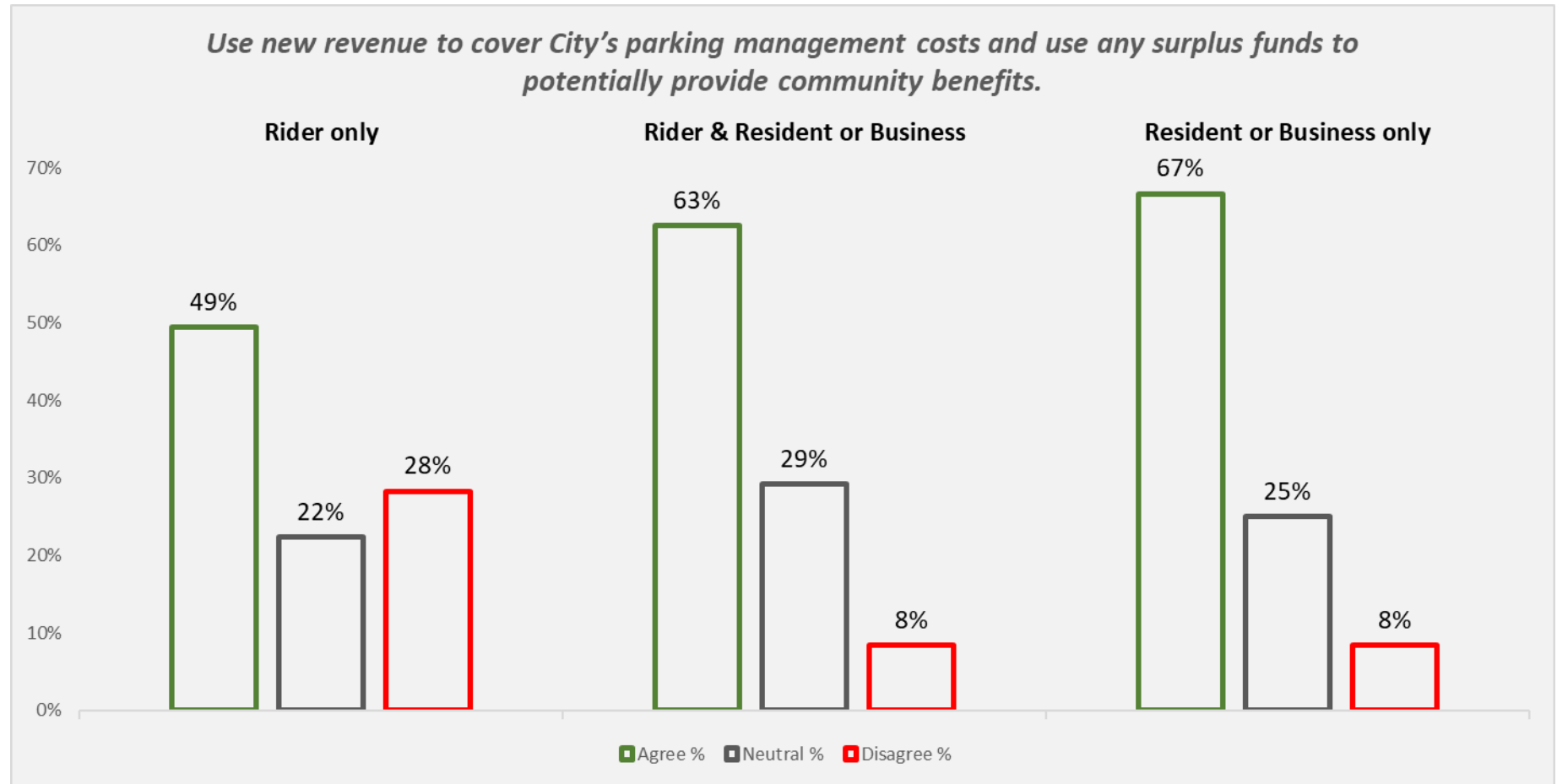
May not add to 100% due to rounding

El Cerrito Plaza Station On-Street Parking Response: 2022 Survey

Exhibit A22: Response to the Fourth On-Street Parking Strategy

Exhibit A22 summarizes responses to the fourth strategy, “Use new revenue to cover City’s parking management costs and use any surplus funds to potentially provide community benefits.”

All of the group scores, “Rider only”, “Rider & Resident or Business”, and “Resident or Business only” indicate agreement with this strategy.



n: 85 (Rider only); n: 24 (Rider & Resident/Business); n: 36 (Resident/Business only)

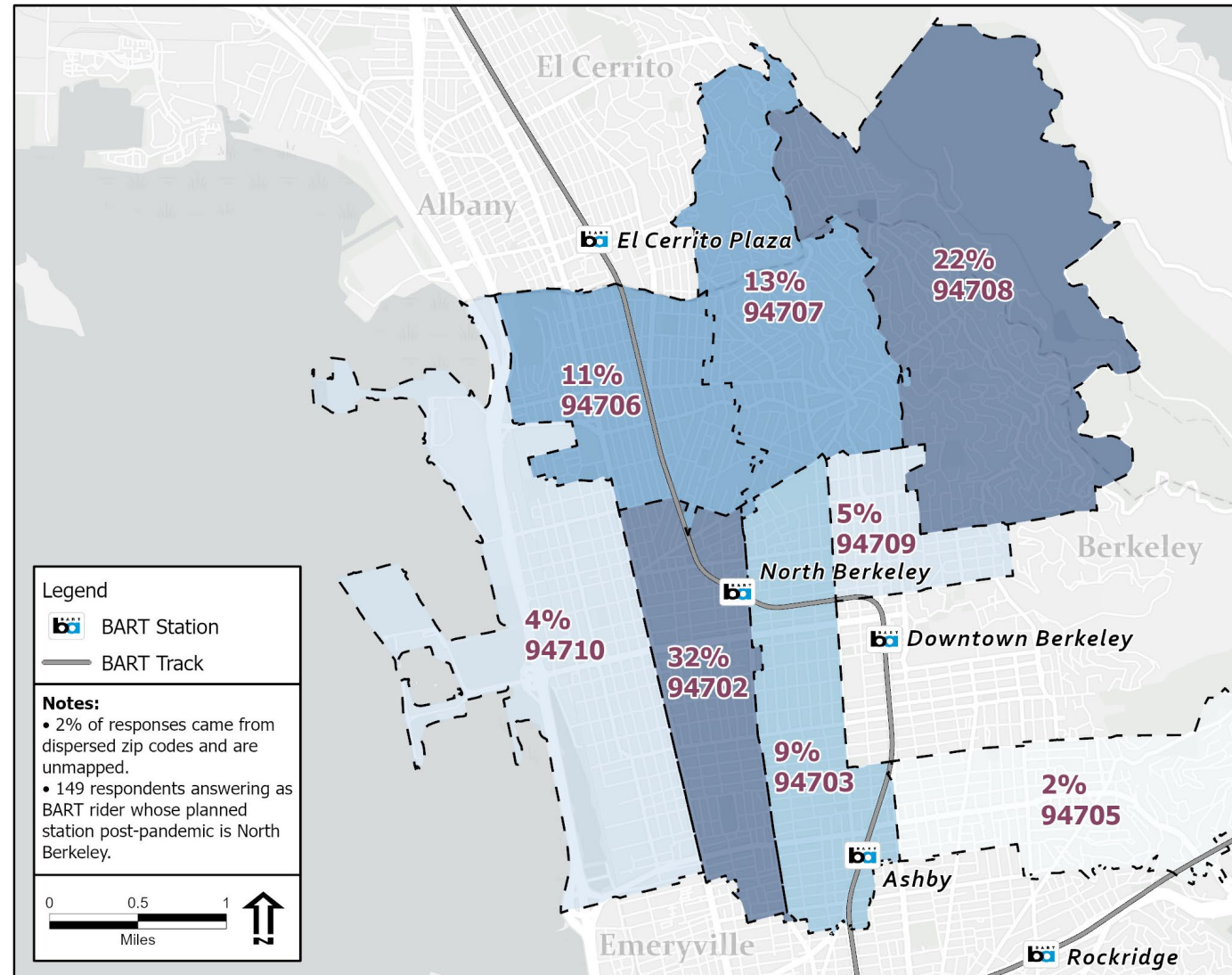
May not add to 100% due to rounding

North Berkeley BART Rider Survey Response Demographics Exhibits B7-B12

North Berkeley BART Rider Demographics: 2022 Survey

Exhibit B7: Respondent Zip Codes

Exhibit B7 is a map of North Berkeley BART riders' zip codes as a percent of the total responses to the question about their planned "home" station post-pandemic. It shows higher concentrations of survey respondents from zip codes in direct proximity and east of the North Berkeley BART station.



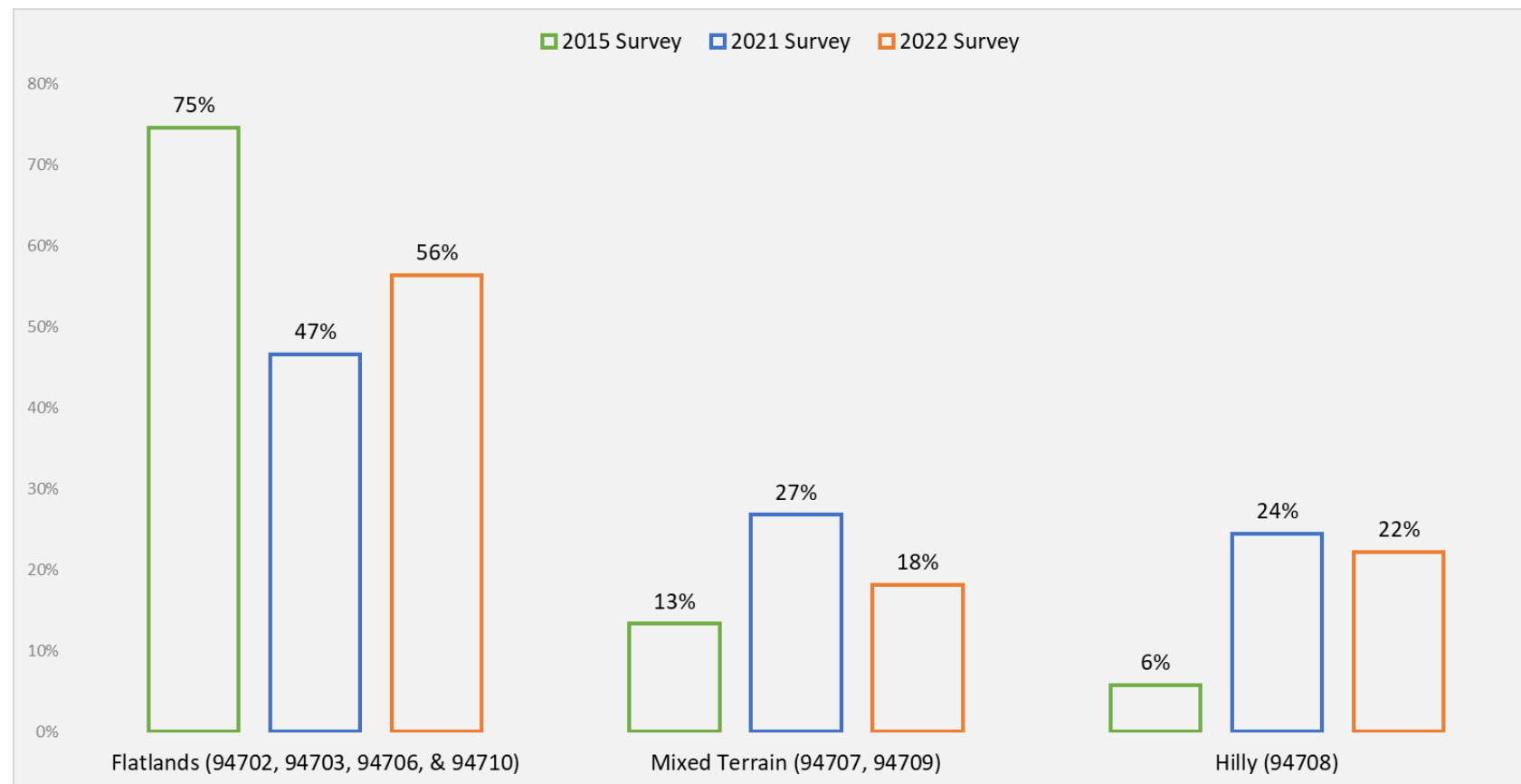
North Berkeley BART Rider Demographics: Comparison

Exhibit B8 compares North Berkeley riders' zip codes as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

Generally, the 2021 and 2022 surveys had more respondents from the hilly and mixed terrain areas around the station and less from the flatland areas compared to the 2015 survey.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit B13 for more detail.

Exhibit B8: Compare Respondent Zip Codes



n: 633 (2015 Survey); n: 721 (2021 Survey); n: 149 (2022 Survey)
2015 in-person responses based on BART station used on the survey date
2021 online responses based on BART station used in 2019 (pre-pandemic)
2022 online responses based on BART station to be used post-pandemic

Will not add to 100% due to respondents from other zip codes

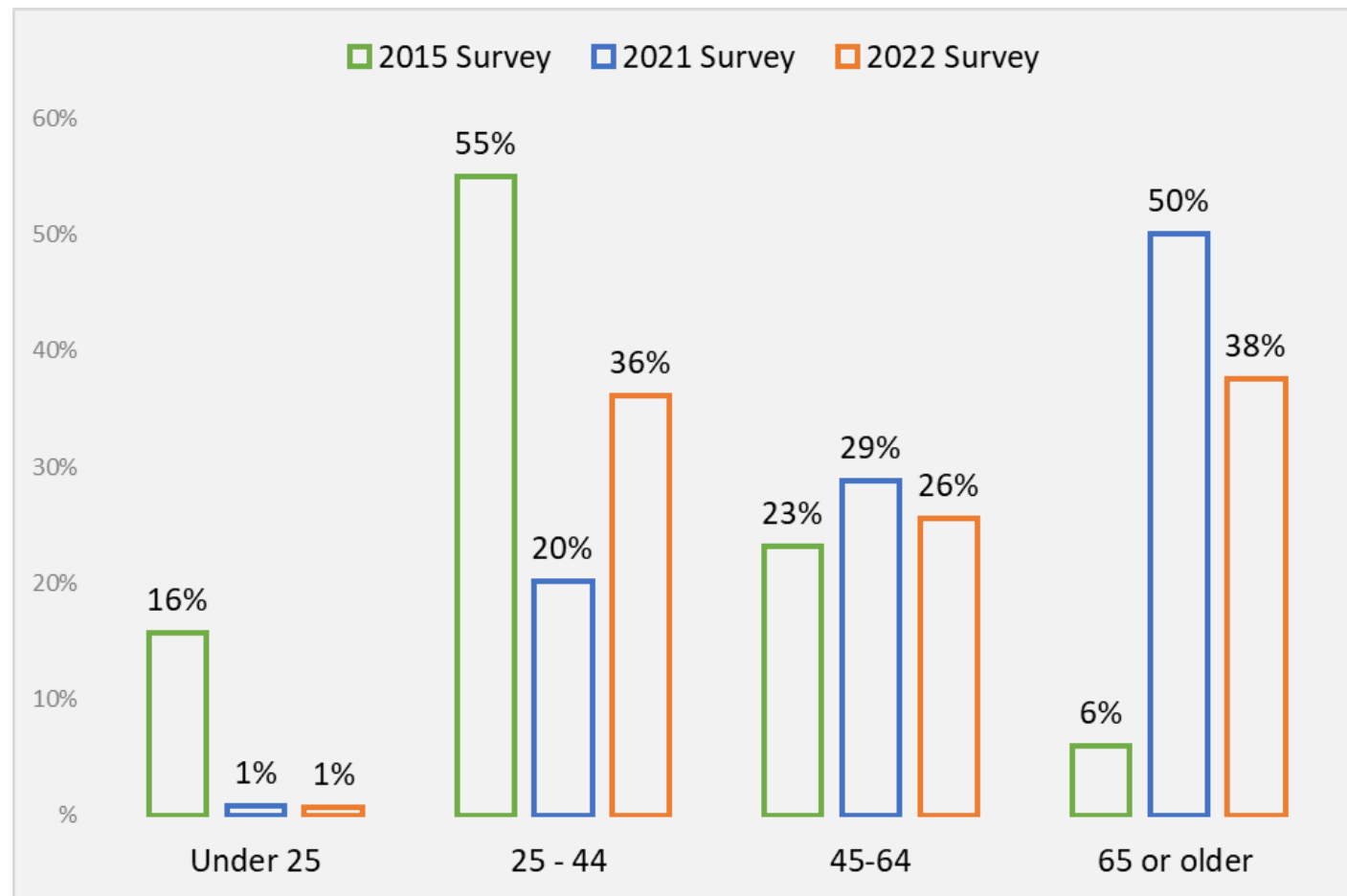
North Berkeley BART Rider Demographics: Comparison

Exhibit B9 compares North Berkeley BART riders' age as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more responses from those who were 65 and older and significantly less responses by those who were 44 and younger.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit B13 for more detail.

Exhibit B9: Compare Age



n: 558 (2015 Survey); n: 485 (2021 Survey); n: 141 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding



North Berkeley BART Rider Demographics: Comparison

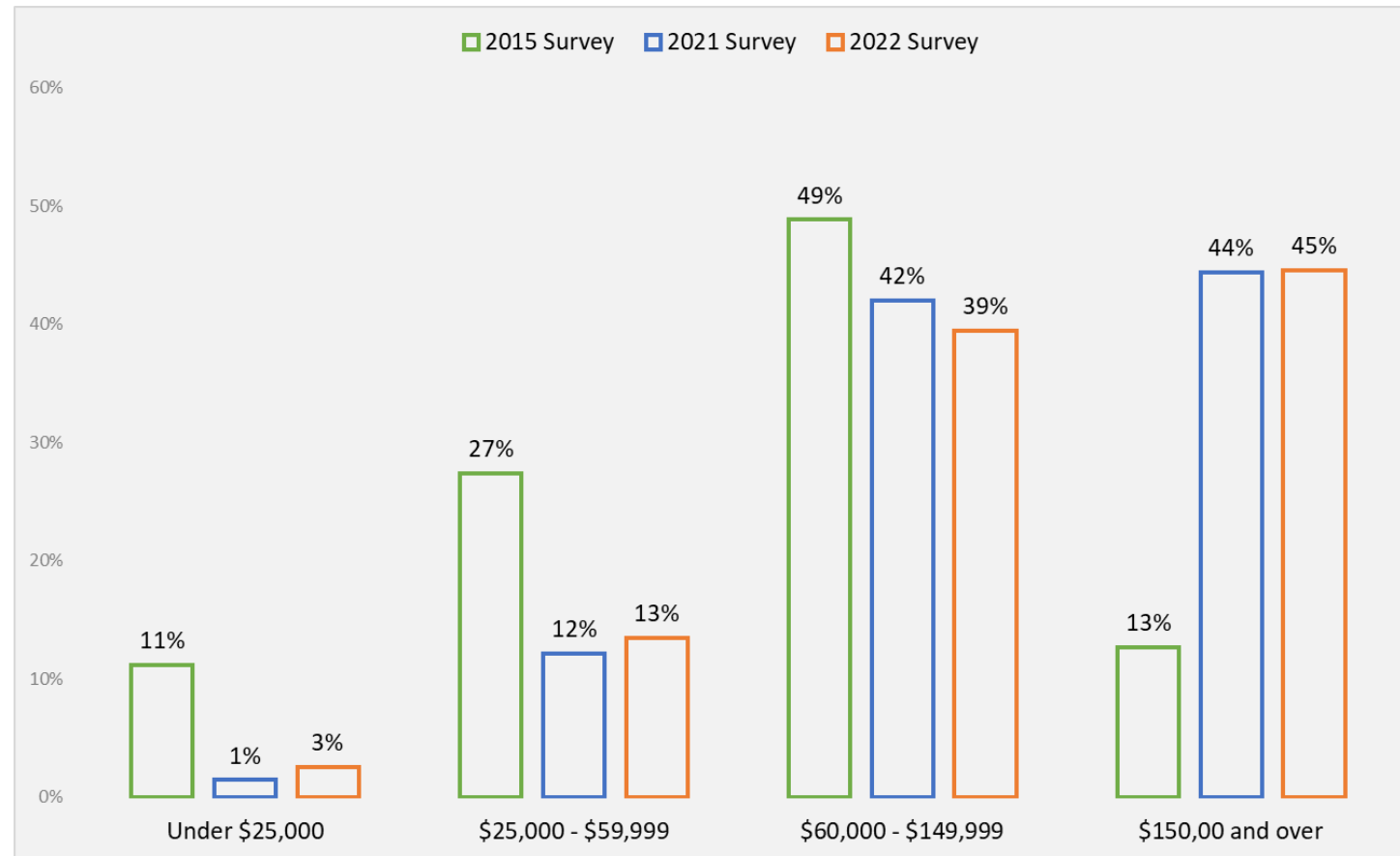
Exhibit B10 compares North Berkeley BART riders' annual household income as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 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 2022 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.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit B13 for more detail.

Exhibit B10: Compare Annual Household Income



n: 424 (2015 Survey); n: 421 (2021 Survey); n: 119 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

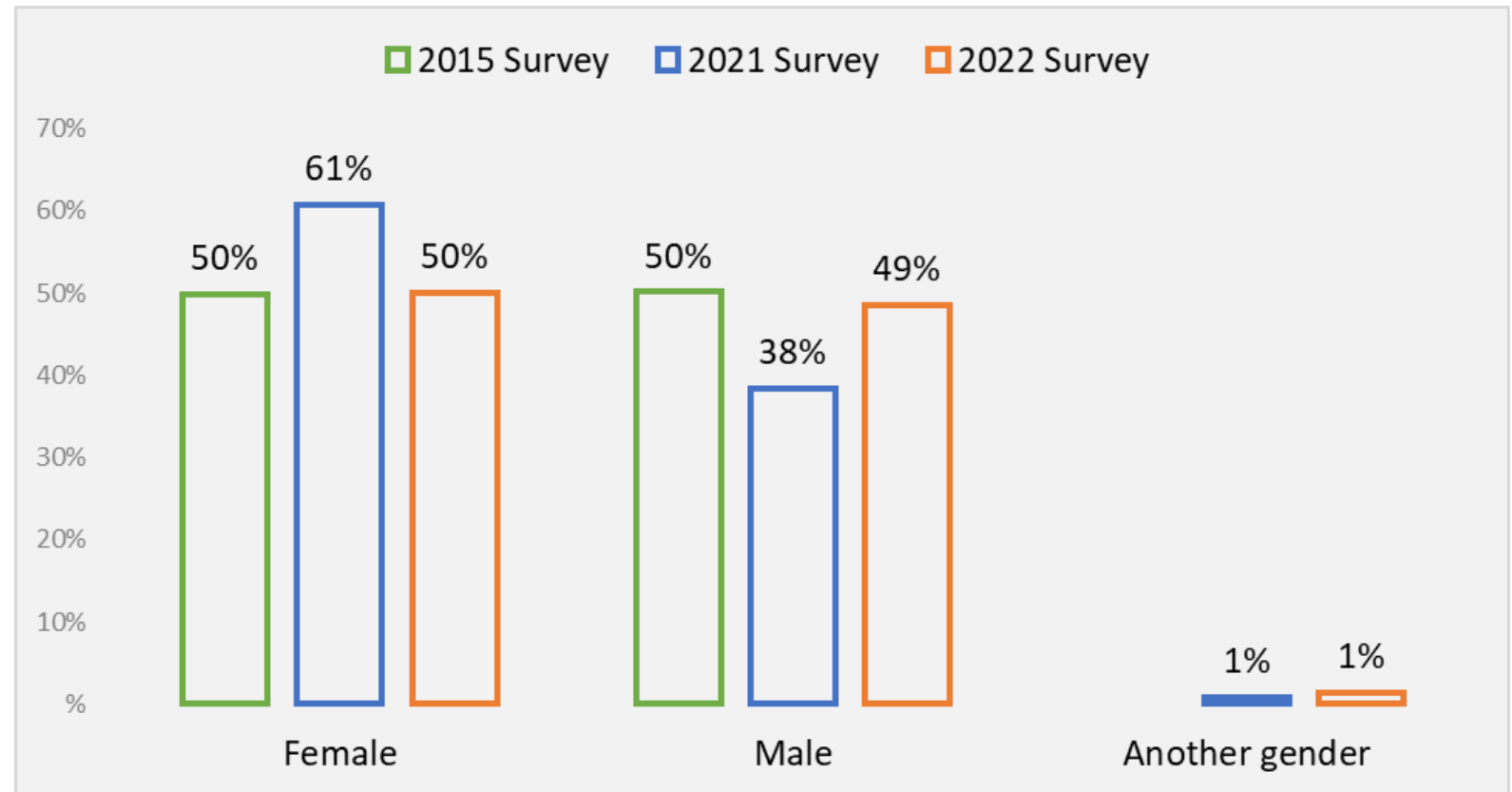
North Berkeley BART Rider Demographics: Comparison

Exhibit B11 compares North Berkeley BART riders' gender as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 survey captured significantly more responses from those who identified as female. The 2022 survey captured slightly more responses from those who identified as female. The 2015 survey had an even split between the genders but did not provide an option for respondents to identify as another gender.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit B13 for more detail.

Exhibit B11: Compare Gender



n: 560 (2015 Survey); n: 482 (2021 Survey); n: 136 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

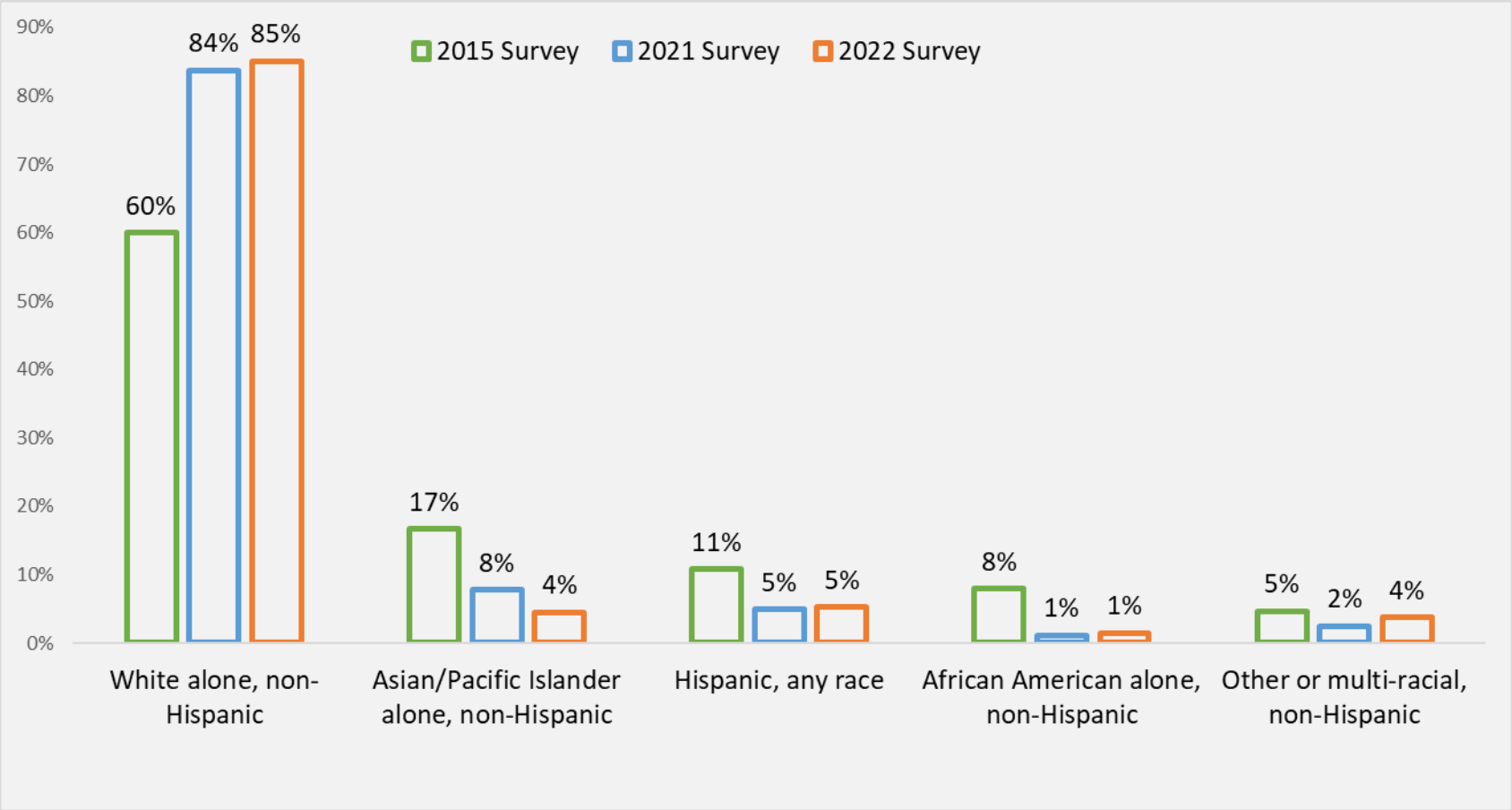
North Berkeley BART Rider Demographics: Comparison

Exhibit B12 compares North Berkeley BART riders' race/ ethnicity as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more respondents who identified as White, non-Hispanic and significantly less respondents who identify as non-White compared to the 2015 survey.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit B13 for more detail.

Exhibit B12: Compare Race/Ethnicity



n: 556 (2015 Survey); n: 449 (2021 Survey); n: 134 (2022 Survey)
2015 in-person responses based on BART station used on the survey date
2021 online responses based on BART station used in 2019 (pre-pandemic)
2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

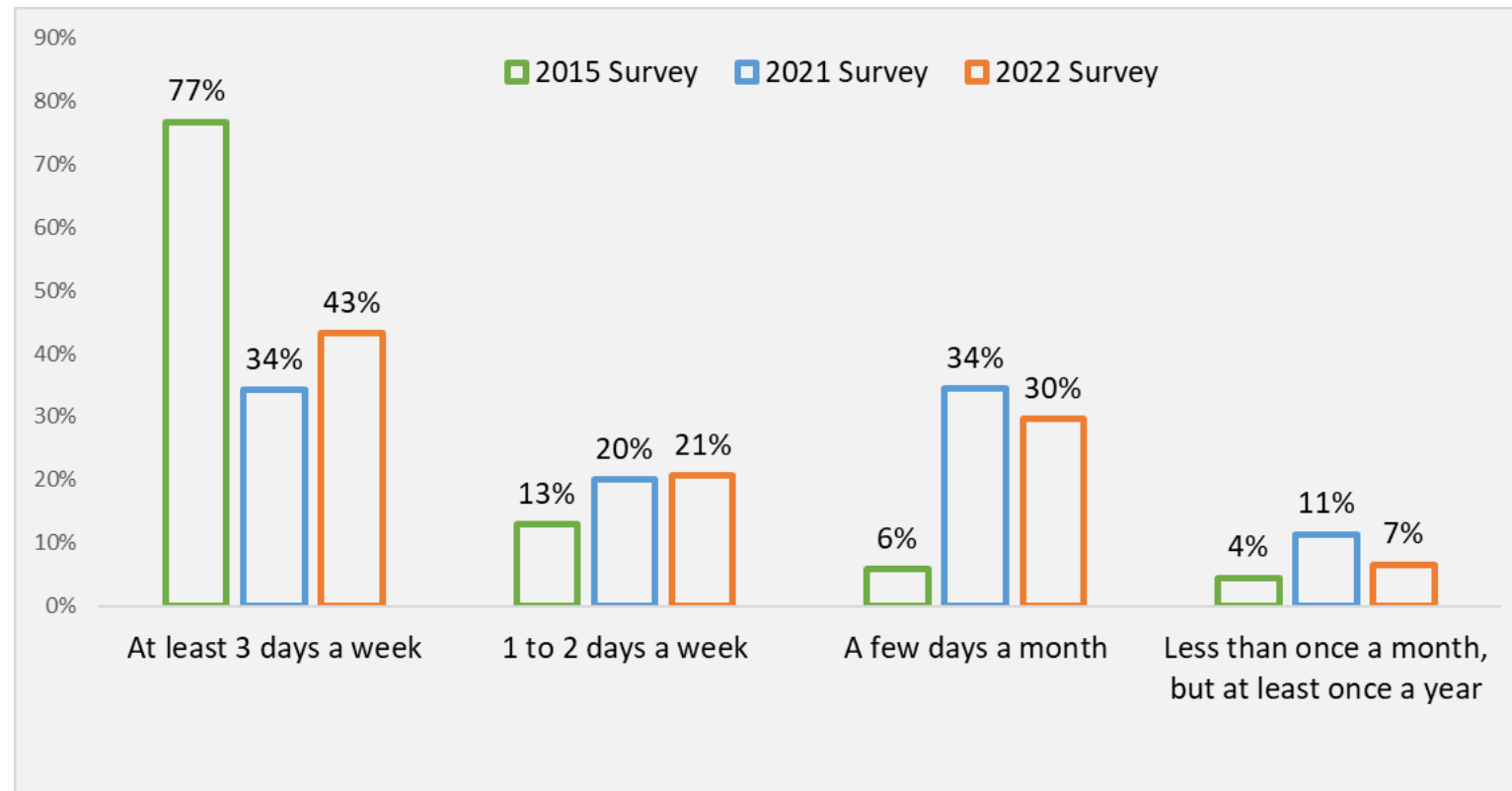
North Berkeley BART Rider Survey Responses Exhibits B13-B18

North Berkeley BART Rider Response: Comparison

Exhibit B13 compares North Berkeley BART riders' frequency of BART use as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys 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 at the station. The 2021 and 2022 surveys were promoted to a wide range of people with a variety of interests in the project and open online for several weeks.

Exhibit B13: Compare Frequency of BART Use



n: 560 (2015 Survey); n: 721 (2021 Survey); n: 199 (2022 Survey)

2015 in-person question: "How often do you currently ride BART?"

2021 & 2022 online question: "About how often did you ride BART in 2019 (before the COVID-19 pandemic)?"

May not add to 100% due to rounding

North Berkeley BART Rider Response: Comparison

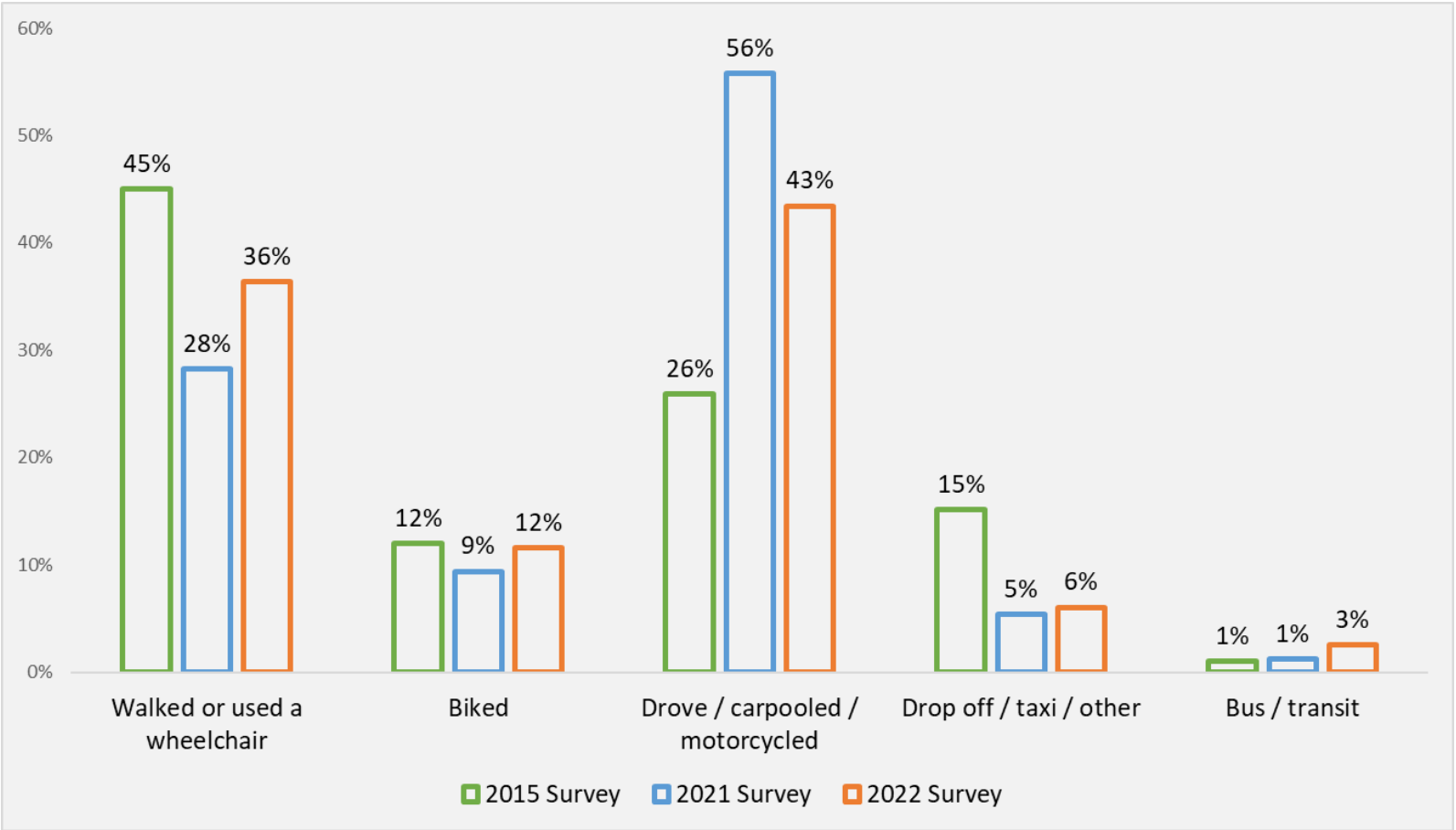
Exhibit B14 compares North Berkeley BART riders' way of getting to BART as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

Respondents to the 2015 survey were asked to provide the access used on the day of the survey while respondents to the 2021 and 2022 surveys were asked, "How did you usually get to this BART station from your home in 2019?"

The 2021 and 2022 surveys captured significantly more respondents who drove to and parked at the station compared to the 2015 survey. The 2021 and 2022 surveys captured significantly less respondents who walked or got dropped off compared to the 2015 survey. The 2015 and 2022 surveys captured more respondents who biked compared to the 2021 survey. The 2022 captured more respondents who took transit compared to the 2015 and 2021 surveys.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week. The 2021 and 2022 surveys captured the highest percent of responses by riders who use BART two days a week or less. See Exhibit B13 for more detail.

Exhibit B14: BART Rider Station Access



n: 636 (2015 Survey); n: 723 (2021 Survey); n: 198 (2022 Survey)

May not add to 100% due to rounding

2015 in-person question: "How did you get to BART today?"

2021 & 2022 online question: "How did you usually get to this BART station from your home in 2019?"



North Berkeley BART Rider Response: 2022 Survey

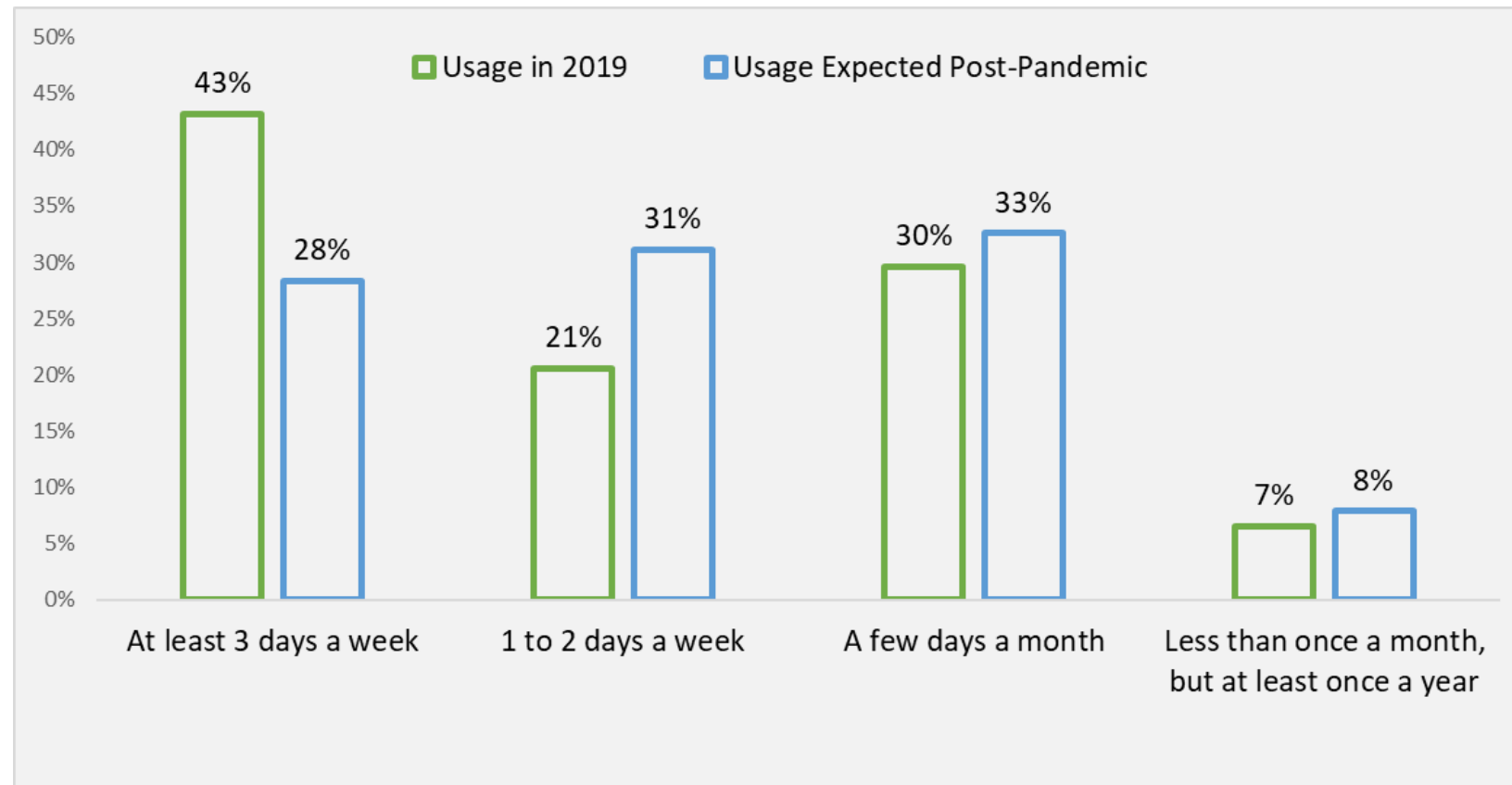
Exhibit B15 compares responses to two questions in the 2022 survey:

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.

It's important to note that the 2022 survey captured more responses from less frequent riders than the 2015 survey. See Exhibit B13 for more detail.

Exhibit B15: Change in BART Frequency of Use



n: 199 (Usage in 2019); n: 215 (Expected post-pandemic)

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

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

May not add to 100% due to rounding

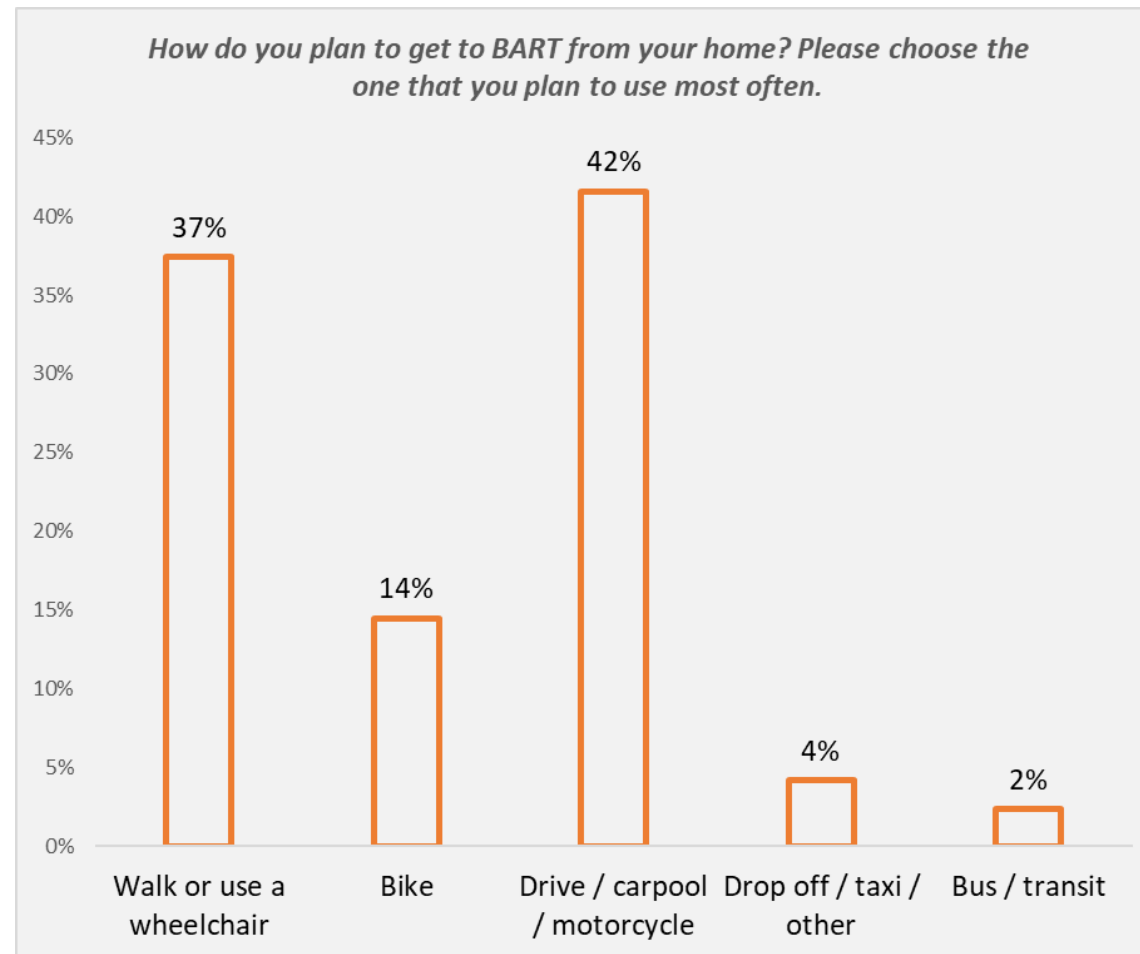
North Berkeley BART Rider Response: 2022 Survey

Exhibit B16 summarizes responses to the question, “How do you plan to get to BART from your home? Please choose the one that you plan to use most often.” This was asked in the context about their BART usage once the COVID pandemic is under control.

The majority of respondents indicated that they expect to access BART by driving, carpooling, or motorcycling or by walking or using a wheelchair.

It’s important to note that the 2022 survey captured the highest percent of responses by riders who plan to use BART two days a week or less. See Exhibit B15 for more detail.

Exhibit B16: Planned Access to BART Post-Pandemic



n: 214 (2022 online survey)

May not add to 100% due to rounding

North Berkeley BART Rider Response: 2022 Survey

Exhibit B17 shows the nine top ranked strategies for accessing BART by North Berkeley riders. They capture survey respondents who indicated they strongly agree or somewhat agree that the strategy would help them access BART. Its rank is calculated as a percent of the total number of respondents for each strategy.

As context, respondents answered strategy questions based on their home or business location. Strategies that were very localized, particularly those focused on pedestrian and bicycle improvements, often appeared as options in only one or two zones out of the eight possible zones. This explains why some strategies have more respondents than others.

It's important to note that strategies will be evaluated not only by their level of public support but also by their effectiveness, cost, and feasibility. Strategy ID numbers listed in the exhibit are from the survey, but the numbering may change in the final plan.

Exhibit B17: Top-Ranked Strategies

Strategy ID	Description	Number of Respondents	Percent Agree
39	Improved transfers between AC Transit and BART with scheduling, signage, and real-time information	142	77%
42	Personalized information about trip planning for all modes (511.org, Google maps, Citymapper, BART app, etc.)	142	76%
17	Pedestrian and bicycling improvements along Acton St and at street crossings between Rose St and Addison St	100	75%
22	AC Transit buses running later into the evening along Grizzly Peak Blvd, Euclid Ave, Spruce St, and Oxford St to and from Downtown Berkeley station	39	69%
38	Better amenities at bus stops within 1.5 miles of the North Berkeley and El Cerrito Plaza stations, including benches, shelters, and real-time information	142	68%
12	Pedestrian and bicycling improvements along Central Ave and at street crossings between the Bay Trail and Ashbury Ave	3	67%
22	AC Transit buses running more often along Grizzly Peak Blvd, Euclid Ave, Spruce St, and Oxford St to and from Downtown Berkeley station	39	67%
56	Financial incentives for shared or active travel options, such as Clipper Cash or discounts for purchasing an electric bike	142	65%
40	More affordable transfers between AC Transit and BART	142	63%

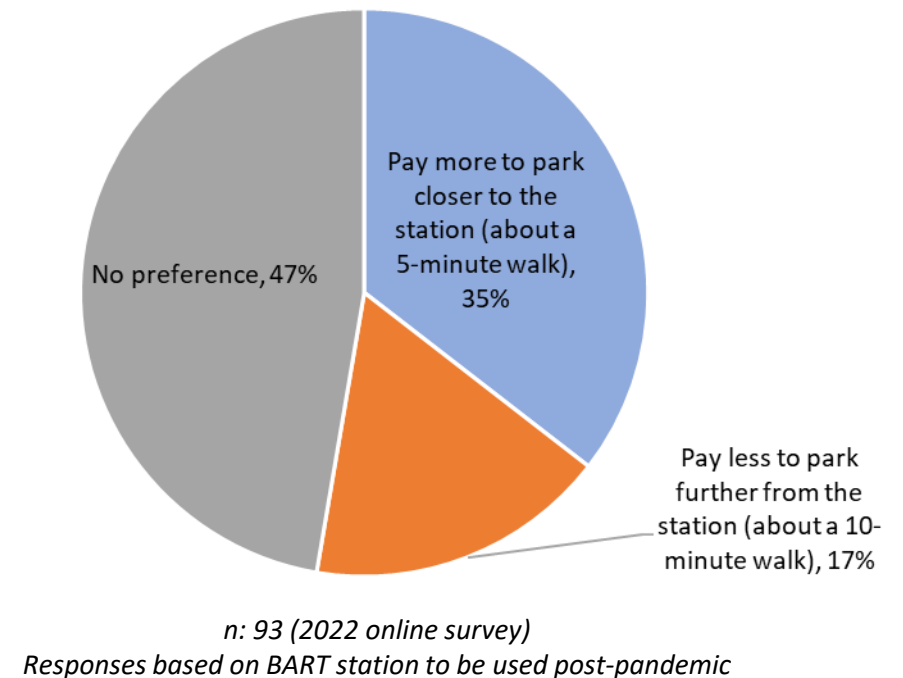
North Berkeley BART Rider Response: 2022 Survey

Exhibit B18: Rider Response to Parking Options

Exhibit B18 shows responses by riders who drive and park to access the North Berkeley BART station about on-street parking options and the walking distance to the station.

A little more than a third would like to park within a 5-minute walk and are willing to pay more for this option. Less than a fifth would like the option to pay less for parking further away. Almost half had no preference.

If you are a rider who drives to BART, which option do you prefer for on-street parking?



Ashby BART Rider Survey Response

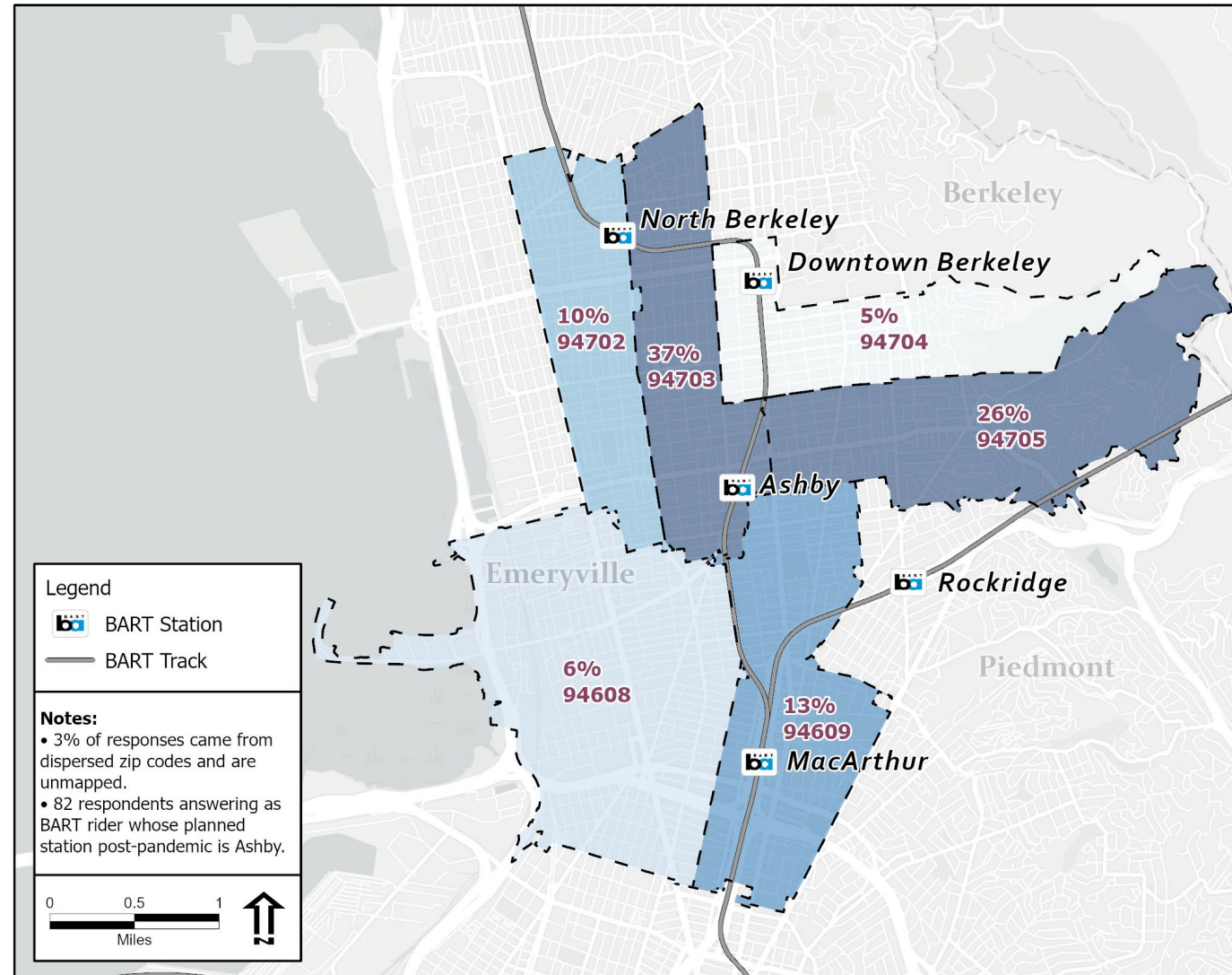
Demographics

Exhibits C7-C12

Ashby BART Rider Demographics: 2022 Survey

Exhibit C7 is a map of Ashby BART riders' zip codes as a percent of the total responses to the question about their planned "home" station post-pandemic. It shows higher concentrations of survey respondents from zip codes in direct proximity and east of the Ashby BART station.

Exhibit C7: Respondent Zip Codes



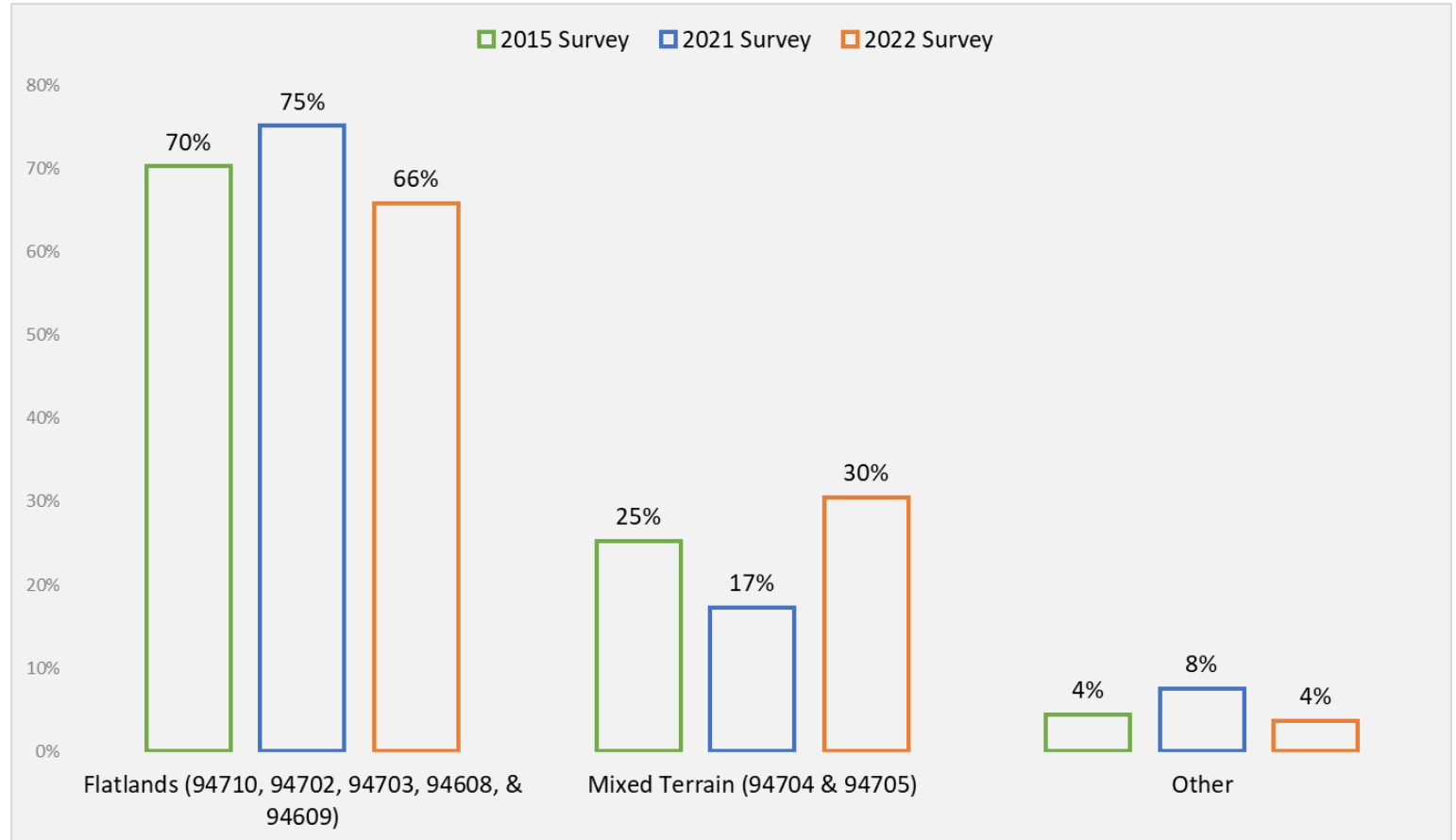
Ashby BART Rider Demographics: Comparison

Exhibit C8 compares Ashby riders' zip codes as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 survey had slightly more response from the flatlands and less from the mixed terrain zip codes than the 2015 survey. The 2022 survey had slightly less response from the flatlands and slightly more response from mixed terrain zip codes compared to the 2015 survey.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C8: Compare Respondent Zip Codes



n: 599 (2015 Survey); n: 185 (2021 Survey); n: 82 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

Will not add to 100% due to respondents from other zip codes

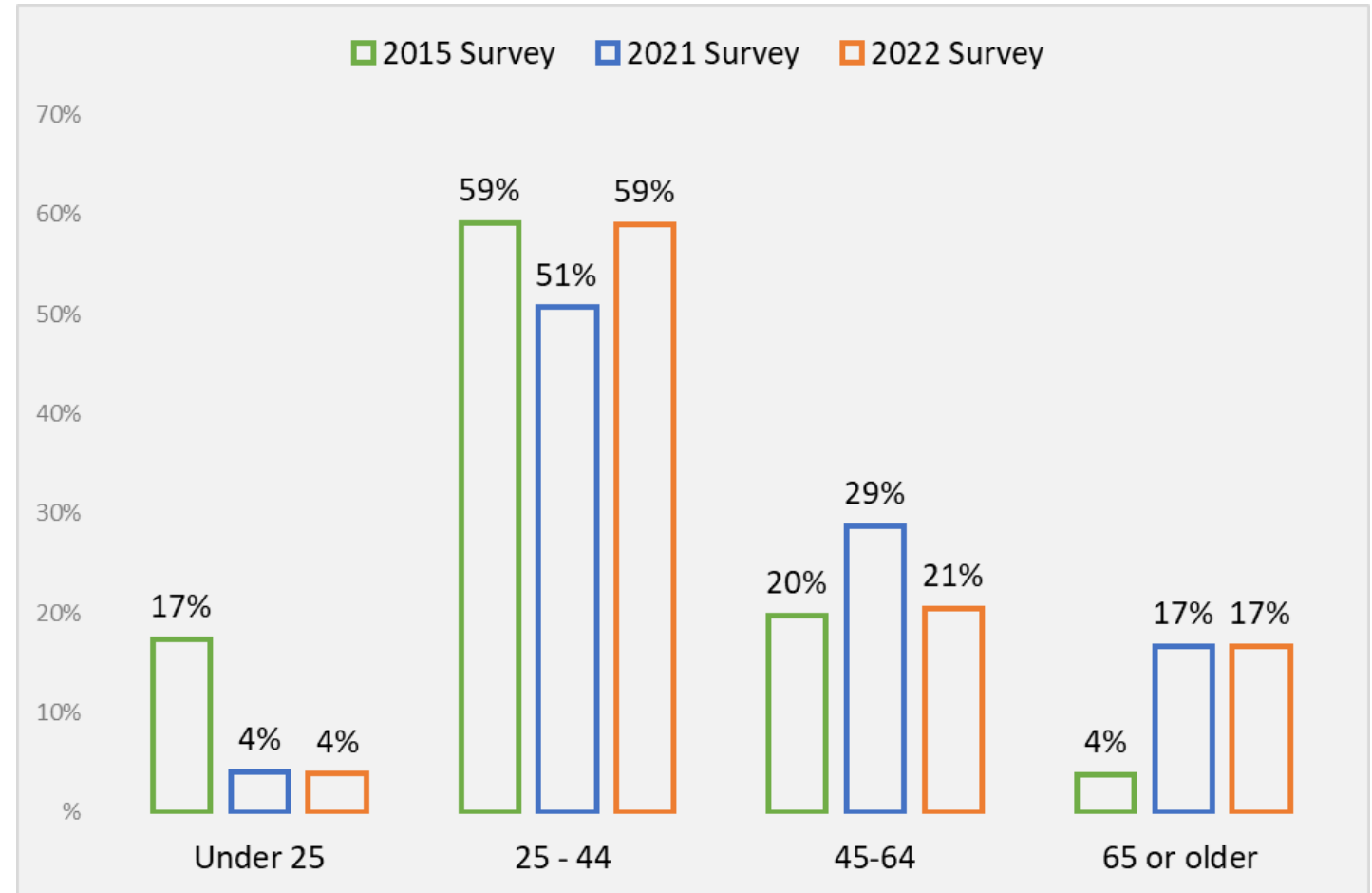
Ashby BART Rider Demographics: Comparison

Exhibit C9 compares Ashby BART riders' age as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more responses from those who were 65 and older and significantly less responses by those who were under 25.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C9: Compare Age



n: 584 (2015 Survey); n: 150 (2021 Survey); n: 78 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding



Ashby BART Rider Demographics: Comparison

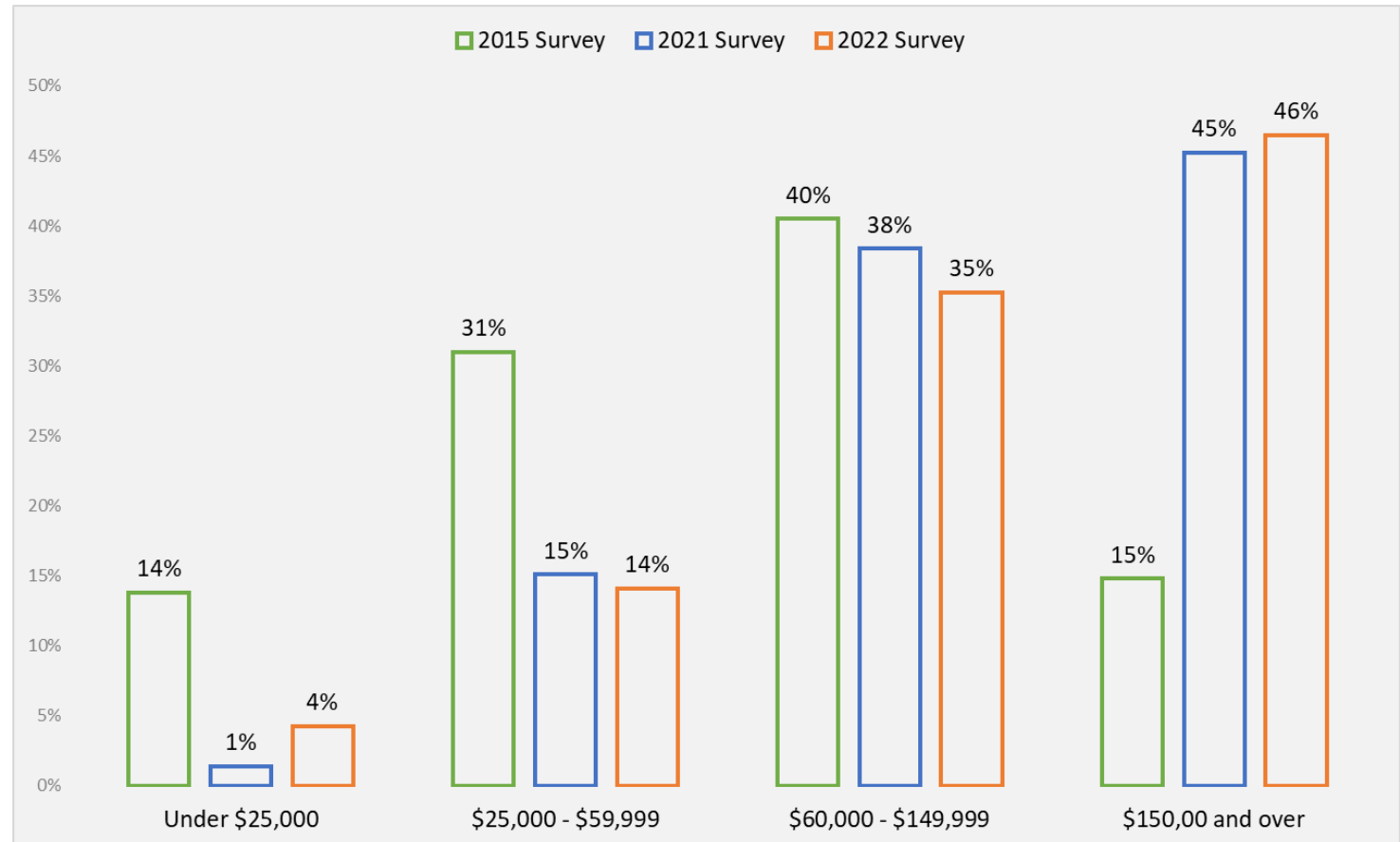
Exhibit C10 compares Ashby BART riders' annual household income as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 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 2022 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.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C10: Compare Annual Household Income



n: 504 (2015 Survey); n: 146 (2021 Survey); n: 71 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

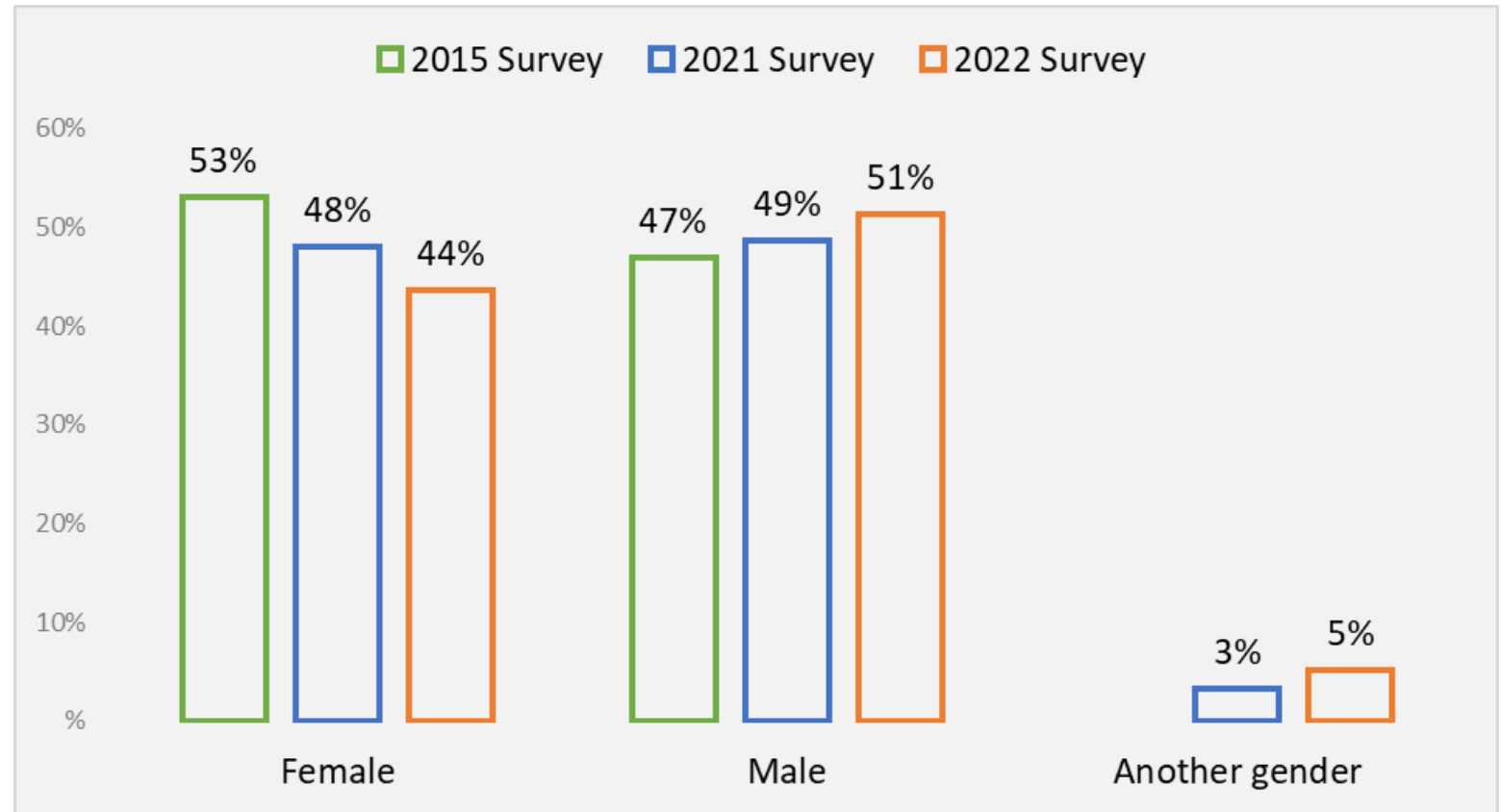
Ashby BART Rider Demographics: Comparison

Exhibit C11 compares Ashby BART riders' gender as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 survey captured a relatively even split of responses between those who identified as female and male in addition to having a small percent who identified as another gender. The 2022 survey captured more responses from those who identified as male than female with a small percent who identified as another gender. The 2015 survey captured more responses from those who identified as female than male but did not provide an option for respondents to identify as another gender.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C11: Compare Gender



n: 594 (2015 Survey); n: 150 (2021 Survey); n: 78 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

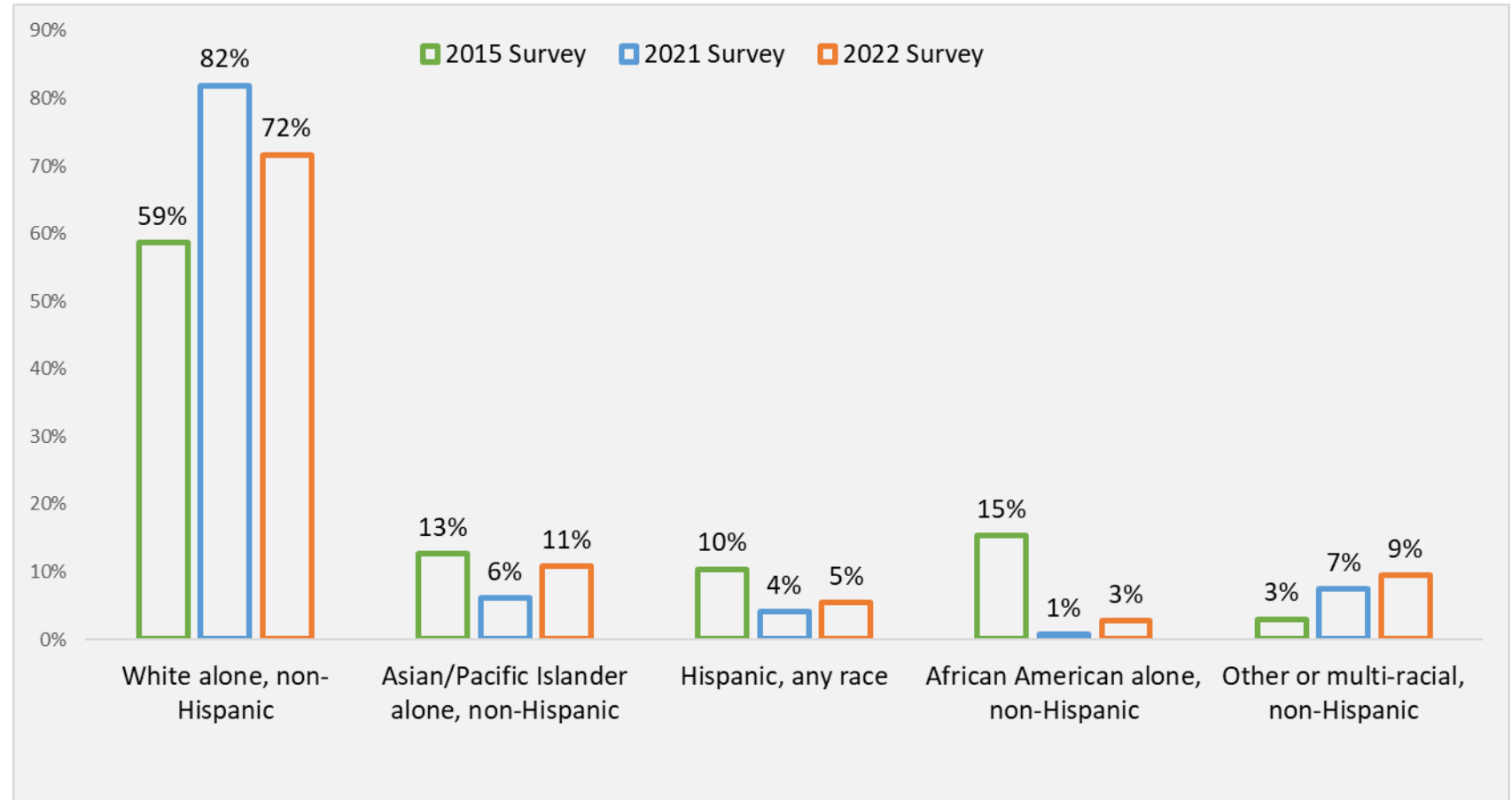
Ashby BART Rider Demographics: Comparison

Exhibit C12 compares Ashby BART riders' race/ ethnicity as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys captured significantly more respondents who identified as White, non-Hispanic and significantly less respondents who identify as non-White compared to the 2015 survey.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C12: Compare Race/Ethnicity



n: 562 (2015 Survey); n: 149 (2021 Survey); n: 74 (2022 Survey)

2015 in-person responses based on BART station used on the survey date

2021 online responses based on BART station used in 2019 (pre-pandemic)

2022 online responses based on BART station to be used post-pandemic

May not add to 100% due to rounding

Ashby BART Rider Survey Responses

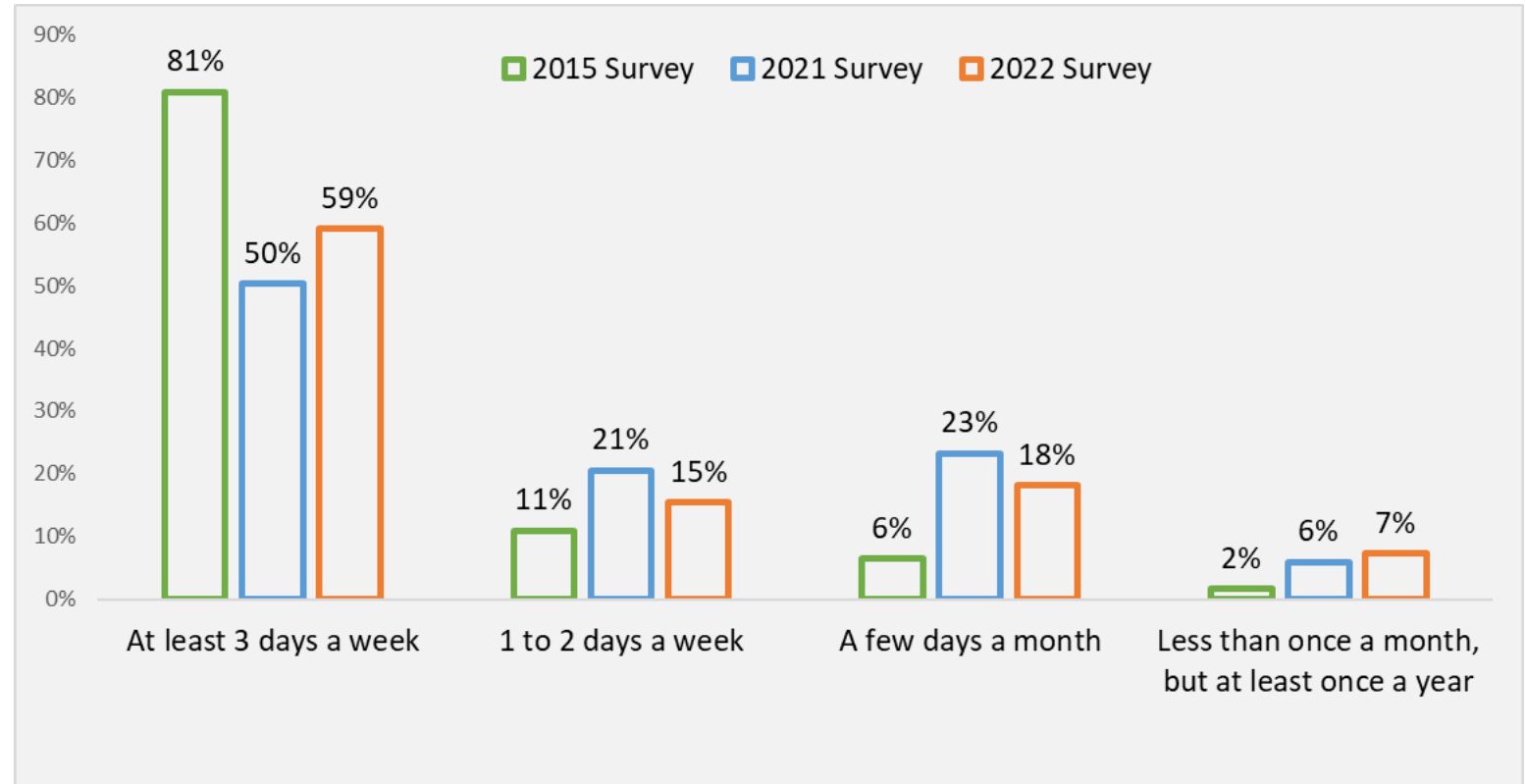
Exhibits C13-C18

Ashby BART Rider Response: Comparison

Exhibit C13 compares Ashby BART riders' frequency of BART use as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

The 2021 and 2022 surveys 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 at the station. The 2021 and 2022 surveys were promoted to a wide range of people with a variety of interests in the project and open online for several weeks.

Exhibit C13: Compare Frequency of BART Use



n: 593 (2015 Survey); n: 185 (2021 Survey); n: 110 (2022 Survey)

2015 in-person question: "How often do you currently ride BART?"

2021 & 2022 online 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

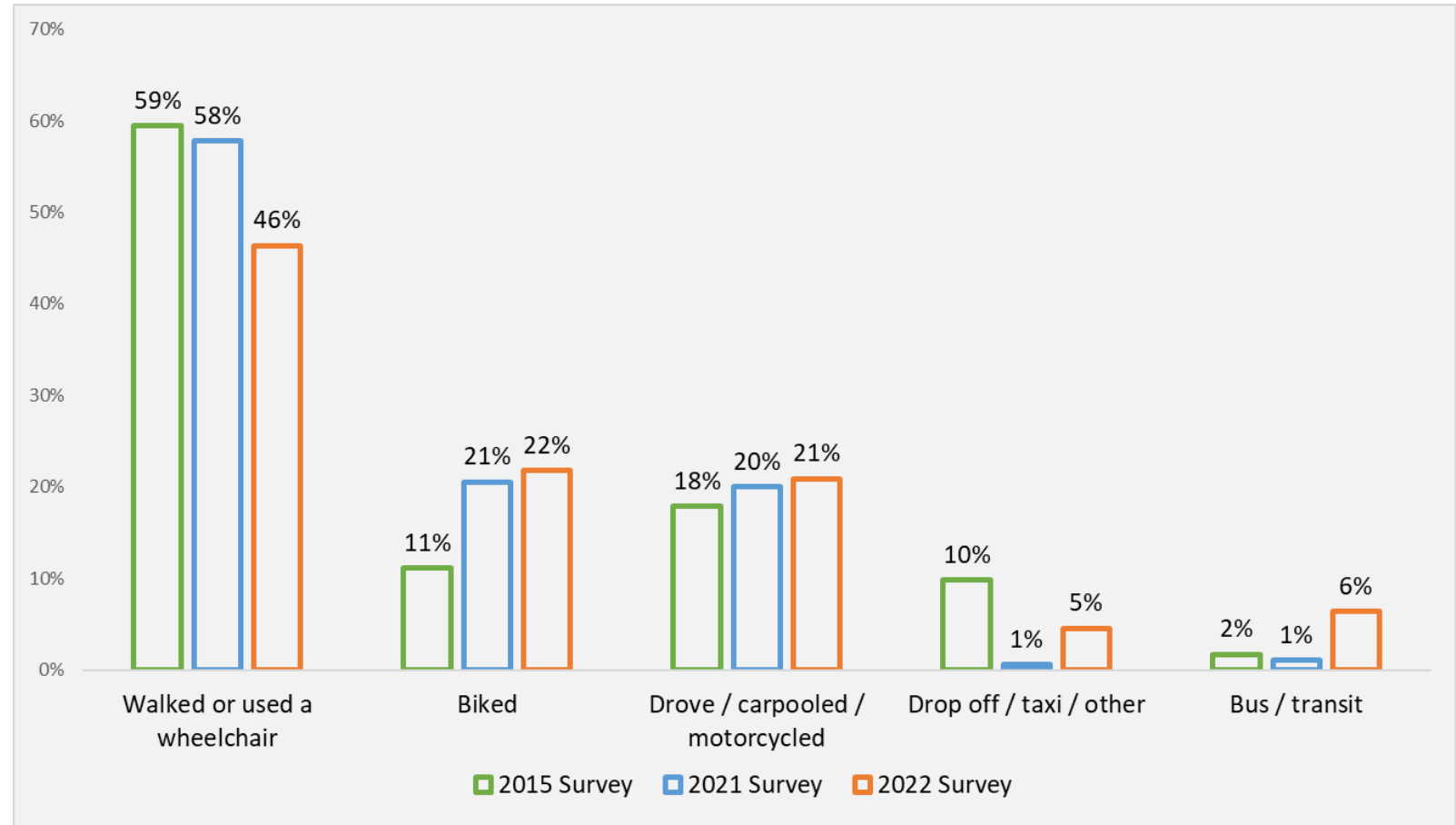
Exhibit C14 compares Ashby BART riders' way of getting to BART as a percent of the total responses to this question from the 2015, 2021, and 2022 surveys.

Respondents to the 2015 survey were asked to provide the access used on the day of the survey while respondents to the 2021 and 2022 surveys were asked, "How did you usually get to this BART station from your home in 2019?"

The 2021 and 2022 surveys captured significantly more respondents who biked to the station and significantly less from those who got dropped off compared to the 2015 survey. The 2022 survey captured significantly more respondents who took transit and significantly less respondents who walked to the station compared to the 2015 and 2021 surveys.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C14: BART Rider Station Access



n: 599 (2015 Survey); n: 185 (2021 Survey); n: 110 (2022 Survey)

May not add to 100% due to rounding

2015 in-person question: "How did you get to BART today?"

2021 & 2022 online question: "How did you usually get to this BART station from your home in 2019?"

Ashby BART Rider Response: 2022 Survey

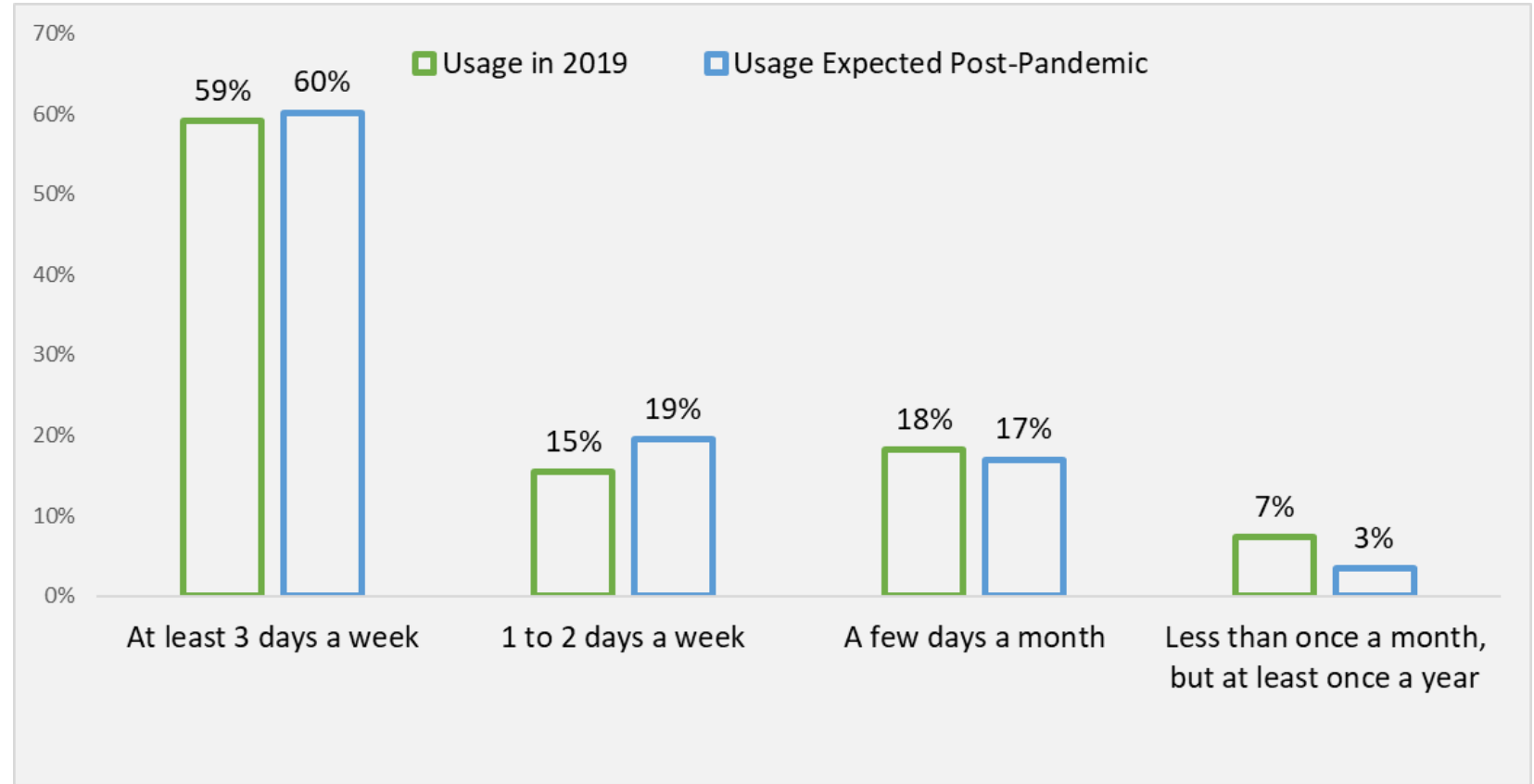
Exhibit C15 compares responses to two questions in the 2022 survey:

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 a bit more frequently post-pandemic compared to their use in 2019.

It's important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART's daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C15: Change in BART Frequency of Use



n: 110 (Usage in 2019); n: 118 (Expected post-pandemic)

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

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

May not add to 100% due to rounding

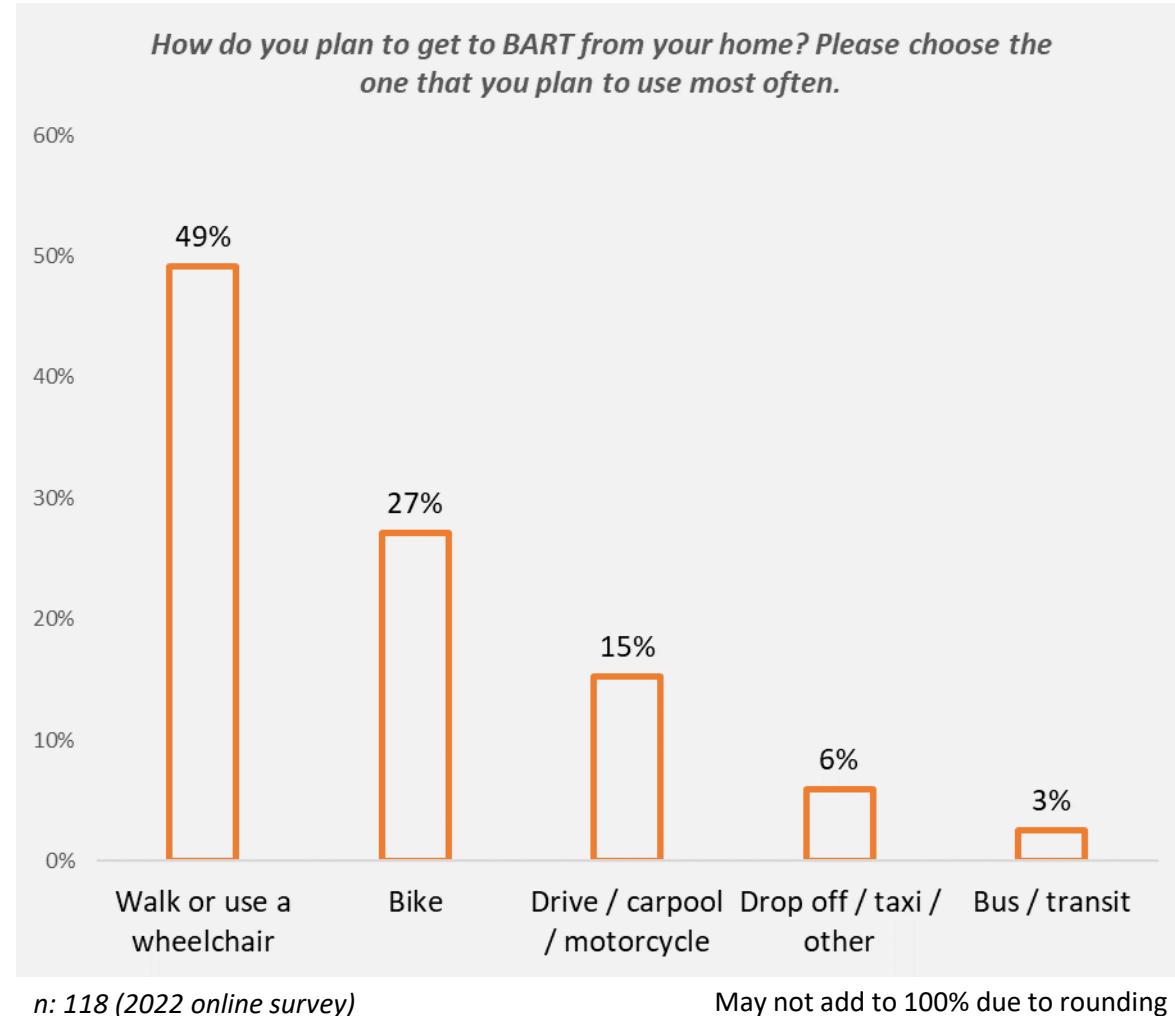
Ashby BART Rider Response: 2022 Survey

Exhibit C16 summarizes responses to the question, “How do you plan to get to BART from your home? Please choose the one that you plan to use most often.” This was asked in the context about their BART usage once the COVID pandemic is under control.

The majority of respondents indicated that they expect to access BART by walking/using a wheelchair or biking.

It’s important to note that the 2015 survey captured the highest percent of responses by riders who use BART at least three days a week and is thus more representative of BART’s daily ridership demographic. The 2021 and 2022 surveys captured a higher percent of responses by riders who use BART two days a week or less compared to the 2015 survey. See Exhibit C13 for more detail.

Exhibit C16: Planned Access to BART Post-Pandemic



Ashby BART Rider Response: 2022 Survey

Exhibit C17 shows the nine top ranked strategies for accessing BART by Ashby riders. They capture survey respondents who indicated they strongly agree or somewhat agree that the strategy would help them access BART. Its rank is calculated as a percent of the total number of respondents for each strategy.

As context, respondents answered strategy questions based on their home or business location. Strategies that were very localized, particularly those focused on pedestrian and bicycle improvements, often appeared as options in only one or two zones out of the eight possible zones. This explains why some strategies have more respondents than others.

It's important to note that strategies will be evaluated not only by their level of public support but also by their effectiveness, cost, and feasibility. Strategy ID numbers listed in the exhibit are from the survey, but the numbering may change in the final plan.

Exhibit C17: Top-Ranked Strategies

Strategy ID	Description	Number of Respondents	Percent Agree
28	Pedestrian and bicycling improvements along MLK Jr Wy and at street crossings between Fairview St and Ashby Ave	49	88%
39	Improved transfers between AC Transit and BART with scheduling, signage, and real-time information	74	80%
56	Financial incentives for shared or active travel options, such as Clipper Cash or discounts for purchasing an electric bike	74	78%
40	More affordable transfers between AC Transit and BART	74	78%
38	Better amenities at bus stops within 1.5 miles of the North Berkeley and El Cerrito Plaza stations, including benches, shelters, and real-time information	74	77%
25	Pedestrian and bicycling improvements along Adeline St and at street crossings between Shattuck Ave and Stanford Ave	74	73%
42	Personalized information about trip planning for all modes (511.org, Google maps, Citymapper, BART app, etc.)	74	72%
27	Pedestrian and bicycling improvements at all street crossings across Ashby Ave between Ellis St and Adeline St	74	70%
32	Pedestrian and bicycling improvements along King St and at street crossings between Russell St and Stanford Ave	49	69%

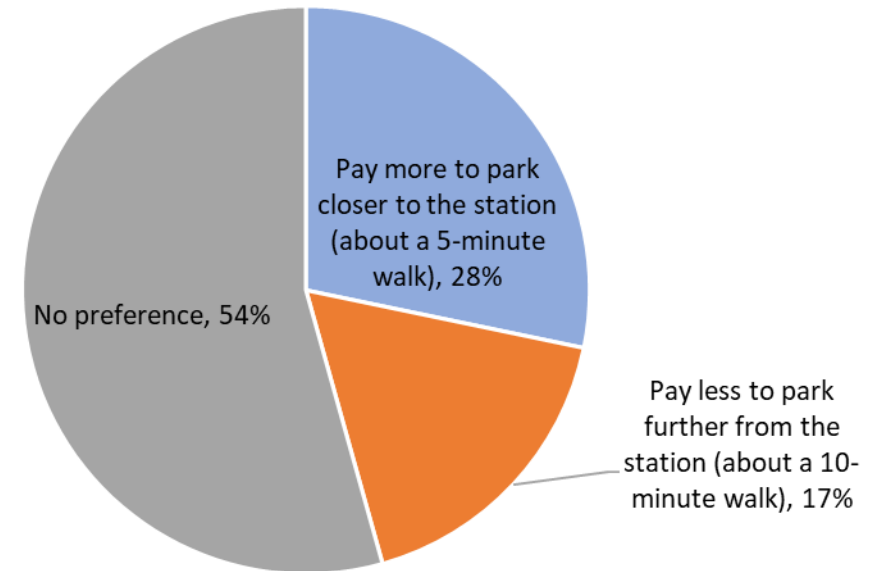
Ashby BART Rider Response: 2022 Survey

Exhibit C18 shows responses by riders who drive and park to access the Ashby BART station about on-street parking options and the walking distance to the station.

A little more than a quarter would like to park within a 5-minute walk and are willing to pay more for this option. Less than a fifth would like the option to pay less for parking further away. More than half had no preference.

Exhibit C18: Rider Response to Parking Options

If you are a rider who drives to BART, which option do you prefer for on-street parking?



n: 46 (2022 online survey)

Responses based on BART station to be used post-pandemic

Berkeley Stations Survey Responses to On-Street Parking Strategies Exhibits BC19-BC23

Berkeley Stations On-Street Parking Response: 2022 Survey

Exhibits BC19 through BC23 summarize responses to on-street parking management strategies from the following groups¹:

- **Riders only:** Those who use either the North Berkeley or Ashby station to access BART and live or work more than a 10-minute walk of the station.
- **Rider & Resident or Business:** Those who use either the North Berkeley or Ashby station to access BART and live/work within a 10-minute walk of the station.
- **Resident or Business only:** Those who do not use BART and live or work within a 10-minute walk of either the North Berkeley or Ashby station.

Respondents were asked to indicate if they “strongly agree”, “somewhat agree”, “strongly disagree”, or “somewhat disagree” with each of four different on-street parking management strategies. They could also indicate if they had no opinion or were neutral. Their responses were summed up as a percent of the total group respondents.

It should be noted that these on-street parking management strategies were developed to illicit opinions. Their inclusion in this survey should not be an indication that they will be implemented.

¹ Some respondents were recategorized based on their survey responses. For example, respondents who answered, “Rider only”, to one of the first questions, but who indicated they lived within a ten-minute walk of a BART station elsewhere in the survey, were recategorized as “Rider & Resident or Business”.

Berkeley Stations On-Street Parking Response: 2022 Survey

Exhibit BC19: Response to the First On-Street Parking Strategy

Exhibit BC19 summarizes responses to the first strategy, “Expand where and when residential parking permits (RPPs) are used”.

The “Rider only” group score indicates disagreement with this strategy while group scores from the “Rider & Resident or Business” and “Resident or Business only” indicate agreement with this strategy.



n: 83 (Rider only); n: 84 (Rider & Resident/Business); n: 50 (Resident/Business only)

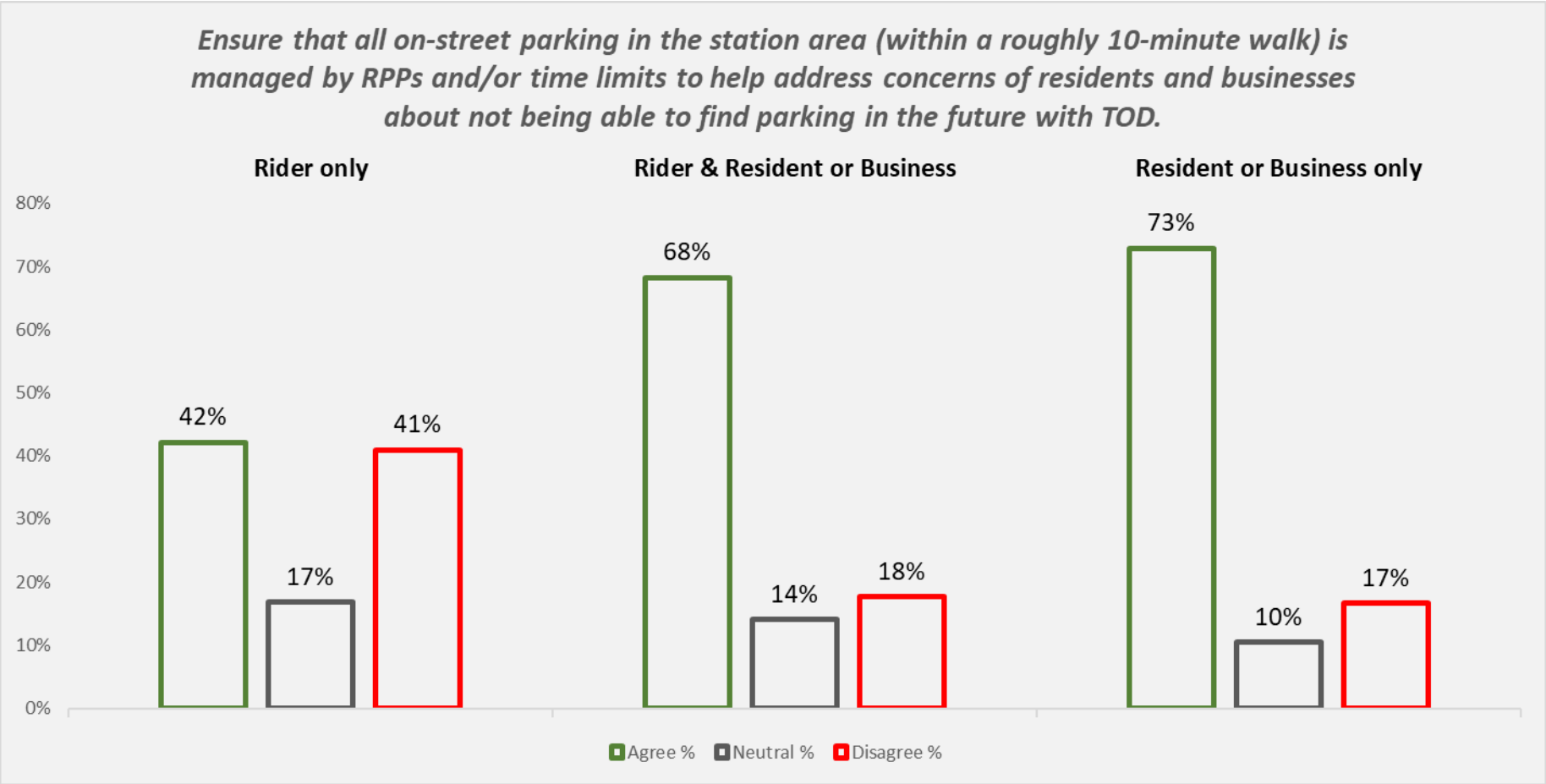
May not add to 100% due to rounding

Berkeley Stations On-Street Parking Response: 2022 Survey

Exhibit BC20: Response to the Second On-Street Parking Strategy

Exhibit BC20 summarizes responses to the second strategy, “Ensure that all on-street parking in the station area (within a roughly 10-minute walk) is managed by RPPs and/or time limits to help address concerns of residents and businesses about not being able to find parking in the future with TOD.”

The “Rider only” group score indicates that opinions are split for this strategy while group scores from the “Rider & Resident or Business” and “Resident or Business only” indicate agreement with this strategy.



n: 83 (Rider only); n: 85 (Rider & Resident/Business); n: 48 (Resident/Business only)

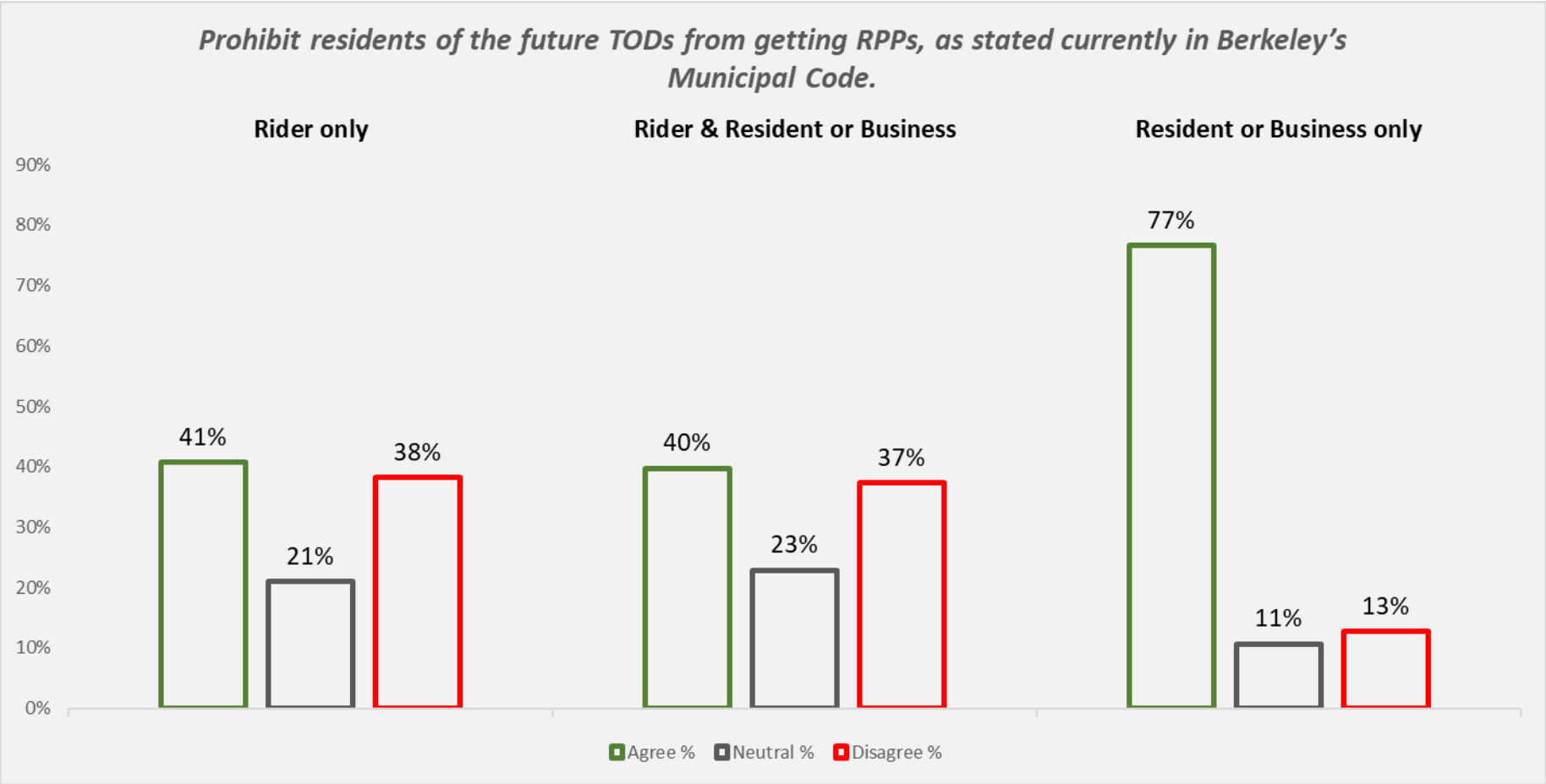
May not add to 100% due to rounding

Berkeley Stations On-Street Parking Response: 2022 Survey

Exhibit BC21: Response to the Third On-Street Parking Strategy

Exhibit BC21 summarizes responses to the third strategy, “Prohibit residents of the future TODs from getting RPPs, as stated currently in Berkeley’s Municipal Code.”

The “Rider only” and “Rider & Resident or Business” group scores indicate slight agreement with this strategy while the “Resident or Business only” group score indicates agreement with this strategy.



n: 81 (Rider only); n: 83 (Rider & Resident/Business); n: 47 (Resident/Business only)

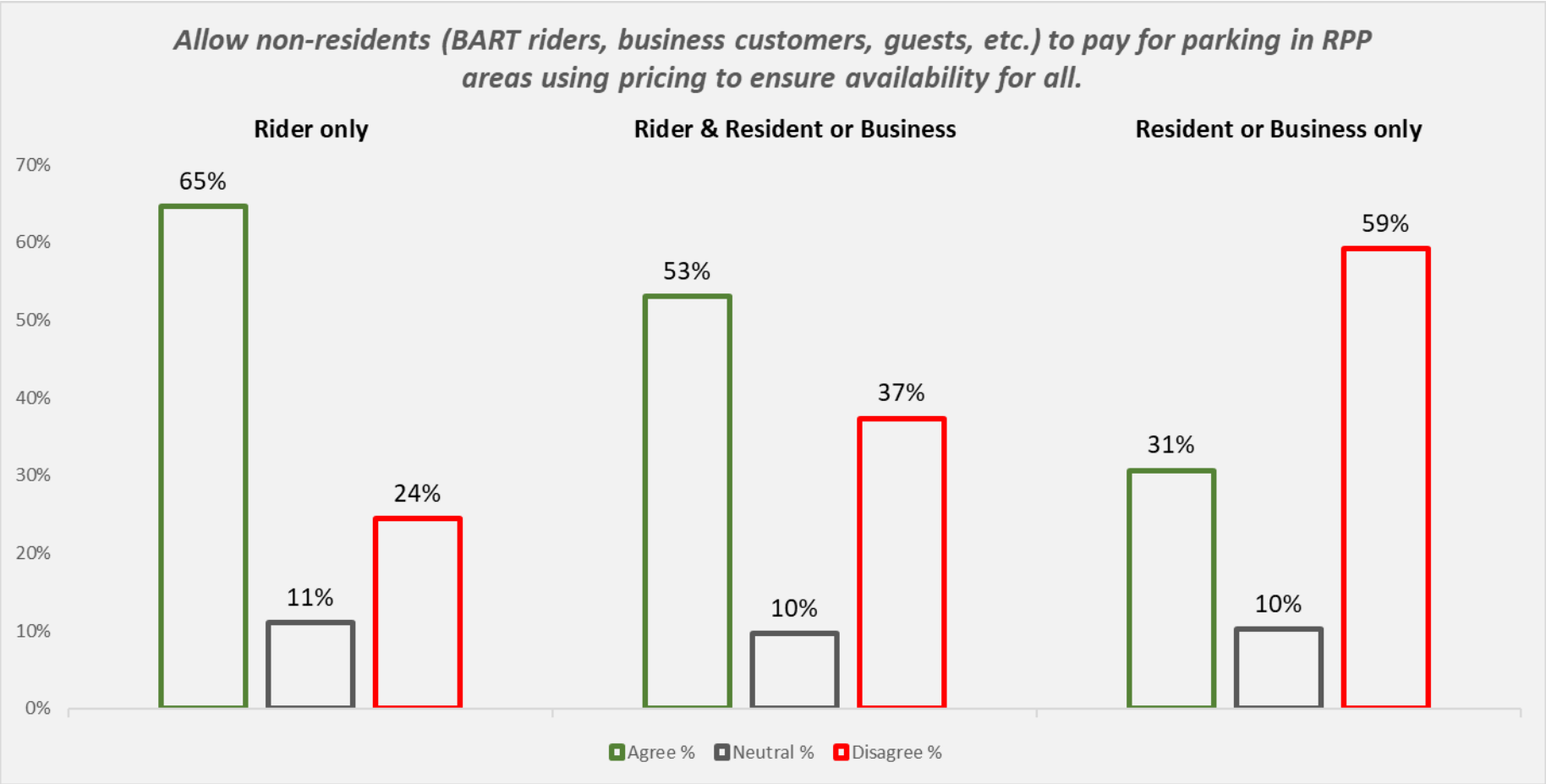
May not add to 100% due to rounding

Berkeley Stations On-Street Parking Response: 2022 Survey

Exhibit BC22: Response to the Fourth On-Street Parking Strategy

Exhibit BC22 summarizes responses to the fourth strategy, “Allow non-residents (BART riders, business customers, guests, etc.) to pay for parking in RPP areas using pricing to ensure availability for all.”

The “Rider only” and “Rider & Resident or Business” group scores indicate agreement with this strategy while the “Resident or Business only” group score indicates disagreement with this strategy.



n: 82 (Rider only); n: 83 (Rider & Resident/Business); n: 49 (Resident/Business only)

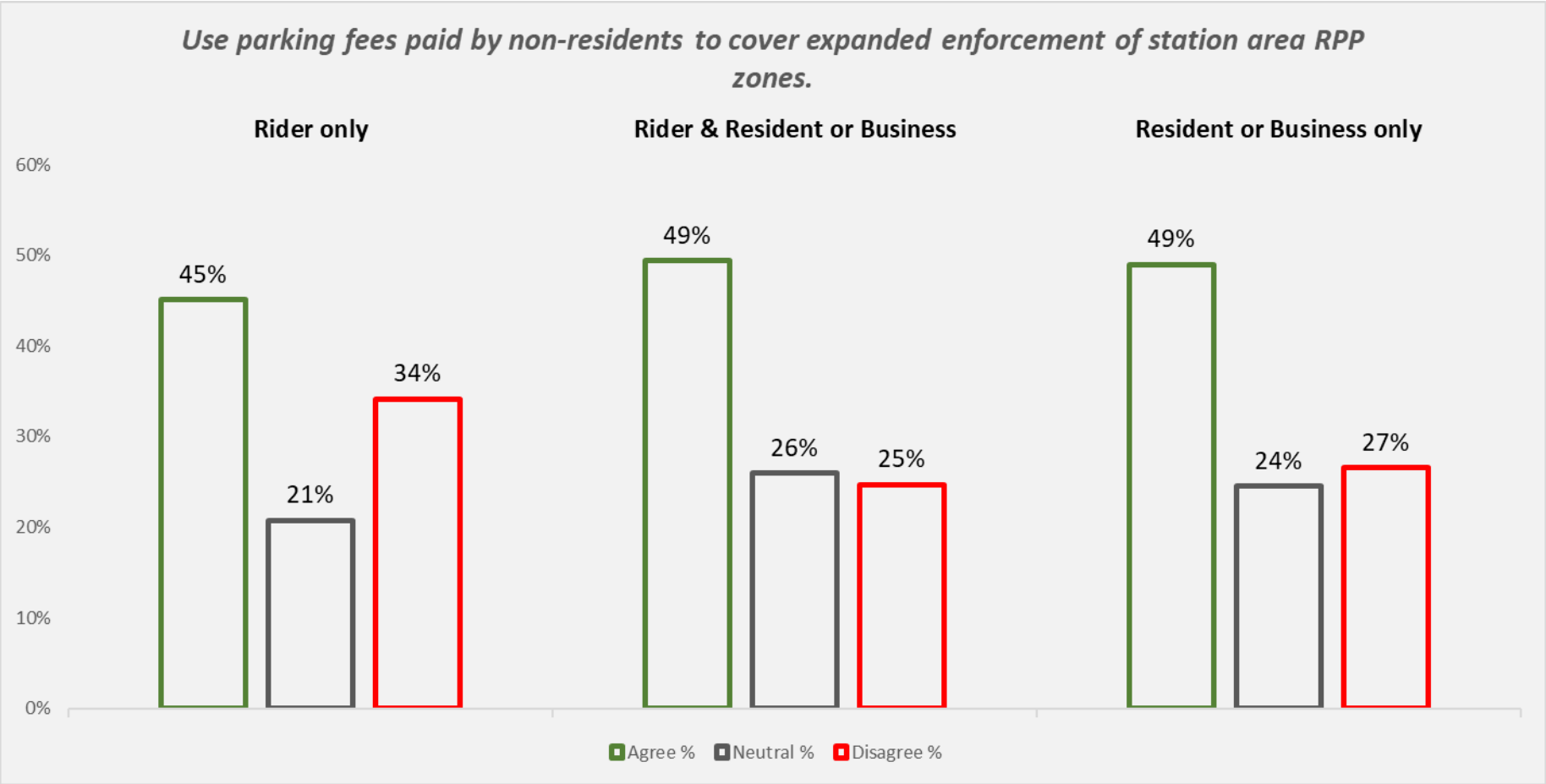
May not add to 100% due to rounding

Berkeley Stations On-Street Parking Response: 2022 Survey

Exhibit BC23: Response to the Fifth On-Street Parking Strategy

Exhibit BC23 summarizes responses to the fifth strategy, “Use parking fees paid by non-residents to cover expanded enforcement of station area RPP zones.”

All of the group scores, “Rider only”, “Rider & Resident or Business”, and “Resident or Business only”, indicate agreement with this strategy.



n: 82 (Rider only); n: 81 (Rider & Resident/Business); n: 49 (Resident/Business only)

May not add to 100% due to rounding