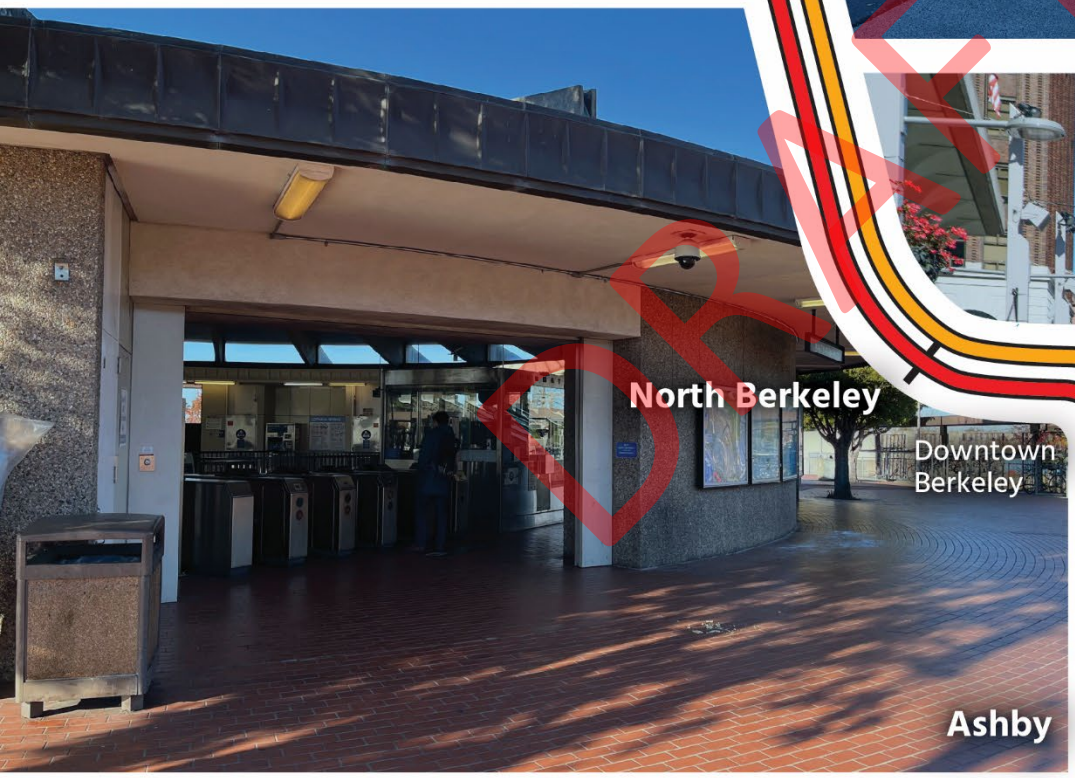
El Cerrito Plaza



North Berkeley

Downtown Berkeley

Ashby

Berkeley-El Cerrito Corridor Access Plan

December 2022 — Draft

BART

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Glossary

Agencies

AC Transit: Alameda-Contra Costa Transit District

Alameda CTC: Alameda County Transportation Commission

BART: Bay Area Rapid Transit

Caltrans: California Department of Transportation

CCTA: Contra Costa Transportation Authority

MTC: Metropolitan Transportation Commission

WCCTAC: West Contra Costa Transportation Advisory Committee

Terms

BRM: BART Ridership Model

CAG: Community Advisory Group

COVID-19: Coronavirus disease 2019

GHG: Greenhouse gas

IIG: Infrastructure Infill Grant

PMC: Parking Management Concept

RPP: Residential Parking Permit

SB 375: Sustainable Communities and Climate Protection Act of 2008

SR-123: State Route 123

TAC: Technical Advisory Committee

TIRCP: Transit and Intercity Rail Capital Program

TOD: Transit-oriented development

UC Berkeley: University of California, Berkeley

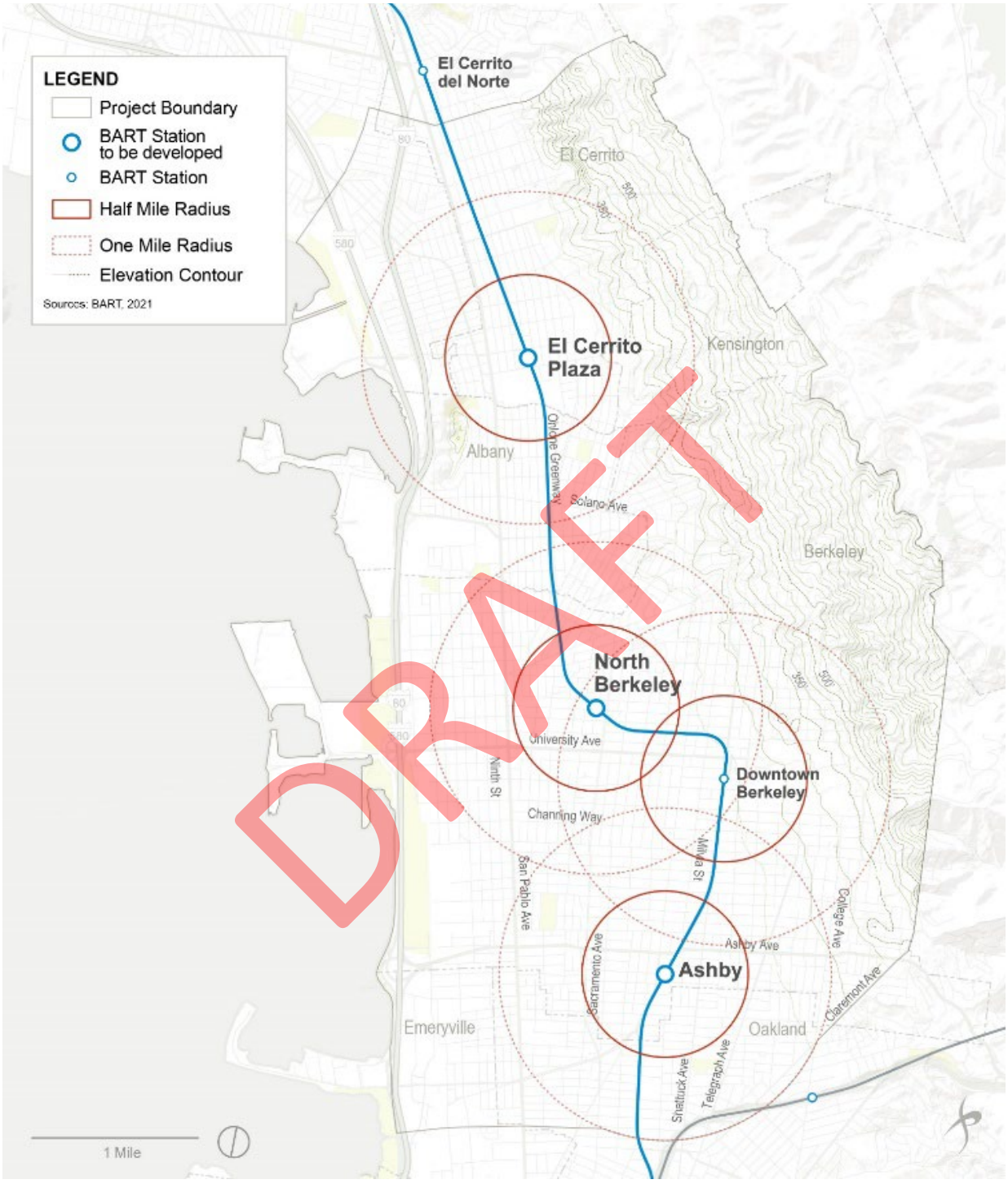
VMT: Vehicle miles traveled

Executive Summary

BART and the cities of Berkeley and El Cerrito are planning to build 2,000+ mixed-income homes, retail, and community-serving facilities at the El Cerrito Plaza, North Berkeley, and Ashby BART stations over the next several years. These developments will ease the region's severe housing shortage, make it easier for incoming residents to take transit to their destinations, and respond to local, state, and regional goals around sustainability and equity.

Because the planned developments will not replace all existing rider parking spaces, fewer riders will be able to park at the stations in the future. To prepare for this significant transformation along the Study Area, the California Department of Transportation (Caltrans) awarded BART a Sustainable Communities grant to plan for how riders will get to/from BART in the future. The Berkeley-El Cerrito Corridor Access Plan (the Plan) is the outcome of collaboration between staff at BART, Berkeley, and El Cerrito together with input by community members, transportation providers, adjacent cities, and regional and state partners throughout 2021 – 2022. The Plan provides an analysis based on the information available at the time given ongoing changes due to the COVID-19 pandemic (the pandemic). Partner jurisdiction planning efforts can change over the course of the next few years and the Plan will serve as a dynamic resource to take future changes and developments into consideration.

Figure ES-1: Project Study Area



The Plan contains a set of 49 access strategy recommendations (strategies) designed to help riders, particularly those inconvenienced by parking reductions, get to and from BART. These strategies include options that may result in riders accessing a different station than they currently use to get to and from BART. For example, the Downtown Berkeley Station is not one of the stations being developed but it is included in the Plan because some of the proposed strategies will make this station more convenient to some riders. The El Cerrito Del Norte station is not included in the Plan as a study station because of its location. However, its rich transit service, bike and vehicle parking, and planned complete street improvements may make it more convenient for some riders who live closer to the El Cerrito Del Norte station than to the El Cerrito Plaza station.

Context

Data on pre- and post-pandemic ridership and station access were used to design access strategies and to inform parking replacement maximums at the stations. The pandemic has shifted commuting patterns with more employees working from home, resulting in a decline in ridership particularly among park-and-ride riders who tend to be higher income riders. Recent ridership surveys showed that a higher proportion of BART riders currently tend to be lower-income, often essential workers, and use transit and active transportation modes to access the stations at a higher level than was the case pre-pandemic. This underscores the importance of providing homes and enhancing access to the stations both to support riders who have fewer transportation and housing options and to build a sustainable rider base.

Pre-pandemic access data revealed how many riders would likely be impacted by a reduction in parking at the stations, as well as opportunities to serve existing and potential riders with a comprehensive package of station-specific and corridor-wide access improvements. Less than 35% of pre-pandemic riders drove and parked to access the stations and well over 50% of those riders are within a 15-minute walk, bicycle, or bus trip. A detailed overview of each station is provided in **Chapter 2**.

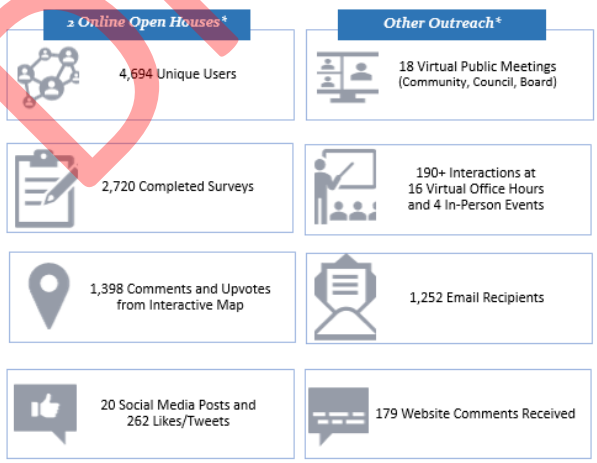
Determination of BART rider parking replacement occurred in parallel with the development of the Plan. In deciding how much rider parking to build, BART considered three main constraints to building parking: Cost and Funding, Space, and Design. Building and maintaining parking is very expensive, especially parking garages. Building parking also takes up space that could be used for other purposes like homes, community amenities, or other flexible street-level uses.

The maximum number of BART rider parking stalls for each station were approved by the BART Board based on analysis informed by community input and station access surveys, resulting in the following rider parking maximums:

- **El Cerrito Plaza Station**: Up to 150 stalls[1]
- **North Berkeley Station**: 120 stalls, in addition to the existing 80 parking stalls in auxiliary lots that will not be developed
- **Ashby Station**: 85 stalls

What We Heard

Our study accommodated three phases of public feedback, at the following stages: (1) Define access needs; (2) Explore access options and analyze on-site BART rider parking; and 3) Refine strategies and develop implementation plan. The project team received input from hundreds of community members, partner jurisdictions and agencies, and elected officials through multiple engagement forums as summarized below.[2]



[1] Although 250 stalls were originally adopted by the BART Board, more information regarding funding certainty and updated analysis on design tradeoffs has since become available for El Cerrito Plaza given that planning for this station development is further advanced than the Berkeley stations.
[2] This graphic will be updated with the 3rd online open house and other meetings before the Corridor Plan is finalized

Participants provided input on ways to get to and from BART through transit, bicycle, and walking improvements, among others, and relayed concerns and ideas around rider parking. Key takeaways can be found in **Appendix D**. This input informed the development of the strategies and helped to refine the recommended list of strategies.

Improving Access to the Stations

Hundreds of strategy ideas were collected through public input, stakeholder interviews, existing plan review, and discussions with partner cities and agencies. The strategy ideas were then evaluated to determine consistency with the project evaluation framework presented in **Chapter 3**. Strategies that were deemed feasible and consistent with the goals of the Plan are presented as recommendations in **Table ES-1.**

Station-specific strategies largely contain walking and biking improvements, some targeted bus improvements near the stations, and neighborhood parking management concepts. Corridor-wide strategies include more regionally serving improvements, like transbay bus improvements and transportation education programs, as well as strategies that apply to all the stations like lighting upgrades. **Chapter 4** includes detailed descriptions and maps of recommended strategies by station.

BART will coordinate with agencies leading implementation of the strategies to identify funding and financing opportunities and support efforts to address other hurdles, such as staff resource constraints. A detailed implementation approach is described in **Chapter 5**.

Table ES-1: Recommended Strategies

ID[1]	Strategy	Extents	Lead Agency(s)[2]
Corridor Wide Strategies			
35	Reinstate Transbay Bus Service and Increase Service Frequency[3]	Gilman St, Hopkins St, Monterey Ave from Marin Ave to I-80, and Arlington Ave	AC Transit
36	Carlson / Pierce New Transbay Service[3]	Richmond Annex to I-80/Buchanan St on Carlson Blvd and Pierce St	AC Transit
37	Arlington Late Evening Bus Service[3]	Arlington Ave from El Cerrito Del Norte and the Berkeley Hills to the Downtown Berkeley BART Station	AC Transit
38	Bus Stop Improvements for Lines 71, 72/72R, and 79[3]	Bus stops on high ridership routes to the stations within 1.5 miles	AC Transit
42	Transportation Access and Emergency Rides Education	Study Area	Alameda CTC, BART, CCTA, Cities of Berkeley and El Cerrito, MTC
43	Encourage Carpooling	Study Area	Alameda CTC, BART, CCTA, Cities of Berkeley and El Cerrito, MTC, WCCTAC
44	Micromobility: Regional Coordination	El Cerrito, Albany, Richmond, Kensington (unincorporated Contra Costa County)	Alameda CTC, CCTA; Cities of Albany, El Cerrito, Richmond; New mobility company; MTC
45	Clipper Cash Promotion	Study Area	MTC, Alameda CTC, CCTA
47	Shared Parking Education	Parking lots and garages within half-mile of the stations, Pivot Point Commuter Hub Park & Ride secure lot adjacent to I-80 at Buchanan St in Albany	BART, Cities of Berkeley and El Cerrito
50	Expand Bike Parking	BART Stations	BART
51	Electric Bike Lending Library	Selection of Valet Bike Stations near BART	BART, Local partners, MTC
56	Financial Incentives for Shared / Active Mode Use	Study Area	WCCTAC, Alameda CTC, MTC, CCTA
61	Lighting Improvements	On main pedestrian corridors within a 15 min walk (0.75 miles) from the BART stations	BART, Cities of Berkeley and El Cerrito
62	Infrastructure Improvements for Bus Reliability	High ridership routes to stations within 1.5 miles	Cities of Berkeley, El Cerrito, and Albany
El Cerrito Plaza Station Strategies			
1	Frequent Bus Service on Carlson Line 71[3]	Carlson Blvd from Northwest Study Area boundary to El Cerrito Plaza	AC Transit

ID[1]	Strategy	Extents	Lead Agency(s)[2]
3	Restore Bus Service on Pierce through University Village[3]	Pierce St from Marin Ave / San Pablo Ave to Buchanan St / Pierce St to El Cerrito Plaza	AC Transit
4	Richmond St Bus Service[3]	Richmond St north of El Cerrito Plaza	AC Transit
5	Ohlone Greenway Improvements	Ohlone Greenway from northern edge of Study Area to the border between Albany / Berkeley	Cities of Albany and El Cerrito
6	Fairmount Biking and Walking Improvements	Fairmount Ave from Carlson Blvd to Colusa Ave	City of El Cerrito
7	East Side Bicycle Boulevard Implementation	Norwell St, Lincoln St, Albemarle St, Behrens St from Moeser Ln to the end of Behrens St	City of El Cerrito
9	Carlson Biking and Walking Improvements	Carlson Blvd from Columbia Ave to San Pablo Ave / El Cerrito Plaza	City of El Cerrito
10	Pierce / Cerrito Creek Trail Biking and Walking Improvements	Central Ave to Cerrito Creek Trail along Pierce St, Pierce St to Carlson Blvd	City of El Cerrito
11	Lincoln Bicycle Boulevard	Lincoln Ave from San Pablo Ave to Ashbury Ave	City of El Cerrito
12	Central Biking and Walking Improvements	Central Ave from Ashbury Ave to Carlson Blvd	City of El Cerrito
13	Richmond St Biking and Walking Improvements	Richmond St from Lincoln Ave to Fairmount Ave	City of El Cerrito
14	Expand Docked Bike Share System	Cities in Study Area	MTC
15	Richmond Annex Bikeways	San Mateo St from Carlson Blvd to Central Ave, Columbia Ave from San Mateo St to Carlson Blvd	City of Richmond
53	On-Street Parking Management	Streets surrounding El Cerrito Plaza	City of El Cerrito
63	Parking Garage	On-Site BART rider parking	BART
66	Central Biking and Walking Improvements	Central Ave from Carlson Blvd to the Bay Trail	City of El Cerrito
North Berkeley Station Strategies			
17	Acton Bicycle Boulevard and Intersection Improvements	Acton St from Rose St to Addison St	City of Berkeley
18	Virginia Biking and Walking Improvements	Virginia St from San Pablo Ave to Oxford St	City of Berkeley
19	California Biking and Walking Improvements	California St from Hopkins St to Russell St	City of Berkeley
20	Sacramento Intersection Safety Improvements[4]	Sacramento St from Cedar St to Virginia St	City of Berkeley
21	Milvia Biking and Walking	Milvia St from Virginia St to Hearst St	City of Berkeley

ID[1]	Strategy	Extents	Lead Agency(s)[2]
	Improvements		
64	Parking Garage	On-Site BART rider parking	BART
Downtown Berkeley Station Strategies			
22	Grizzly Peak, Euclid, Spruce, and Oxford Frequent Bus Service (Lines 65 and 67)[3]	Grizzly Peak Blvd, Euclid Ave, Spruce St, and Oxford St from the Berkeley Hills to Downtown Berkeley BART Station	AC Transit
52	Oxford Biking and Walking Improvements	Oxford St from Bancroft Way to Virginia St	City of Berkeley
Ashby Station Strategies			
16	Regional Wayfinding	Within 1 mile of Ashby BART Stations	BART, City of Berkeley
24	Ashby Bus Service[3]	Ashby Ave from College Ave to Emeryville Amtrak	AC Transit
27	Ashby Intersection Improvements	Ashby Ave from Ellis St to Adeline St	Caltrans
28	MLK Jr. Biking and Walking Improvements	MLK Jr. Way from Adeline St to Ashby Ave	City of Berkeley
29	Russell Biking and Walking Improvements	Russell St from San Pablo Ave to Fulton St	City of Berkeley
31	Shattuck Crossing Improvements	Shattuck Ave from Prince St to Emerson St	City of Berkeley
32	King Biking and Walking Improvements	King St from Russell St to Stanford Ave	City of Berkeley
33	Milvia Biking and Walking Improvements	Milvia St from Blake St to Russell St	City of Berkeley
59	Woolsey Biking and Walking Improvements	Woolsey St from King St to Wheeler St[5]	City of Berkeley
65	Parking Garage	On-Site BART rider parking	BART

Notes:

1. These ID numbers reflects the historical numbering system and will be updated in the Final Plan.

2. This table only lists Lead Agencies. There are additional supporting agencies not listed here.

3. Subject to AC Transit service planning efforts and funding availability.

4. A section of the Sacramento St project, including Virginia St to Addison St, was previously improved as part of the City of Berkeley's Complete Streets Project.

5. The extent between King St and Martin Luther King Jr. Way is pending the City's adoption of the next Bicycle Plan Update.

1. Introduction

BART and the cities of Berkeley and El Cerrito are planning to build over 2,000 mixed-income homes plus commercial space and community-serving amenities at the El Cerrito Plaza, North Berkeley, and Ashby BART stations over the next ten years. New homes will ease the region's severe housing shortage, and some of the homes will be set aside for people with lower incomes (also known as "affordable housing"). These developments will also increase local economic activity and revenue that BART can use to improve service. To prepare for this significant transformation along the Study Area, the Plan will focus on planning how riders will get to and from BART stations

The homes will be built on what are now BART rider parking lots. Fully replacing all existing BART parking would not align with the goals of BART and the cities as it would:

- Reduce space and funding available for homes, sustainable access infrastructure, and other community amenities
- Discourage sustainable ways of traveling in neighborhoods where walking, biking, and riding the bus are options
- Favor wealthier riders who have more choices in how to get to/from BART stations.[3]

[3] Riders who drive have higher incomes than those that do not. Source: BART, "BART Station Profile Survey", 2015, https://www.bart.gov/about/reports/profile.

Therefore, fewer riders will be able to park at the stations in future as fewer parking spaces would be built than exist today.

Because new Transit-Oriented Development (TOD) residents at the three stations will be able to get to BART in a few minutes, they will be much more likely to use BART for a variety of trips than people living further away.[4] As shown later in the Berkeley-El Cerrito Corridor Access Plan (the Plan), building these homes will increase the number of BART riders overall, even after accounting for those riders who would stop using BART because they can no longer park at these stations.

During the COVID-19 pandemic (the pandemic), many riders stopped riding BART because they switched to remote work. Those riders tended to be higher income and be more likely to park at stations prior to the pandemic. Additionally, most higher income riders are expected to work remotely on a permanent basis at least a few days per week.[5] As such, BART's rider base has become more transit-dependent, meaning they have lower incomes and less access to cars.[6] These new homes are especially timely as losses from remote work will be backfilled with new riders who have the greatest need for transit and least need to drive, increasing equity and sustainability.

When redeveloping a BART station with homes and other land uses, BART typically only identifies future circulation and station access[7] needs in the immediate station area along with the adjacent streets considering the future TOD (as part of a "Station Access Plan"). However, given that BART is planning to transform multiple parking lots along the

[4] Barajas, Jesus, Karen Frick, and Robert Cervero, "Travel of TOD Residents in the San Francisco Bay Area: Examining the Impact of Affordable Housing", 2020, https://escholarship.org/content/qt1r20w0tv/qt1r20w0tv.pdf?t=qgc879.

[5] Bay Area Economic Council, "Remote Work in the Bay Area", 2020, http://www.bayareaeconomy.org/wp-content/uploads/2020/12/BACEI_RemoteWork_12.21.20.pdf.

[6] BART, "Presentation to Board of Directors: Customer Satisfaction Survey 2020", 2021, https://www.bart.gov/sites/default/files/docs/CustSat2020_Board_fnl_PrintVersion.pdf.

[7] The term "station access" means how people get to and from BART. This means both the act of travel between BART and home, work, school, or other activities, and the infrastructure that allows all ages and abilities to travel by walking, rolling, biking, riding transit, carpooling, driving & parking, and so on.

Richmond Line[8], this presents a rare opportunity to propose and collaborate on larger scale improvements to access across multiple stations. Therefore, the Plan recommends a set of transportation investments (known as "access strategies", or "strategies") for the entire Study Area and further out from individual stations. The Study Area encompassing all study stations is shown in **Figure 1**.

While the Plan considers strategies to enhance transportation throughout the Study Area, a Station Access Plan will still be prepared for each station.

The access strategies contained within the Plan are projects, programs, or services that will help riders get to and from not just El Cerrito Plaza, North Berkeley, and Ashby, but also Downtown Berkeley Station. While Downtown Berkeley Station is not being developed, it is included in the Plan because some of the proposed access strategies will make this station the most convenient to access for people who currently access one of the other three stations. El Cerrito Del Norte is also a nearby station that is not included in the Plan as a study station. El Cerrito Del Norte Station serves as a nearby regional transit hub with existing rich transit service and planned complete street improvements.[9] Due to El Cerrito Del Norte's existing transit service and safe street improvements, the station may be more convenient for some riders to access BART than El Cerrito Plaza.

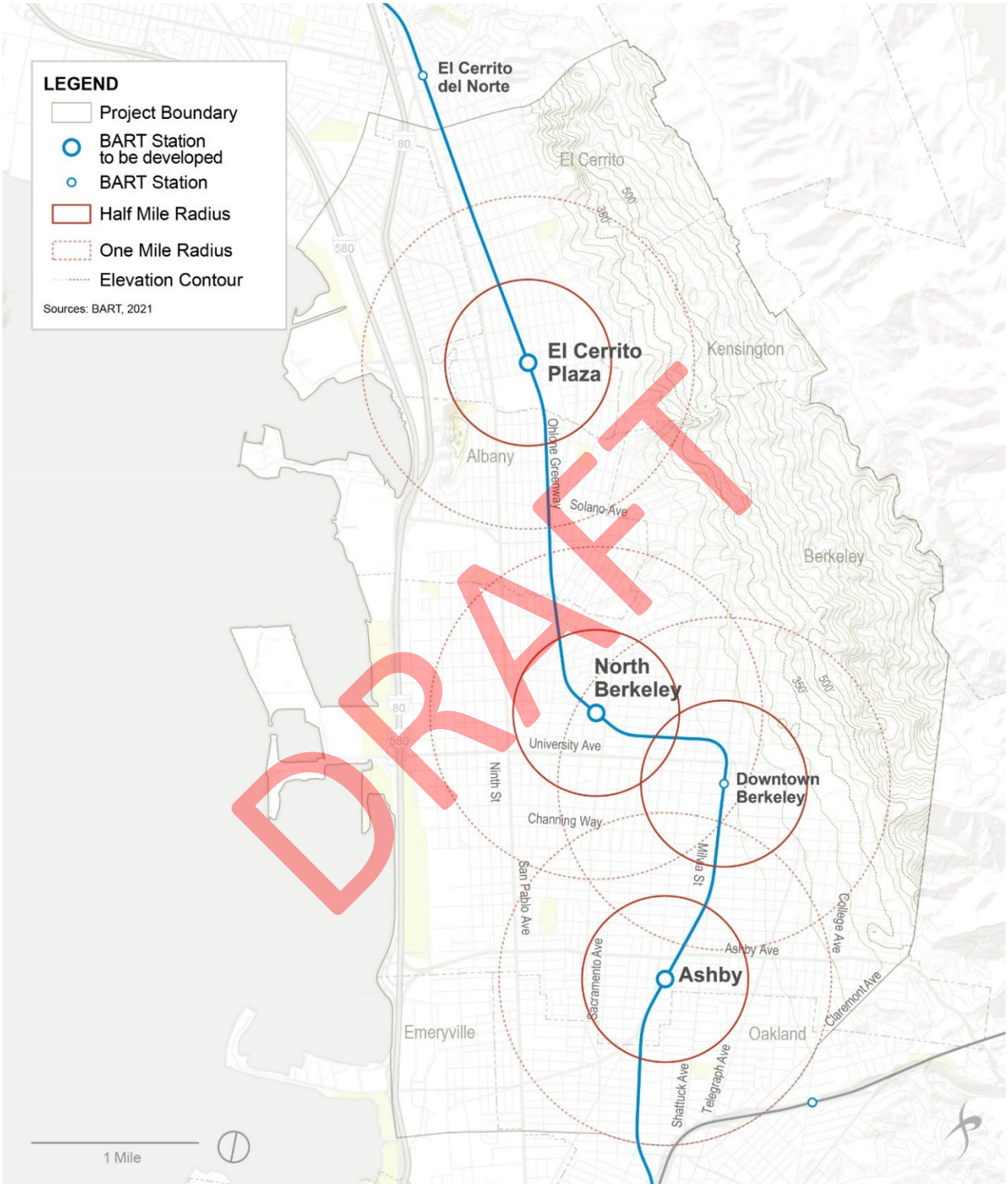
Some strategies will provide places to park outside of the BART station area while others will improve ways that people—including those who currently park—can get to and from the stations without needing to drive (such as by walking, rolling, bicycling, or bus).

Many of the strategies are not under BART's control, such as improvements to city streets, bicycle and/or scooter sharing programs, or changes to local bus service. Funding for the strategies may come from federal, state, regional and county agencies as well as possible sales tax or bond measures. Therefore, in crafting these strategies, BART collaborated closely with partner cities and government agencies through a Technical Advisory Committee (TAC).

[8] The Richmond Line informally refers to the portion of the BART system between Richmond and Ashby stations.

[9] City of El Cerrito, "El Cerrito Del Norte TOD Complete Streets Improvement Project", 2021, https://www.wcctac.org/files/managed/Document/996/El%20Cerrito%20Del%20Norte%20Complete%20Streets.pdf.

Figure 1: Project Study Area



1.1 Policy Background

The state, region, Cities of Berkeley and El Cerrito, and BART have shared goals and policies for building new developments. In 2008, the state adopted the Sustainable Communities and Climate Protection Act (SB 375) to increase coordination of transportation and homes with the objective of reducing greenhouse gas (GHG) emissions.

Local efforts capture the communities' vision for improving options for people to get around while reducing the negative impacts of driving. These include General Plans and Climate Action Plans from both cities in addition to Berkeley's Bicycle and Pedestrian Plans, Adeline Corridor Specific Plan, Vision Zero Action Plan, and El Cerrito's Active Transportation Plan, Economic Development Action Plan, and San Pablo Avenue Specific Plan. Regionally, Alameda CTC, CCTA, and WCCTAC have participated in the multiple phases of the San Pablo Avenue Corridor Project as well as MTC's Plan Bay Area 2050 which envisions a wide array of choices for Bay Area residents to enable travel without a vehicle.

BART has several relevant policies that inform this planning effort.[10] Most notably, the BART Board of Directors adopted policies and performance targets in 2016 for transit-oriented development (TOD) and station access.[11] They support developing land next to BART stations for the crucial role it will play in reducing GHG emissions and providing more homes.

Building TODs near high-quality public transportation produces the following benefits:

[10] BART, "Berkeley – El Cerrito Corridor Access Plan Outreach and Materials," 2022, https://www.bart.gov/about/planning/station-access/berkeley-elcerrito-corridor-plan/outreach.
[11] BART, "Board of Directors: Transit-Oriented Development Policy Performance Measures and Targets", 2016, https://www.bart.gov/sites/default/files/docs/B-%20TOD%20Performance%20Targets%202040%20Adopted%2012-1-16_0.pdf.

- Homes – providing mixed-income homes near key activities while addressing the regional housing crisis[12]
- Environment – helping address the climate crisis because TOD residents will have more sustainable ways of getting around, reducing the average vehicle miles traveled per resident
- Equity – providing homes in places with jobs and other desirable amenities reduces household transportation costs
- Community – adding vibrancy to existing neighborhoods
- Ridership – increasing BART use by TOD residents who use transit more frequently and for various trip purposes than those who live further away

Studies confirm that people who live close to transit are more likely to use it for work, school, errands, and recreational trips than those who live further away.[13] Building high-density homes on BART's land will:

- Create more BART riders in the long term
- Strengthen BART's financial outlook
- Locate the region's expected population growth more sustainably

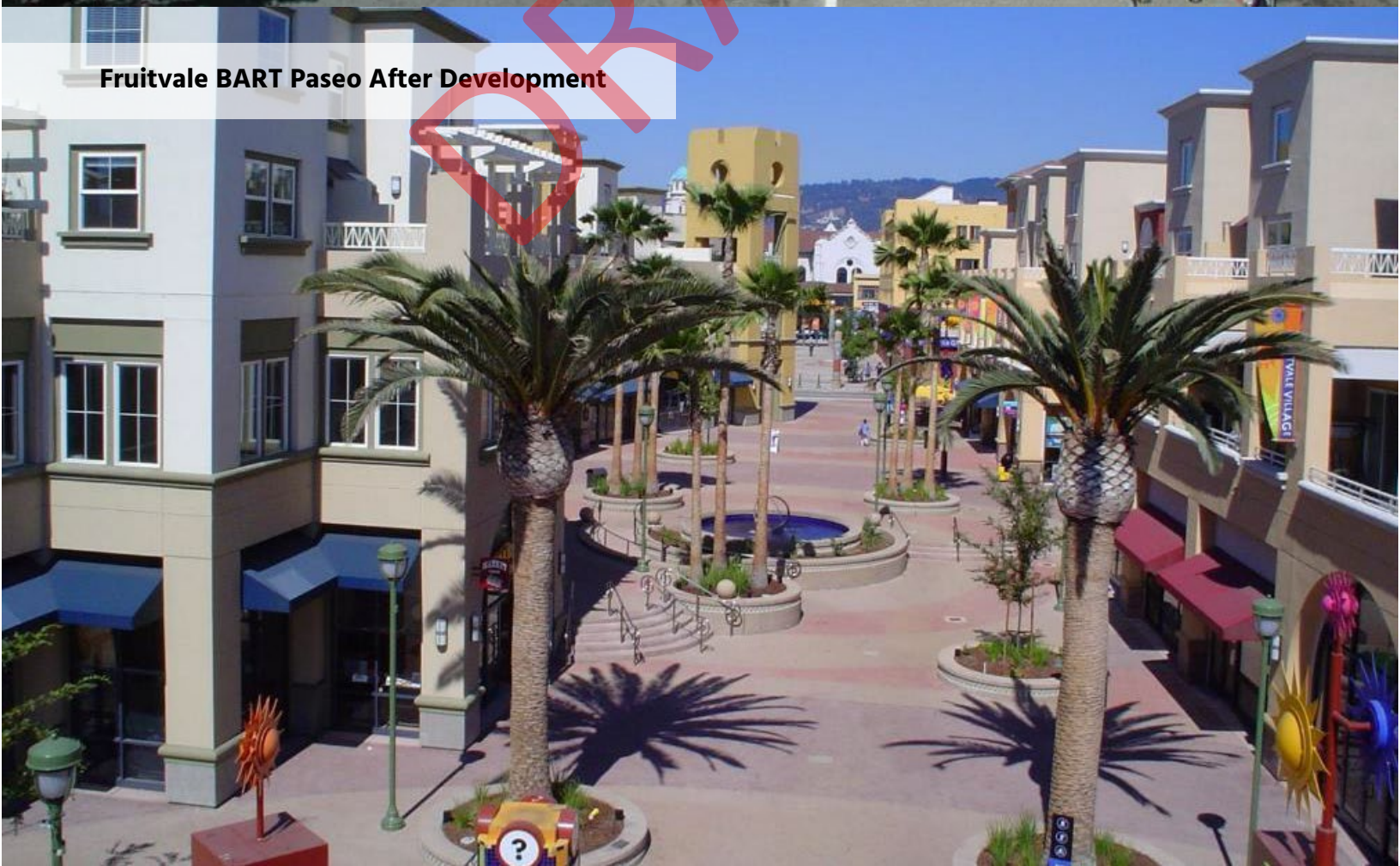
See **Appendix A** for a detailed overview of these policies.

[12] MTC, "Choosing Where We Live: Attracting Residents to Transit-Oriented Neighborhoods in the San Francisco Bay Area", 2010, https://mtc.ca.gov/sites/default/files/Briefing_Book-Choosing_Where_We_Live.pdf.

[13] Barajas, Jesus, Karen Frick, and Robert Cervero, "Travel of TOD Residents in the San Francisco Bay Area: Examining the Impact of Affordable Housing", 2020, https://escholarship.org/content/qt1r20w0tv/qt1r20w0tv.pdf?t=qgc879.

Fruitvale BART Paseo Before Development

Fruitvale BART Paseo After Development



1.2 Plan Organization

The Plan is organized into the following chapters:

Chapter 1: Introduction	Chapter 2: Context	Chapter 3: Developing the Strategies
Purpose and policy background supporting development of the Plan	Existing station access patterns and parking replacement decisions at the stations	Summary of how the recommended list of strategies was developed

Chapter 4: Recommended Strategies	Chapter 5: Implementation	Appendices: A-G
Description of recommended strategies and potential impacts on ridership	Funding and financing strategies and implementation considerations	Additional content on policy background, existing conditions, public engagement summaries, and parking management concepts

2. Context

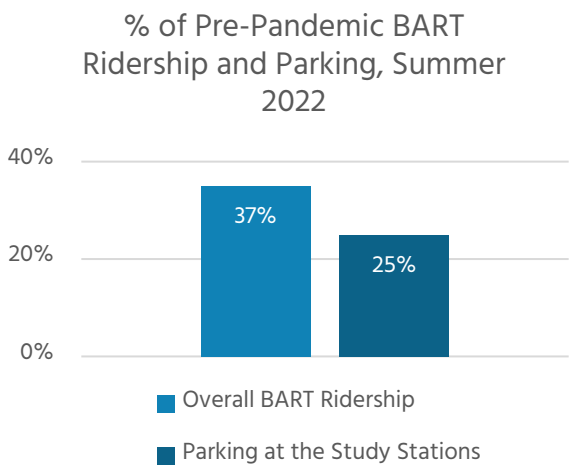
Locating mixed-income homes near stations and investing in rider access to stations are both critical to help BART meet its adopted goals and to boost ridership. Recent shifts in ridership patterns that have accelerated since the COVID-19 pandemic reinforce these objectives. Data on pre- and post-pandemic ridership and station access were used in the Berkeley-El Cerrito Corridor Access Plan (the Plan) to design access strategies and to inform parking replacement maximums at the stations.

2.1 Shifting Trends

The pandemic has changed traditional commute patterns and transit systems will need to get ahead of emerging work and travel patterns to promote sustainable ridership trends. Remote work and hybrid work schedules are here to stay. According to the September 2022 Bay Area Council Survey, only 19% of the 80 employers surveyed estimate that their workforce will return to work at a frequency of five days per week by February 2023.[14] Employers estimated that nearly 24% of their workforce would be fully remote post-pandemic. Per the survey, over a third of employers have already reduced or plan to reduce their total office space in the Bay Area.

[14] Bay Area Council, "Return to Work and Transit Employer Survey Results", September 2022, https://www.bayareacouncil.org/employer-survey-results/.

By July 2022, overall BART ridership had rebounded to around 37% of pre-pandemic levels.[15] The amount of rider parking has rebounded to a slightly lower degree, at 25% of pre-pandemic levels across the three study stations.[16] Similarly, parking garages near BART stations are showing high vacancies (e.g. Center Street garage has 58% total average weekday peak occupancy as of September 2022).[17] Ridership has been steadily rebounding through 2022 and BART forecasts that ridership will increase to 52% of pre-pandemic levels by June 2023.[18]



Source: BART, 2022

BART is seeing ridership rebound more successfully on the weekend and on weekday early mornings (before 6AM). As of July 2022, about 32% of weekday riders have returned compared to over 53% of weekend riders, and 40% of early morning weekday riders have returned compared to 30% of AM or PM peak period weekday riders..[19] These changing time of day and day of week ridership patterns signal a change in demand for car parking at the stations, which may be more spread out during the day and week (although not necessarily changing peak commute period parking occupancy).

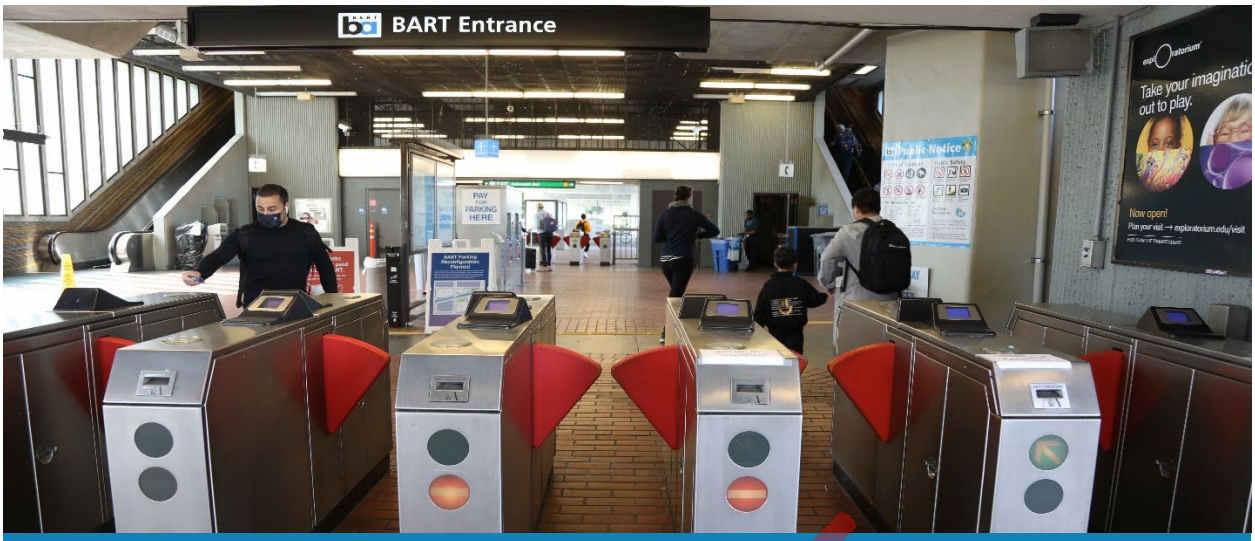
Finally, rider demographics are changing. At the height of the pandemic in 2020, 51% of BART riders reported household incomes less than $50,000 a year, while riders at the same income level only represented 26% of riders in 2018.[20] This shift in rider profile underscores the role that BART must play in supporting lower-income riders who have fewer transportation options and are more likely to continue work in person. It is now more important than ever to locate homes, especially affordable housing, near transit for essential workers who do not have remote work options.

[15] BART, Monthly Ridership Report July 2022 and trailing 12-months, 2022, https://www.bart.gov/sites/default/files/docs/202209%20MRR.pdf.
[16] BART, Quarterly Parking Inventory and Spring 2022 Occupancy (updated June 7, 2022).
[17] City of Berkeley Parking Services (September 2022), "Total" is inclusive of hourly and monthly parking.
[18] BART, Monthly Ridership Report September 2022 and trailing 12-months, 2022, https://www.bart.gov/sites/default/files/docs/202209%20MRR.pdf.
[19] *Ibid.*
[20] BART, "Presentation to Board of Directors: Customer Satisfaction Survey 2020", 2021, https://www.bart.gov/sites/default/files/docs/CustSat2020_Board_fnl_PrintVersion.pdf.

2.2 Study Area and Station Characteristics

The Study Area, nearby residents, and existing riders were assessed to understand how access to and from BART might be impacted by the planned station developments. Given volatile ridership and access patterns with the onset of the pandemic, existing is defined as pre-pandemic conditions.

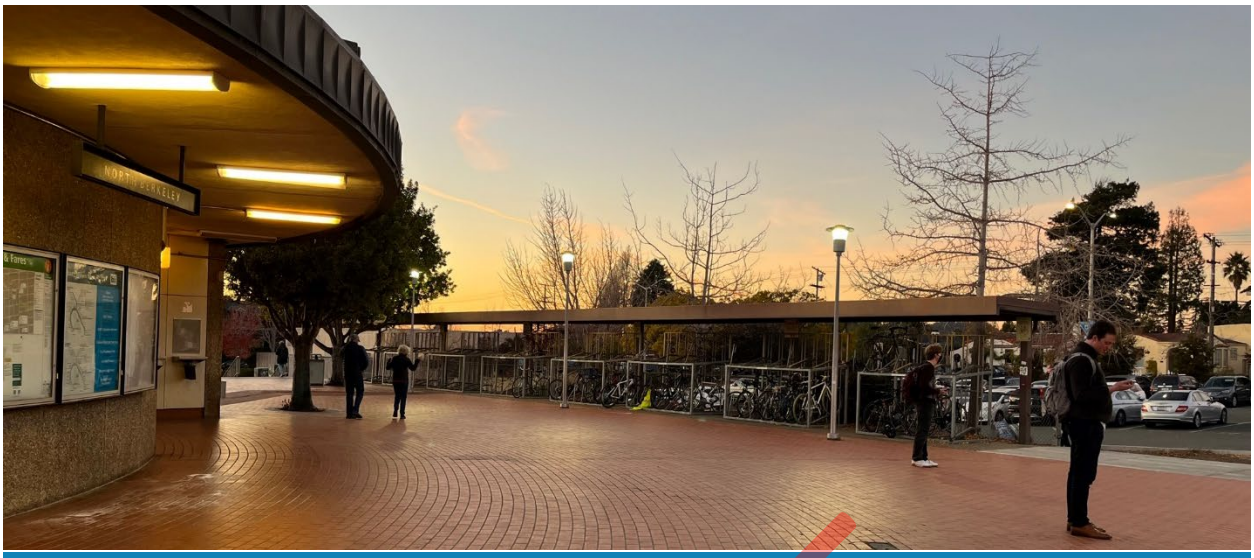
Figure 2 Error! Reference source not found.through **Figure 4**Error! Reference source not found. provide an overview of pre-pandemic station accessibility and demographic profiles of BART riders and residents living near the stations, which show that less than 26% of pre-pandemic riders along the corridor drove and parked to access BART. Well over 50% of those drive-and-park riders are within a 15-minute walk, bicycle, or bus trip. A full set of Study Area existing conditions maps and an access assessment of Downtown Berkeley Station can be found in **Appendix B** and **Appendix C**.



El Cerrito Plaza BART Key Findings

- Area within a mile of the station is a **combination of land uses** with a mix of single-family homes and apartments, and regional commercial shopping centers
- **Equity priority areas**, or areas with a concentration of low-income people and people of color, are located less than a quarter mile to the west and northwest of the station[21]
- A station of choice for residents in nearby hills of **Kensington** (unincorporated Contra Costa County) and the **El Cerrito hills**
- **59%** of riders have a household income lower than $75,000[22]
- **66%** of riders do not park at the station, including 38% who walk, 5% who bike, 4% who take the bus, and 19% who arrive to the station by other means[23]
- **34%** of BART riders drive to and park to get to the station[24]
  - Of those, **58%** live within a 15-minute walk, bike, or bus trip as seen in **Figure 2**Error! Reference source not found.

[21] MTC, "Equity Priority Communities", 2020, https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.
[22] U.S. Census, "American Community Survey", 2013-2017.
[23] BART, "BART Station Profile Survey 2015", 2015, https://www.bart.gov/about/reports/profile.
[24] *Ibid.*



North Berkeley BART Key Findings

- Area within a mile of the station is largely **single-family homes** with **commercial uses** along San Pablo Avenue and University Avenue; overlaps with the denser Downtown Berkeley Station area to the southeast
- A station of choice for many residents living in the **Berkeley hills**
- There are no equity priority areas near this station[25]
- **58%** of riders have a household income lower than $75,000[26]
- **75%** of riders do not park at the station, including 45% of riders who walk, 12% who bike, 1% of riders who take the bus, and 17% who arrive to the station by other means[27]
- **25%** of BART riders drive and park to get to the station[28]
  - Of those, **64%** live within a 15-minute walk, bike, or bus trip as seen in **Figure 3**

[25] MTC, "Equity Priority Communities", 2020, https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.
[26] U.S. Census, "American Community Survey", 2013-2017.
[27] BART, "BART Station Profile Survey 2015", 2015, https://www.bart.gov/about/reports/profile.
[28] *Ibid.*

Ashby BART Key Findings

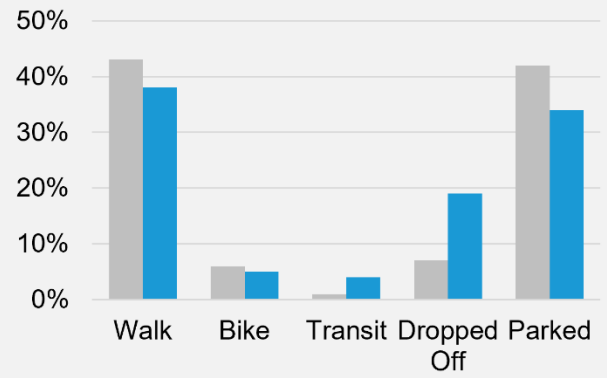
- Area within a mile of the station is **a mix of single-family homes and apartments** with **commercial uses** along Adeline Street and Shattuck Avenue
- **Equity priority areas**, or areas with a concentration of low-income people and people of color, are adjacent to the station to the west and northwest[29]
- **59%** of riders have a household income lower than $75,000[30]
- **82%** of riders do not park at the station, including 59% who walk, 10% who bike, 2% who take the bus, and 11% who get to the station by other means[31]
- **18%** of riders drive and park to get to the station[32]
  - Of those, **81%** live within a 15-minute walk, bike, or bus trip as seen in **Figure 4**

[29] MTC, "Equity Priority Communities", 2020, https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.
[30] U.S. Census, "American Community Survey", 2013-2017.
[31] BART, "BART Station Profile Survey 2015", 2015, https://www.bart.gov/about/reports/profile.
[32] *Ibid.*

Figure 2: Existing Access to El Cerrito Plaza Station

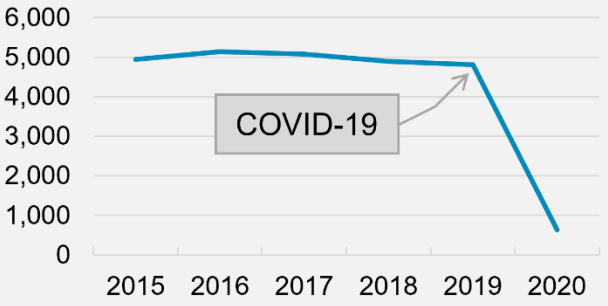
Source (unless noted): BART Station Profile Survey, 2008 & 2015

Station Access

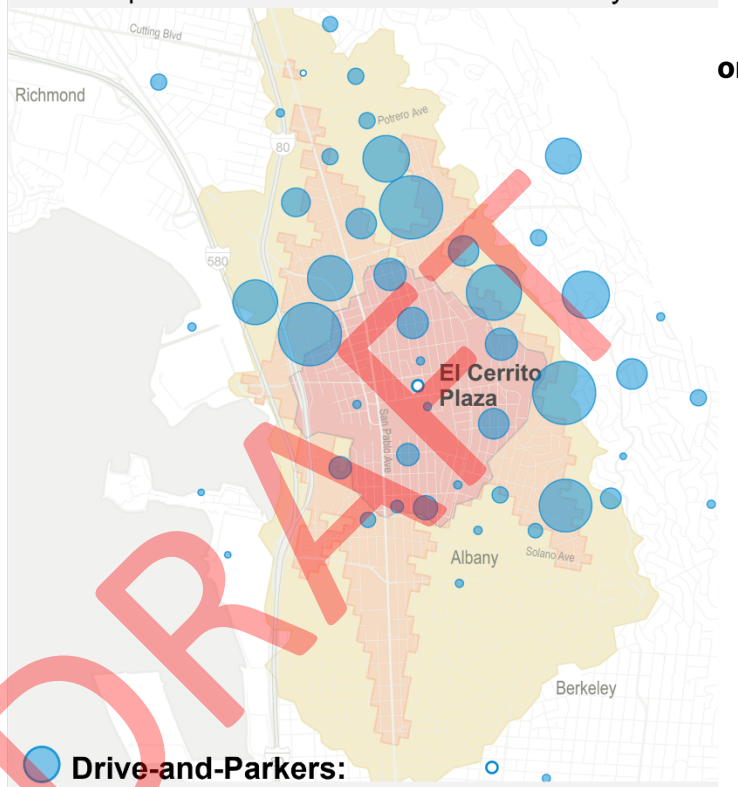


Average Weekday Exits

Source: BART



20% of parkers come from Richmond or beyond



Drive-and-Parkers:

58% live within a 15-min walk, bike, or bus trip

Demographic Profile

Residents Riders

41% 59% households making less than $75,000

A low-income rider is 25% more likely to walk than a high-income rider.

7% 6% households that do not have a vehicle

8% 4% people with a disability

48% 51% people of color

Source: BART, 2015; ACS 2013-17; Residents are defined as those within a 15-min bike ride (2.2 miles) of El Cerrito Plaza station and not closer to another BART station.

Auto Parking

740 spaces[1]

8:30AM lot fill time[1]

1.4 miles median drive/park distance[2]

Bike Parking

94 rack spaces[3]

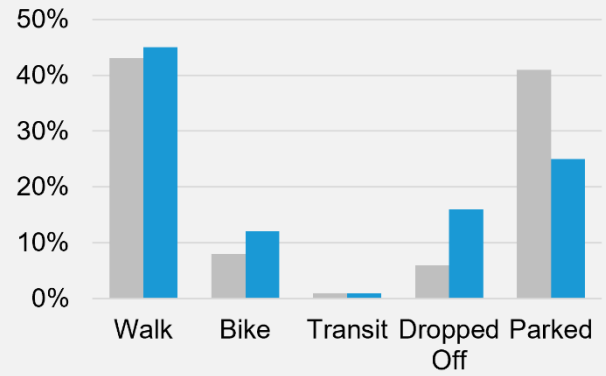
136 secured spaces[4]

1. BART, Feb 2020 (Note: As of November 2022, lots are not filling up) 2. BART, 2015 3. BART, Oct 2019 4. BART, 2021

Figure 3: Existing Access to North Berkeley Station

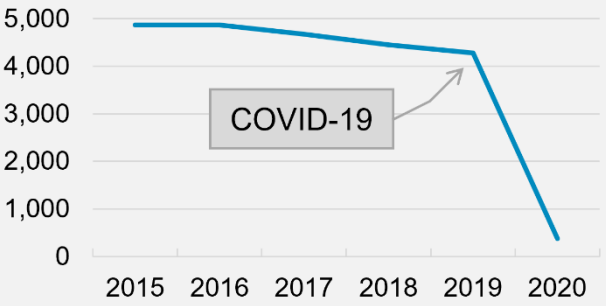
Source (unless noted): BART Station Profile Survey, 2008 & 2015

Station Access

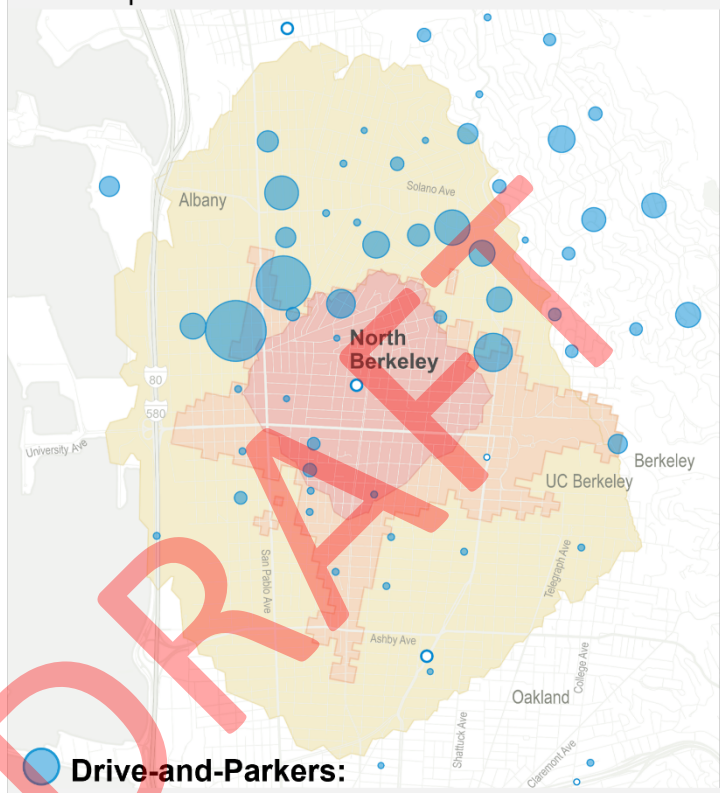


Average Weekday Exits

Source: BART



10% of parkers come from El Cerrito or Richmond

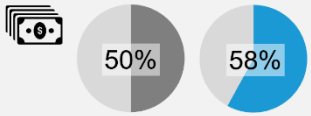


Drive-and-Parkers:

64% live within a 15-min walk, bike, or bus trip

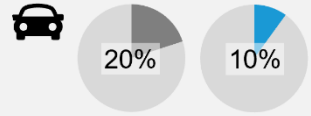
Demographic Profile

Residents Riders

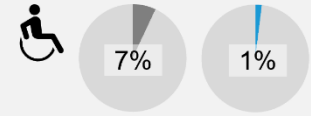


households making less than $75,000

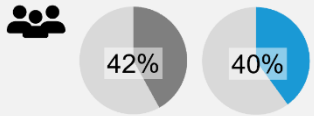
A low-income rider is half as likely to drive and park as a high-income rider.



households that do not have a vehicle



people with a disability



people of color

Source: BART, 2015; ACS 2013-17; Residents are defined as those within a 15-min bike ride (2.2 miles) of North Berkeley station and not closer to another BART station.

Auto Parking

701 spaces[1]

9:30AM lot fill time[1]

1.4 miles median drive/park distance[2]

Bike Parking

230 rack spaces[3]

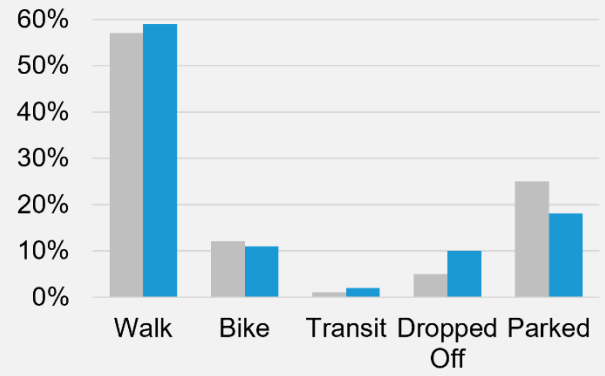
218 secured spaces[1,3]

1. BART, Feb 2020; parking space counts include BART's North Berkeley Active Access Project (Note: As of November 2022, lots are not filling up) 2. BART, 2015 3. BART, Oct 2019

Figure 4: Existing Access to Ashby Station

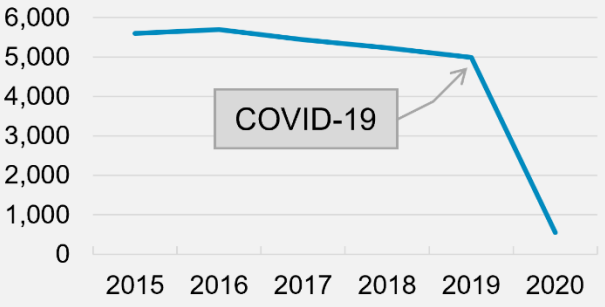
Source (unless noted): BART Station Profile Survey, 2008 & 2015

Station Access

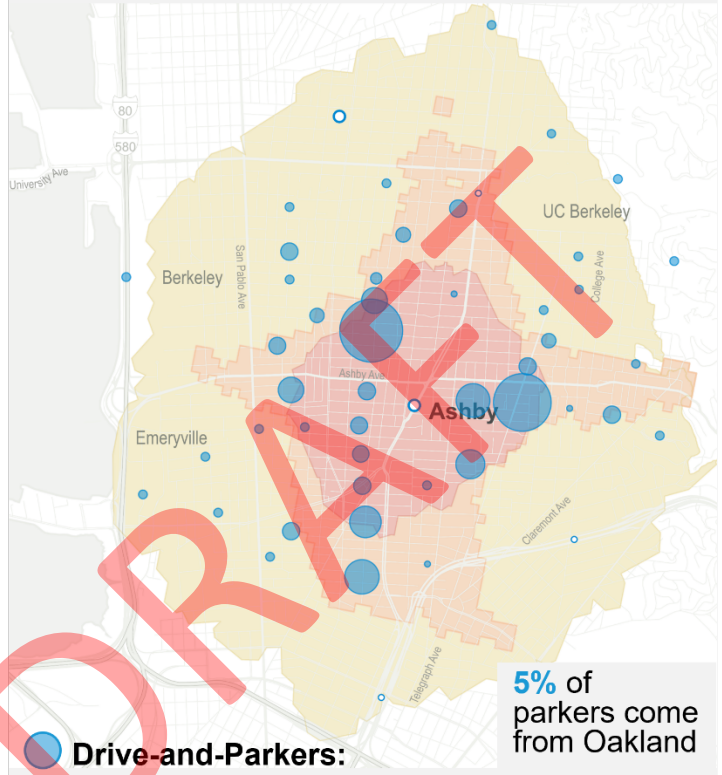


Average Weekday Exits

Source: BART



5% of parkers come from El Cerrito or Albany



5% of parkers come from Oakland

Drive-and-Parkers:

81% live within a 15-min walk, bike, or bus trip

Demographic Profile

Residents Riders

50% 59% households making less than $75,000

A low-income rider is 6x more likely to access on the bus than a high-income rider.

19% 16% households that do not have a vehicle

10% 4% people with a disability

52% 41% people of color

Source: BART, 2015; ACS 2013-17; Residents are defined as those within a 15-min bike ride (2.2 miles) of Ashby station and not closer to another BART station.

Auto Parking

535 spaces[1]

9:00AM lot fill time[1]

1.0 miles median drive/park distance[2]

Bike Parking

188 rack spaces[3]

168 secured spaces[4,5]

1. BART, Feb 2020 (Note: As of November 2022, lots are not filling up) 2. BART, 2015. 3. BART, Oct 2019 4. BART, 2021 5. BikeHub, 2021.

2.3 Vehicle Parking

Prior to the pandemic, about 25% of BART riders drove to and parked at or on streets near the three stations where homes will be built. Survey data from the Online Open House in summer 2021 indicated that a minority of BART drivers to the study stations rely on driving and parking.[33] Similarly, survey data of El Cerrito Plaza BART riders in 2019 indicated a similar minority of BART drivers rely on driving and parking.[34] Those who relied on parking in the El Cerrito Plaza survey listed various reasons why, such as running errands, transporting children to school and activities, living in the hills, and mobility impairment.[35] Most BART riders who parked, however, indicated that they could access the El Cerrito Plaza station or other stations along the Study Area without parking.[36] These station-specific findings assumed to be relevant to all study stations given their similarities.

BART is committed to building mixed-income homes on existing surface parking lots, reducing the amount of commuter parking at stations, and encouraging station access by alternative modes. BART will continue to provide some vehicle parking at the stations for riders who may not have other options for getting to BART, but will not continue to maintain the current number of surface parking spaces to the same extent as pre-pandemic levels. This priority is reinforced in community planning efforts not only by each individual agency but through collaborative efforts, such as the Berkeley Community Advisory Group (CAG) and community workshops in El Cerrito. These BART-city collaborations resulted in Berkeley's Joint Vision & Priorities[37] for the North Berkeley and Ashby BART stations and El Cerrito's Goals & Objectives[38] for the El Cerrito Plaza BART station.

[33] BART, "Berkeley – El Cerrito Corridor Access Plan: Summary of Online Open House Survey and Interactive Map Comments", 2022, https://www.bart.gov/sites/default/files/docs/2022Mar09_BECCAP_Jul-Aug2021Survey_SummaryV2_0.pdf.

[34] BART, "El Cerrito Plaza BART Station Access Survey Results", 2019, https://www.bart.gov/sites/default/files/docs/2.2%202019-05-07%20Survey%20Analysis%20appendix%20summary-possted%20to%20web.pdf.

[35] *Ibid.*

[36] *Ibid.*

[37] BART Board of Directors and Berkeley City Council, "Joint Vision & Priorities for Transit-Oriented Development for Ashby and North Berkeley BART Stations", 2021, https://www.bart.gov/sites/default/files/docs/Ashby%20%26%20North%20Berkeley%20-%20JVP%20for%20TOD.pdf.

[38] BART Board of Directors and El Cerrito City Council, "El Cerrito Plaza Transit-Oriented Development BART Goals & Objectives", 2021, https://www.bart.gov/sites/default/files/docs/ECP_TOD_Goals_Objectives.pdf.

In deciding how much rider parking to build, BART has considered three main challenges to building parking, which are cost, space, and design, as described below:

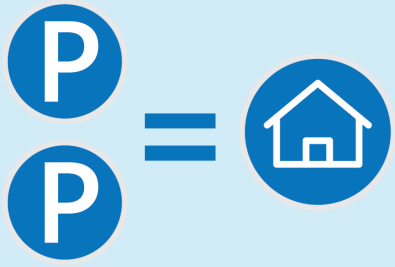
Cost and Funding: Building and maintaining parking is very expensive, especially parking garages which is the form in which parking at these developments would take. The cost to build each parking stall is roughly $80,000 in an above-ground garage and $125,000 in an underground garage (2022 dollars). The cost to operate and maintain each parking stall is about $1,000 annually (2022 dollars).

Historically BART's replacement parking for its developments was funded by three different sources. These are presented below with detail on challenges to applying these sources in the future:

- City-directed redevelopment funds, which are no longer available because the state dissolved this function in 2011.
- State and county grants, which are more limited than before and extremely competitive. With the exception of the Infrastructure Infill Grant (IIG) and Transit and Intercity Rail Capital Program (TIRCP), state and regional programs supporting transit-oriented development prohibit use of funds for parking. BART may weigh priorities away from parking for the limited grants that could support the development. For example, grant funding available for parking could support other community amenities such as transforming Adeline Street into a safer, more vibrant space, an enhanced Ohlone Greenway, safer crossings on San Pablo Avenue or more affordable housing.
- Ground lease revenue from the development. BART's preference is that revenue received from its developments is invested directly back into the BART's operating budget as guided by BART's policies and priorities to keep the system safe, clean, and reliable.

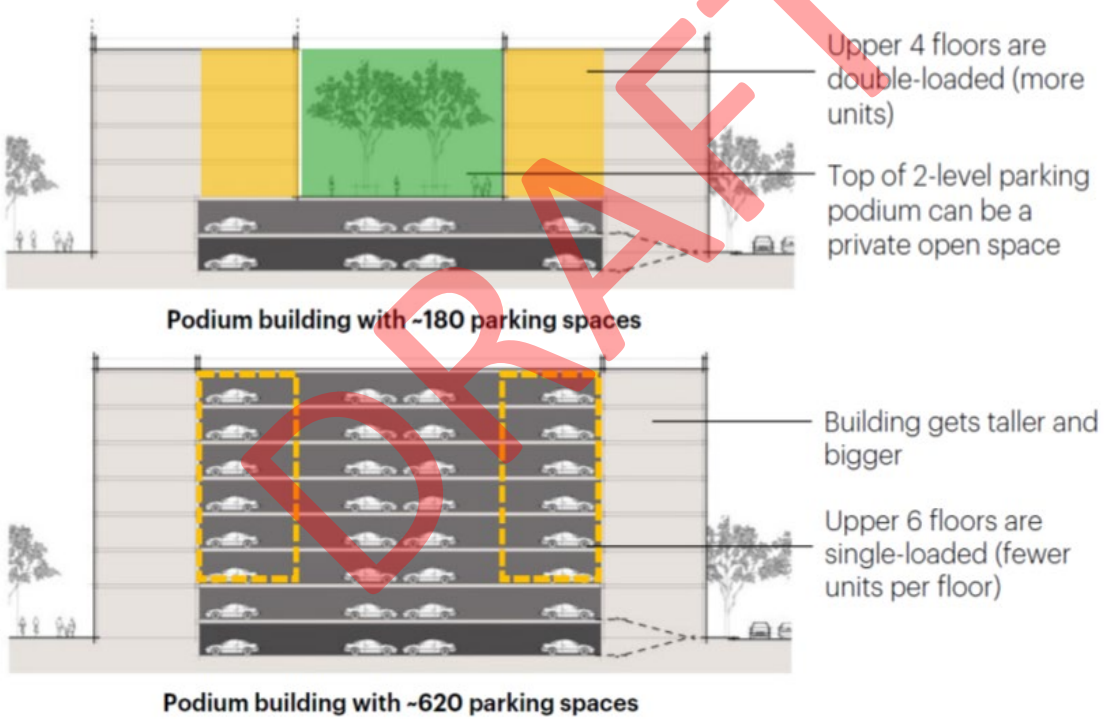
Space: Building parking takes up space that could be used for other purposes, like homes and community amenities. Building more parking requires trade-offs, such as reducing the number of homes built, building larger or taller buildings, reducing community amenities, etc. Each stall requires about 350 square feet to account for the parking area, driving areas, and equipment in the lot or structure. This means two parking stalls is about the same size as a one-bedroom home.

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



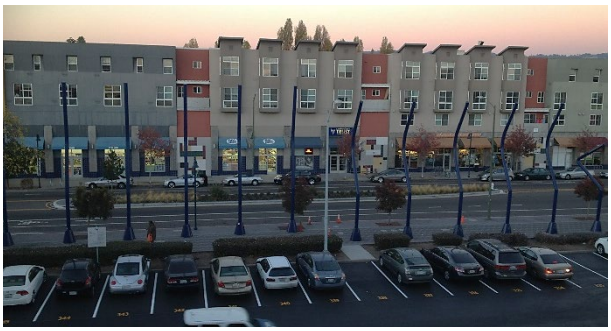
Parking spaces require around 350 square feet for the parking stall, driving areas, and equipment

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



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

Design: Other design tradeoffs with more parking may include more driveways and less flexibility for street-level uses (such as retail and residential units with stoops). The more parking provided, the larger the building size will need to be which means less opportunity for places for people to gather and kids to play, for example. Less parking also means more opportunity to shape the building to better integrate into the neighborhood. This may ultimately affect the desired community-centered feel and vibrancy of the development.



Ultimately, BART's decision on how much rider parking to build considers the above challenges alongside forecasts that indicate that investment in homes and community amenities at the stations would add more ridership than maintaining the current parking spaces.

BART Rider Parking Decision-Making Process

The process to determine the amount of parking to provide at the stations consists of two steps, the first of which is complete, and the second of which is a future action.

1. **Identify the maximum number of BART rider parking stalls to be on-site at each station.**

   BART's objective in determining the maximum number of BART rider parking stalls was to provide enough parking to accommodate riders who may not have other options to get to BART.

   The data used to determine the maximum number of BART rider parking stalls included community input and survey data from various station access surveys conducted in 2015, 2019, and 2021. Particular attention was paid to people with limited choices who would need parking close to the station. The analysis considered pre-pandemic commute patterns; forecasted remote-work trends; feasible options to get to and from BART by walking, biking, taking transit, and getting dropped off; and other off-site parking strategies.

El Cerrito Plaza Station

On October 28, 2021, the BART Board of Directors approved the El Cerrito-BART Goals & Objectives that included a parking maximum of up to 250 stalls with at least as many accessible stalls as currently provided. Based on an updated analysis nearly a year after the Board vote, BART staff defined a narrower range of BART rider parking of 100-150 with the goal of providing as close to 150 parking spaces as possible. This information was shared with the Community at public meetings that took place in July and September of 2022[39]. The range provides flexibility for changes during design of the project. This updated analysis considered the following factors:

[39] BART, "Berkeley – El Cerrito Corridor Access Plan Outreach and Materials", 2022, https://www.bart.gov/about/planning/station-access/berkeley-elcerrito-corridor-plan/outreach.

- **BART Ridership Recovery Trends:** Since the October 2021 Board approval of the BART rider parking maximum[40], more data from the Bay Area Council has become available showing that surveyed Bay Area companies anticipate that 70% of employees will return three days a week or less with only 30% returning four or five days a week.[41] BART ridership projections have been revised downward accordingly and now assume that ridership will reach only 70% of pre-pandemic levels over the next ten years.[42]
- **City Management of On-Street Parking:** Since the BART Board approval of the parking maximums, the City of El Cerrito has confirmed support to advance plans and worked with BART to secure grant funding to better manage on-street parking within about a ten-minute walk of the station.
- **Funding:** In July 2022, BART secured a significant portion of the funding for 150 garage spaces as part of a package of other multimodal access improvements from the Transit and Intercity Rail Capital Program (TIRCP).
- **Design:** The Developer advanced site design alternatives which indicated that providing 100-150 spaces would allow for more open space, optimize the residential neighborhood, provide more active uses at the street level, allow for more secure and direct pedestrian access, and provide better wayfinding.

North Berkeley and Ashby Stations

On June 9, 2022, the BART Board approved the City of Berkeley-BART Joint Vision & Priorities for Transit-Oriented Development (TOD) for Ashby and North Berkeley BART stations[43] which includes guidance to prioritize investment in non-auto modes of travel. During this meeting,[44] the Board also approved the BART rider parking maximums:

- Ashby station: 85 stalls maximum.

[40] BART, "October 28, 2021, Board of Directors Regular Meeting," 2021, https://bart.legistar.com/MeetingDetail.aspx?ID=900827&GUID=22E5A5C2-66E1-42F8-863B-E169D1F4CAFF&Options=info|&Search=.

[41] Bay Area Council, "Return to Transit Track Poll", 2022, https://www.bayareacouncil.org/employer-survey-results/.

[42] BART, "February 10, 2022, Board of Directors Regular Meeting", 2022, https://bart.granicus.com/GeneratedAgendaViewer.php?view_id=17&clip_id=1301.

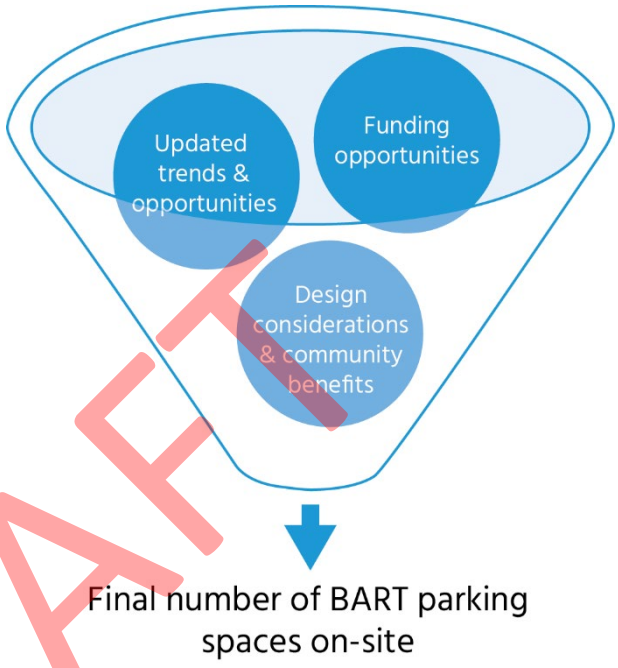
[43] BART Board of Directors and Berkeley City Council, "Joint Vision & Priorities for Transit-Oriented Development for Ashby and North Berkeley BART Stations", 2021, https://www.bart.gov/sites/default/files/docs/Ashby%20%26%20North%20Berkeley%20-%20JVP%20for%20TOD.pdf.

[44] BART June 9 2022 Board of Directors Regular Meeting, 2022, https://bart.legistar.com/MeetingDetail.aspx?ID=980551&GUID=C21558D3-066E-46FD-B9EA-625A5EA0EDE3&Options=info|&Search=.

- North Berkeley station: 120 stalls maximum. The roughly 80 parking stalls in the existing auxiliary lots will not be developed and will still be dedicated to BART rider parking, resulting in a total maximum of 200 parking stalls.

2. **BART Board will approve the final number of parking stalls up to the Board-approved maximum number.**

The final parking number will be determined along with the complete package of on-and off-site access improvements once the development team for each station meets with the community as they advance design. It will be based on updated ridership trends and new information on station access opportunities, a better understanding of funding opportunities for access improvements, design considerations, and community benefit tradeoffs at each station.



3. Developing the Strategies

Hundreds of strategy ideas were initially collected for the Berkeley-El Cerrito Corridor Access Plan (the Plan) through public input, stakeholder interviews, existing plan review, and discussions with partner cities and agencies. These strategy ideas were then consolidated and refined to respond to corridor-wide needs and the unique characteristics, challenges, and access patterns at each station. **Table 1** contains a list of the categories under which each strategy falls.

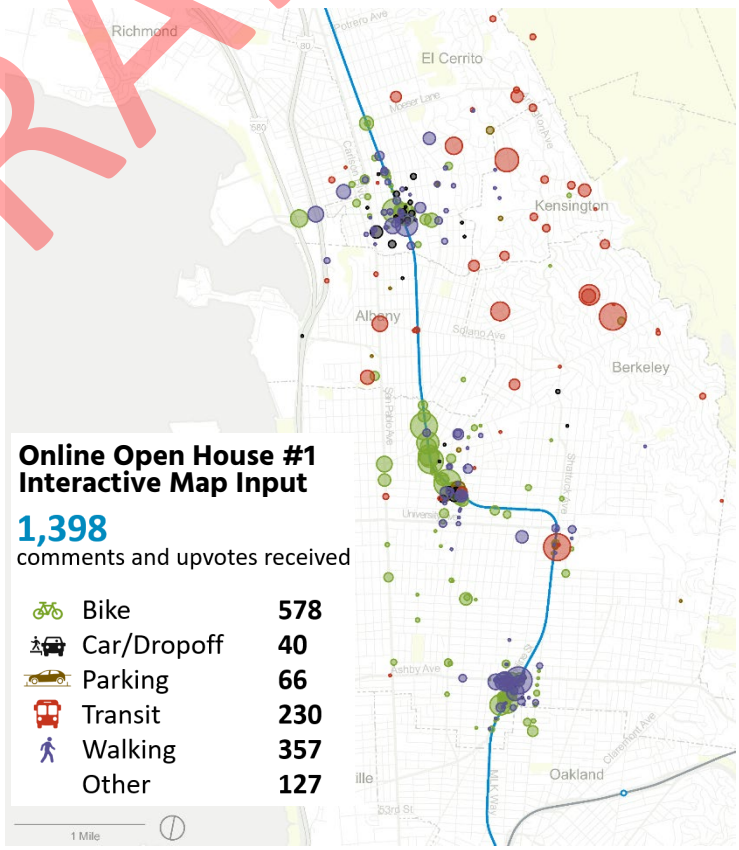
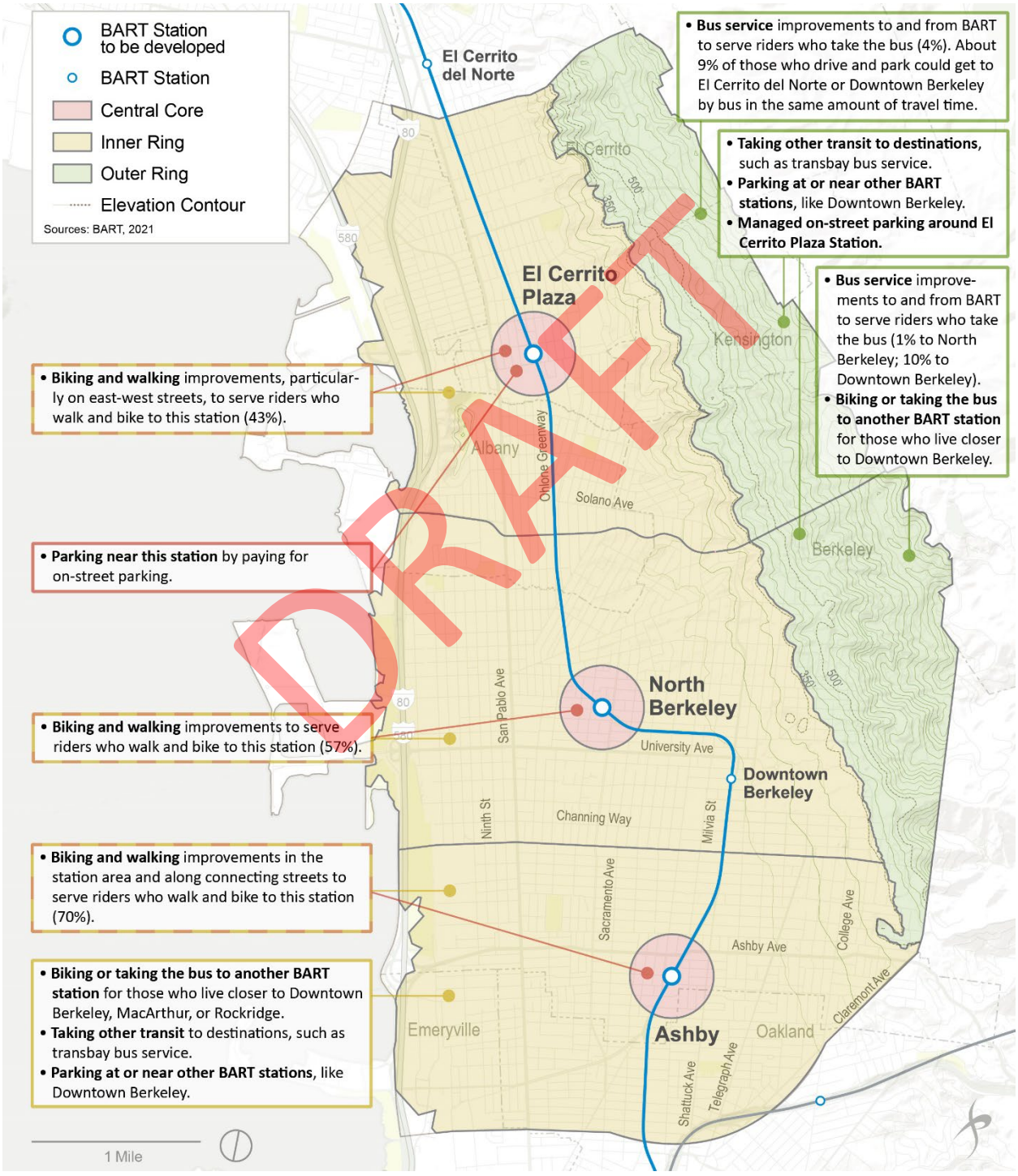


Table 1: Strategy Categories

Category	Description
"Complete Streets" on Local Roads	Provide improvements for all modes of travel on major local streets
"Complete Streets" on San Pablo Avenue (State Route 123)	Install improvements for walking, biking, and transit on SR-123
Crossing Improvements	Install traffic safety measures at intersections and mid-block crossings
Bikeways	Build new bikeways or enhance safety of existing bikeways
Large Bike Parking	Increase secure bike parking options at the stations to accommodate larger bikes
Docked Bike Share Stations	Expand number and locations of docked bike sharing stations (i.e. Bay Wheels)
Dockless Bike and/or Scooter Share	Establish a program for shared bikes and electric devices that do not need to parked at a dock, including seated scooters and adaptive devices
Electric Bike Lending Library	Establish a lending library that allows people to borrow electric bikes for set period of time (e.g. days, weeks) to try them out as part of their day-to-day travels
Education	Encourage, facilitate, or coach riders to understand apps and programs that can assist them getting to and from the station
Bus Stop Upgrades	Install bus bulb-outs and upgrade stops with passenger amenities
Discounted Fares	Provide free or discounted transfers, monthly transit pass options, incentive for bus transfer, Clipper cash, or AC Transit's EasyPass for group discounts
Local Bus Service	Enhance local bus service to BART, potentially with increased frequency and/or lengthened service hours
Transbay Service	Expand and increase transbay services for neighborhoods further from BART
Coordinated Transit Transfers	Work with other transit providers to coordinate transfers to and from BART
Parking Options	Places to park a car near transit
Wayfinding Signage	Install signage consistent with regional standards to help pedestrians, bicyclists, and transit riders connect to major transportation hubs and roadways
Financial Incentives	Provide financial incentives to cover upfront or ongoing costs for using more environmentally friendly travel options for accessing BART, such as electric bicycles and buses
Lighting	Improve lighting for pedestrians walking to and from stations, at bus stops, near bike racks, and along sidewalks and crosswalks

The context assessment presented in Chapter 2 informed which types of strategies would be most effective in different parts of the Study Area, shown in **Figure 5**. The station-specific strategies recommended in the Plan respond to the characteristics and travel patterns at each station. The Plan also includes strategies spanning the entire Study Area.

Figure 5: Access Strategies by Location



Some access strategies that received public support will be fulfilled, in part, by projects, programs, and services that are already operating or are being planned, studied, designed, funded, or implemented. See **Appendix E** for a full description of Strategies Underway.[45]

The final list of strategies was determined through an evaluation process. Strategies that were not already underway were evaluated against the framework in **Table 2**.

Table 2: Evaluation Framework

Goals	Objectives	Performance Measure
1. Respond to public input	Prioritize strategies with buy-in from the public	Strong level of public support
2. Shift to environmentally sustainable access options	Increase sustainable access share	Increases in number of people shifted from driving and parking
	Improve air quality	Tailpipe and GHG reductions
	Reduce residents' vehicle miles traveled looking for parking	Maintains access to parking for local residents
3. Support a transportation network for people of all abilities, ages, races, and income levels	Expand affordable transportation options	Expands viability of access modes that are low cost to the user
	Improve universal access	Increases number or quality of options for people living in Equity Priority Communities[46]
	Improve traffic safety	Increases actual or perceived traffic comfort and safety (i.e., from collisions)
	Improve personal safety	Increases actual or perceived personal comfort and safety (i.e., from crime)
4. Strengthen regional transit ridership	Maximize transit ridership on BART and AC Transit	Increases transit ridership
5. Engage in financially responsible decision-making	Develop cost-effective transportation solutions	Minimizes public capital cost
		Minimizes public operating and maintenance cost and labor
6. Support feasible strategies	Advance feasible access solutions	High support for implementation in the near-to-medium term (10-year horizon) from identified implementation partners

[45] Although some strategies may be "underway" in terms of planning, many may still need support for design and implementation funding.

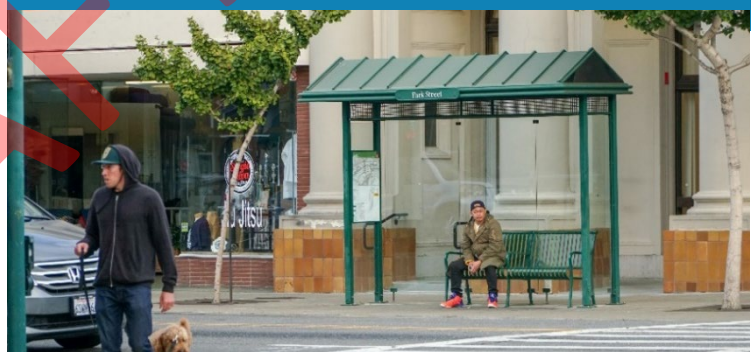
[46] Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. Source: MTC, "Equity Priority Communities", 2020, https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.

Strategies that did not adequately meet the goals and objectives of the Plan were screened out. Strategies that were determined to be likely infeasible included:

- **On-demand service for areas not currently served by AC Transit:** This would provide more frequent and convenient transit for residents in the hills and Richmond Annex, attracting between 20 to 100 BART riders per day. However, implementation challenges include high costs for users, limited funding sources, and lack of management operators.
- **More frequent AC Transit Line 79 service in El Cerrito hills:** This would result in a low shift from driving and parking riders (estimated as two to ten daily round-trip riders) and received limited public support.
- **Safety escort program at the stations:** While such a program would improve personal safety walking to and from the stations, it is unrealistic for cities and BART to permanently assign police or community service officers to BART station areas given competing priorities and funding constraints.
- **"Complete Streets" on Ashby Avenue, State Route 13:** Walking and biking improvements on Ashby Avenue were requested through Plan engagement. However, Ashby Avenue is owned and operated by Caltrans, which views this roadway as a crucial vehicle route with no parallel alternative.[48] Given parallel walking and biking options, the narrow width of Ashby Avenue, and Caltrans' priority for vehicle travel on this roadway, it is unlikely that Ashby Avenue could be reconfigured as a Complete Street. However, intersection improvements near the Ashby BART station are included as a recommended strategy.

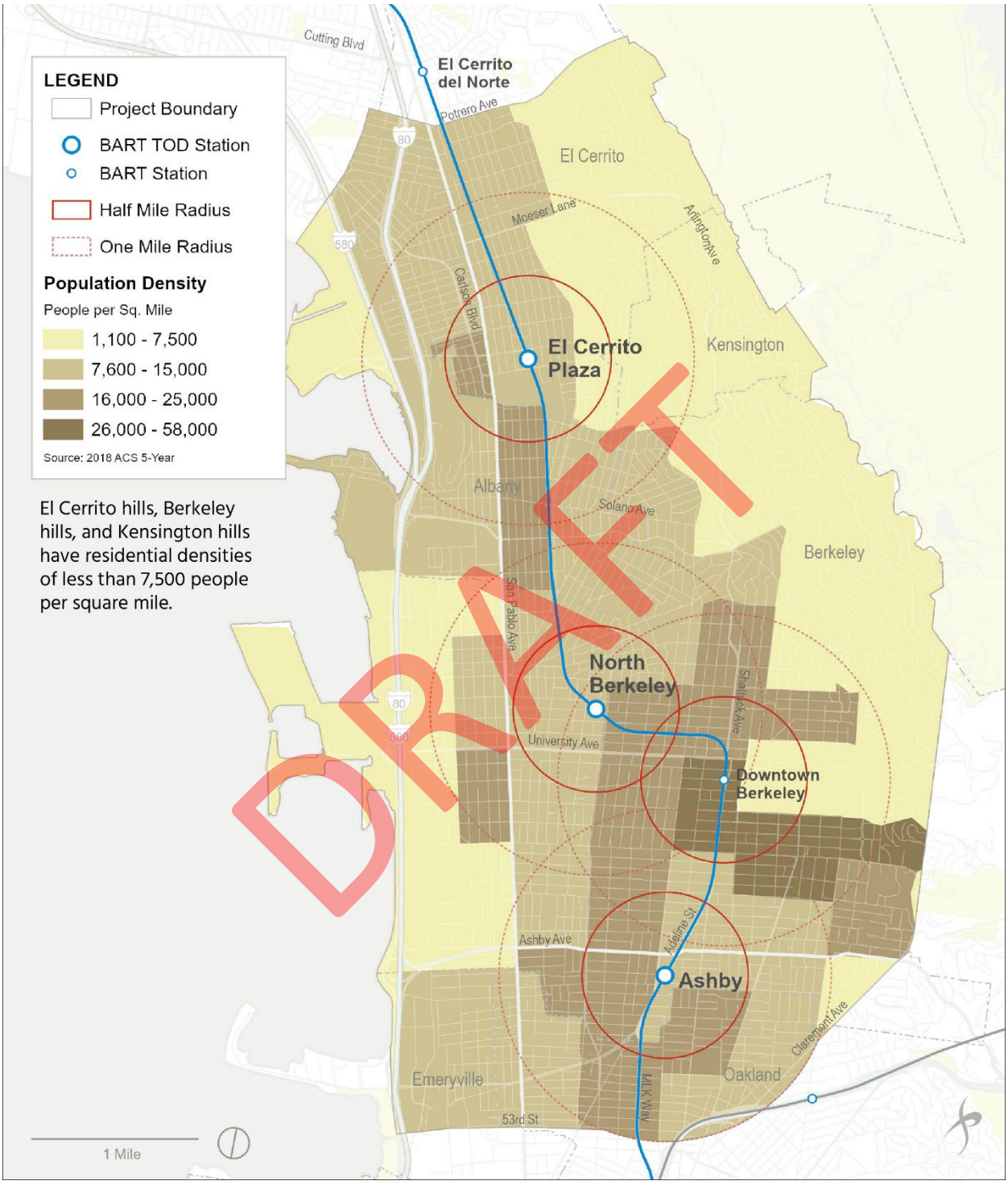
Bus and Shuttle Strategies

Bus or shuttle services tend to perform well at higher frequencies in population-dense areas that have a mix of residential and commercial land uses generating higher ridership demand throughout the day. One-hour bus frequencies are typically recommended for areas with residential densities lower than 7,700 people per square mile, which is the case for the El Cerrito hills, Berkeley hills, and Kensington hills, as shown in **Figure 6**.[47]



[47] Institute of Transportation Engineers (ITE), "A Toolbox for Alleviating Traffic Congestion", 1989.
[48] As opposed to San Pablo Avenue, State Route 123, which is parallel to Interstate 80.

Figure 6: Population Density



4. Recommended Strategies

Strategies that adequately met the goals of the evaluation framework in Chapter 4 based on analysis, adopted jurisdiction plans, and community and agency input received by November 2022 are recommended as part of the Berkeley-El Cerrito Corridor Access Plan (the Plan). The Plan includes recommendations that may come from parallel planning efforts currently in progress or other future plans along the corridor. The following sections present strategies that provide access benefits across the Study Area and at each specific station. More information on strategies underway can be found in **Appendix E**.

4.1 Corridor-Wide Strategies

Some of the recommended strategies improve access and mobility across the entire Study Area or to more than one station, while other strategies are specific to one of the stations in the Study Area. This section details the recommended strategies that respond to corridor-wide needs. **Table 3** describes the recommended corridor-wide strategies and **Figure 7** shows the locations of the corridor-wide strategies.

Some of the corridor-wide strategies provide better transit access, while some provide better east-west bicycle and pedestrian connectivity. Recommended transit strategies will support transit connections to the BART stations within the Study Area or provide enhanced transbay service. Additionally, some strategies provide BART riders with educational resources and transportation coaching to find various transportation options whether through carpooling, parking options, or bike share/scooter share services.

Strategies Underway Highlight: Scooter Sharing Programs

The City of Berkeley launched an electric scooter sharing program in May 2022 and the City of Albany launched a similar program in October 2022. Residents and visitors can download an app to locate, unlock, and use scooters throughout the city, making connections to BART stations easier. See **Appendix E** to learn more.

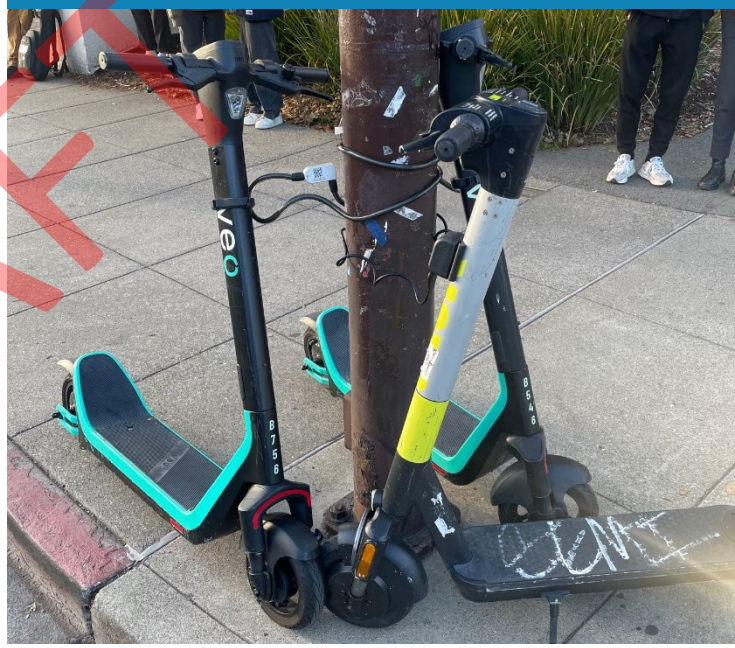


Table 3: Recommended Corridor-Wide Strategies

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
35	Reinstate Transbay Bus Service and Increase Service Frequency[3]	Gilman St, Hopkins St, Monterey Ave. from Marin Ave to I-80, and Arlington Ave	Transbay Service	AC Transit	N/A	Unknown	$10,000	$485,000
36	Carlson / Pierce New Transbay Service[3]	Richmond Annex to I-80/Buchanan St on Carlson Blvd and Pierce St	Transbay Service	AC Transit	N/A	Unknown	$2,000,000	$245,000
37	Arlington Late Evening Bus Service[3]	Arlington Ave from El Cerrito Del Norte and the Berkeley Hills to Downtown Berkeley BART Station	Local Bus Service	AC Transit	N/A	Unknown	$10,000	$485,000
38	Bus Stop Improvements for Lines 71, 72/72R, and 79[3]	Bus stops on high ridership routes to the stations within 1.5 miles	Bus Stop Upgrades	AC Transit	BART, Cities of Berkeley and El Cerrito	Unknown	$750,000	$100,000
42	Transportation Access and Emergency Rides Education	Study Area	Education	Alameda CTC, BART, CCTA, Cities of Berkeley and El Cerrito, MTC	N/A	Unknown	$100,000	$125,000
43	Encourage Carpooling	Study Area	Education	Alameda CTC, BART, CCTA, Cities of Berkeley and	N/A	1 – 3 years	$100,000	$35,000

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
				El Cerrito, MTC, WCCTAC				
44	Micromobility Regional Coordination	El Cerrito, Albany, Richmond, Kensington (unincorporated Contra Costa County)	Dockless Bike and/or Scooter Share	Alameda CTC, CCTA, Cities of Albany, El Cerrito, and Richmond, new mobility company, MTC, City of Richmond	WCCTAC	1 – 3 years	$100,000	$150,000
45	Clipper Cash Promotion	Study Area	Financial Incentives	MTC, Alameda CTC, CCTA, WCCTAC	BART	1 – 3 years	$100,000	$5,500,000
47	Shared Parking Education	Parking lots and garages within half-mile of the stations, Caltrans Park & Ride lots under I-80	Parking Options	BART, Cities of Berkeley and El Cerrito	N/A	4 – 6 years	$100,000	$31,250
50	Expand Bike Parking	BART Stations	Large Bike Parking	BART, WCCTAC	Developers	1 – 3 years	$500,000	$93,600
51	Electric Bike Lending Library	Selection of Valet Bike Stations near BART	Bike Lending Library	BART, Local Partners, MTC	N/A	1 – 3 years	$75,000	$162,500
56	Financial Incentives for Shared / Active Mode Use	Study Area	Financial Incentives	WCCTAC, Alameda CTC, MTC, CCTA	N/A	Unknown	$100,000	$668,750

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
61	Lighting Improvements	On main pedestrian corridors within a 15 min walk (0.75 miles) from the BART stations	Lighting	BART, Cities of Berkeley and El Cerrito	City of Oakland	1 – 3 years	$3,000,000	$10,000
62	Infrastructure Improvements for Bus Reliability	High ridership routes to stations within 1.5 miles	"Complete Streets" on Local Roads	Cities of Berkeley, El Cerrito, and Albany	AC Transit	4 – 6 years	$2,223,000	$10,000

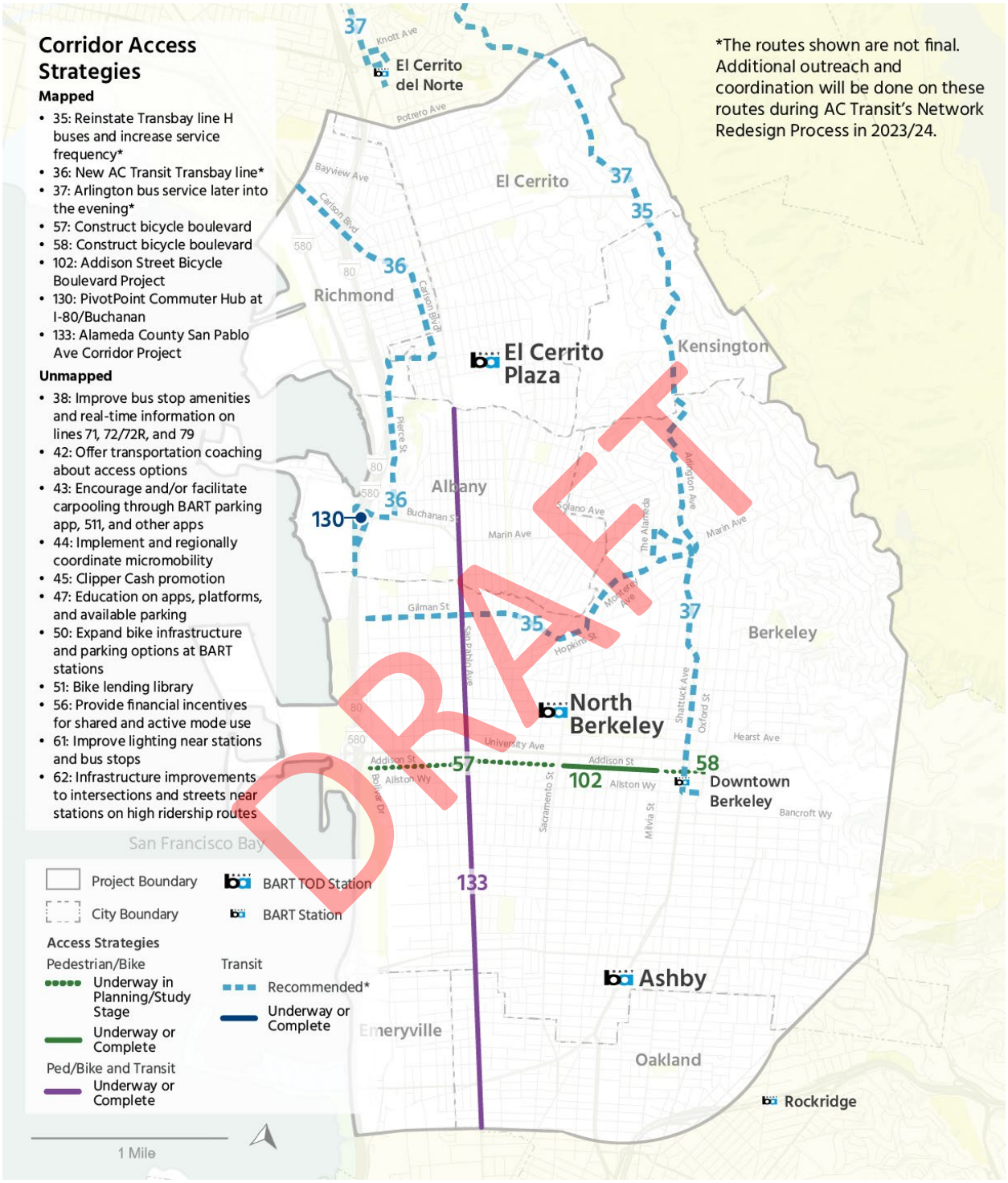
Notes:

1. These ID numbers reflects the historical numbering system and will be updated in the Final Plan.

2. Costs are in 2022 dollars.

3. Subject to AC Transit service planning efforts and funding availability.

Figure 7: Corridor-Wide Strategies



4.2 Station Specific Strategies

Station-specific strategies provide solutions that address the unique characteristics, challenges, and access patterns of each BART station within the Study Area. This section details the strategies relevant to each station.

El Cerrito Plaza

Access strategies to El Cerrito Plaza encompass walking, biking, and transit improvements. **Table 4** lists details about the recommended strategies, their extents, categories, and costs. **Figure 8** shows both the recommended strategies and those currently underway.[49] More information on strategies underway can be found in **Appendix E**.

Pedestrian and bicyclist access will be improved to the El Cerrito BART Station through walking and biking improvements. Most of the pedestrian and biking strategies are within a half-mile of the BART Station. Additional crossing improvements at key intersections, like Carlson Boulevard and San Diego Street, will help create safer crossings for pedestrians. From the north-south direction, the Ohlone Greenway strategy will connect pedestrians and bicyclists through the pathway. Transit access to the BART station will also be improved by providing more frequent service and/or restoring bus lines that run north and west of El Cerrito Plaza.

Strategies Underway Highlight:
El Cerrito San Pablo Avenue Corridor

The San Pablo Avenue Specific Plan identifies bicycle, pedestrian, and transit needs and opportunities on San Pablo Avenue in El Cerrito. The San Pablo Avenue Complete Streets Improvements Project near El Cerrito del Norte station is currently included in the City of El Cerrito Capital Improvement Program and is in the Planning Study Phase. Additional planning efforts for complete streets improvements along the rest of the San Pablo Corridor are also underway as part of the Alameda CTC's San Pablo Avenue Multimodal Corridor Project. See **Appendix E** to learn more.

The City of El Cerrito, in collaboration with BART, has also developed an initial Parking Management Concept (PMC)[50] for this station which is presented later in this section.

[49] Although some strategies may be "underway" in terms of planning, many may still need support for design and implementation funding.
[50] BART, "El Cerrito Plaza Station: On-Street Parking Management Strategies Being Considered", April 2022, https://wppo.blob.core.windows.net/bartberkeleyelcerrito/2022/04/BART_BECCAP_ElCerritoParkingManagement.pdf.

Table 4: Recommended El Cerrito Plaza Strategies

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
1	Frequent Bus Service on Carlson Blvd Line 71[3]	Carlson Blvd from Northwest Study Area boundary to El Cerrito Plaza	Local Bus Service	AC Transit	N/A	Unknown	$4,000,000	$965,000
3	Restore Bus Service on Pierce St through University Village[3]	Pierce St from Marin Ave / San Pablo Ave to Buchanan St / Pierce St to El Cerrito Plaza	Local Bus Service	AC Transit	N/A	Unknown	$10,000	$1,705,000
4	Richmond St Bus Service[3]	Richmond St north of El Cerrito Plaza	Local Bus Service	AC Transit	N/A	Unknown	$1,000,000	$810,000
5	Ohlone Greenway Improvements	Ohlone Greenway from northern edge of Study Area to the border between Albany / Berkeley	"Complete Streets" on Local Roads	City of Albany and City of El Cerrito	Developers	1 – 3 years	$1,800,000	$125,000
6	Fairmount Biking and Walking Improvements	Fairmount Ave from Carlson Blvd to Colusa Ave	"Complete Streets" on Local Roads	City of El Cerrito	N/A	1 – 3 years	$1,200,000	$10,000
7	East Side Bicycle Boulevard Implementation	Norwell St, Lincoln St, Albemarle St, Behrens St from	Bikeways	City of El Cerrito	N/A	1 – 3 years	$2,400,000	$10,000

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
		Moeser Ln to the end of Behrens St						
9	Carlson Biking and Walking Improvements	Carlson Blvd from Columbia Ave to San Pablo Ave / El Cerrito Plaza	"Complete Streets" on Local Roads	City of El Cerrito	N/A	4 – 6 years	$500,000	$10,000
10	Pierce / Cerrito Creek Trail Biking and Walking Improvements	Central Ave to Cerrito Creek Trail along Pierce St, Pierce St to Carlson Blvd	"Complete Streets" on Local Roads	City of El Cerrito	N/A	4 – 6 years	$6,000,000	$10,000
11	Lincoln Bicycle Boulevard	Lincoln Ave from San Pablo Ave to Ashbury Ave	Bikeways	City of El Cerrito	N/A	1 – 3 years	$1,000,000	$10,000
12	Central Protected Bike Lane	Central Ave from Ashbury Ave to Carlson Blvd	Bikeways	City of El Cerrito	Caltrans, Developers, City of Richmond	1 – 3 years	$2,000,000	$10,000
13	Richmond St Biking and Walking Improvements	Richmond St from Lincoln Ave to Fairmount Ave	"Complete Streets" on Local Roads	City of El Cerrito	N/A	1 – 3 years	$7,500,000	$10,000
14	Expand Docked Bike Share System	Cities in Study Area	Docked Bike Share Stations	MTC	N/A	4 – 6 years	$740,000	$400,000
15	Richmond Annex Bikeways	San Mateo St from Carlson Blvd to Central Ave, Columbia Ave	Bikeways	City of Richmond	N/A	Unknown	$280,000	$10,000

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
		from San Mateo St to Carlson Blvd						
53	On-Street Parking Management	Streets surrounding El Cerrito Plaza, All BART Stations	Parking Options	City of El Cerrito	BART	1 – 3 years	$490,000	$538,000
63	Parking Garage	On-Site BART Rider Parking	Parking Options	BART	Developers	N/A	$20,000,000	$250,000
66	Central Biking and Walking Improvements	Central Ave from Carlson Blvd to Bay Trail	"Complete Streets" on Local Roads	City of El Cerrito	Caltrans, Developers	4 – 6 years	$2,000,000	$10,000

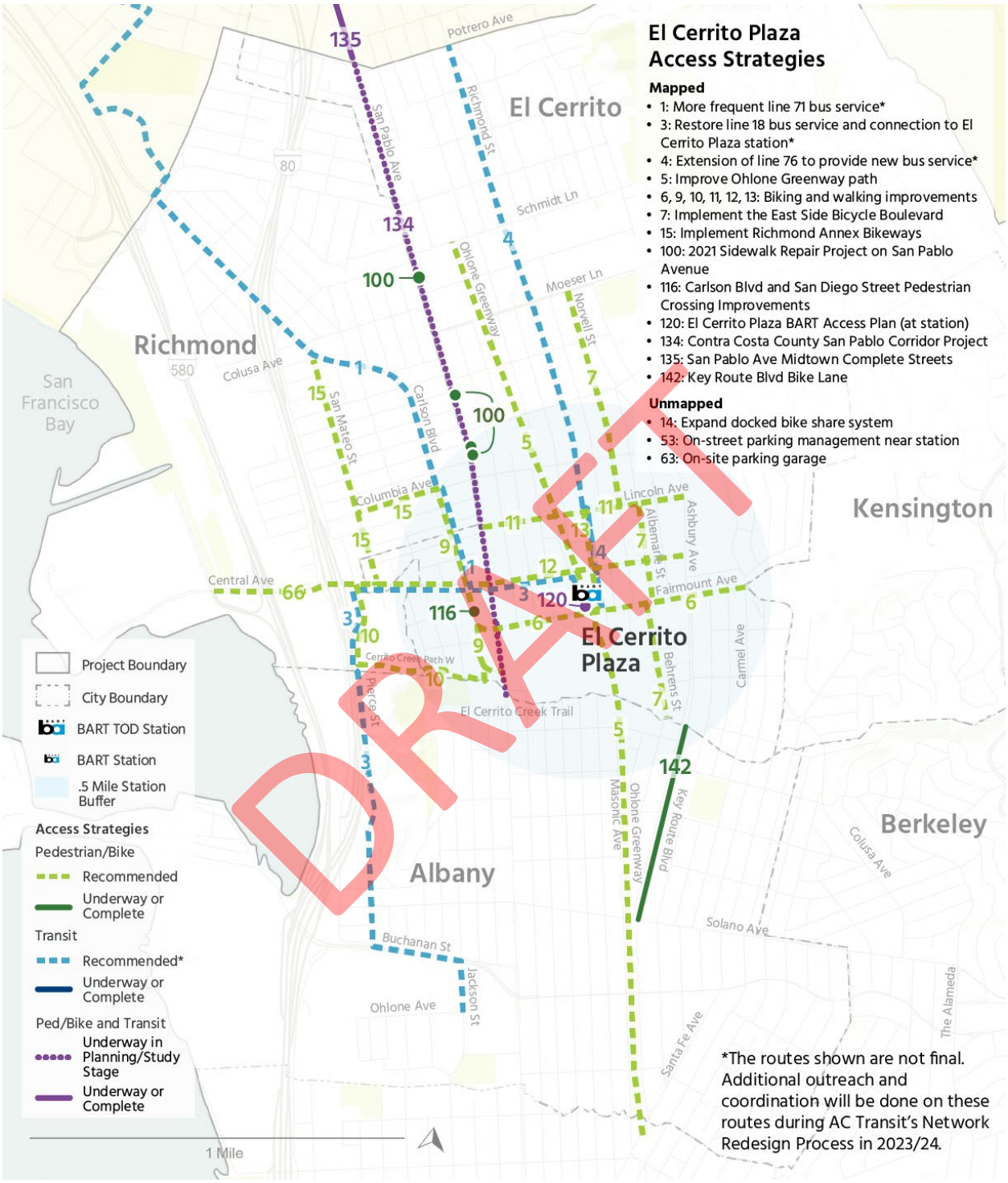
Notes:

1. These ID numbers reflects the historical numbering system and will be updated in the Final Plan.

2. Costs are in 2022 dollars.

3. Subject to AC Transit service planning efforts and funding availability.

Figure 8: El Cerrito Plaza Strategies



Parking Management Concept

The City of El Cerrito, in collaboration with BART, has developed an initial Parking Management Concept[51] (PMC) for the El Cerrito Plaza BART Station to inform the City's forthcoming engagement and implementation of a comprehensive on-street parking management program for city streets around the station. Although BART will require the developers at El Cerrito Plaza, North Berkeley, and Ashby Stations to implement transportation demand management (TDM) strategies, such as discounted or free transit passes, for new residents to reduce car ownership, the PMC maintains access to the BART station for riders if and when they must drive and park. It also maximizes how many homes can be built at the existing El Cerrito Plaza BART Station parking lot and supports parking availability for existing residents around the station.

Figure 9 and **Figure 10** show existing and an initial concept for on-street parking regulations around the El Cerrito Plaza BART Station.[52] The PMC describes how to make on-street parking around the station more useful for everyone, including residents and BART customers. Some key recommended strategies of the initial concept include:

- Maintain residential parking permit (RPP) program for residents not living in the future BART development
- Expand the existing RPP area to the boundaries of the BART station area
- Change the RPP time limit from four hours to two hours
- Extend the hours of enforcement of RPPs until 11pm
- Lower the RPP household cap from four to two permits for homes within the station area
- Us demand-responsive parking pricing to allow non-residents to pay to park on non-RPP blocks near the station.
- Generate revenue to cover program costs and allocate any surplus to support community objectives.

The City of El Cerrito will use the PMC to inform, develop, and implement the city's parking management program. These phases will include public engagement and input on the proposed parking pricing and regulation changes and will require City Council review and approval.

[51] BART, "El Cerrito Plaza Station: On-Street Parking Management Strategies Being Considered", April 2022, https://wppo.blob.core.windows.net/bartberkeleyelcerrito/2022/04/BART_BECCAP_ElCerritoParkingManagement.pdf.

[52] The City of El Cerrito will be refining this initial concept for parking management surrounding the El Cerrito Plaza BART Station.

Figure 9: El Cerrito Plaza BART Station Existing Parking Regulations

Figure 10: El Cerrito Plaza BART Station Parking Management Proposal

North Berkeley

Recommended access strategies to the North Berkeley BART Station include walking and biking improvements. **Table 5** lists the recommended strategies for the North Berkeley station. **Figure 11** shows both the recommended strategies and those currently underway. More information on strategies underway can be found in **Appendix E**.

Recommended strategies will complement projects, programs, and services that are currently underway. The recommended strategies provide bicycle and pedestrian safety enhancements, such as new bikeways and crossing improvements, and support north-south access, as well as east-west access along Virginia Street.

The Corridor Plan included an initial parking management concept[53] (PMC) developed together with City of Berkeley staff to meet the goals of the City of Berkeley-BART JVP and address concerns from local residents and businesses. **Appendix G** includes a November 2022 Berkeley City Council staff report on the parking strategy for the two Berkeley stations.

Strategies Underway Highlight: Ohlone Greenway Improvements

The City of Berkeley has proposed improvements for the Ohlone Greenway between Santa Fe Avenue and Virginia Gardens that meet up with BART's *North Berkeley Bicycle and Pedestrian Access Improvements Project*. The city's project includes widening and repaving the greenway path, enhancing street crossings, and adding lighting. The project is currently in the design phase and is expected to be implemented in 2023. See **Appendix E** to learn more.

[53] BART, "Ashby and North Berkeley Station: On-Street Parking Management Strategies Being Considered", April 2022, https://wppo.blob.core.windows.net/bartberkeleyelcerrito/2022/04/BART_BECCAP_BerkeleyParkingManagement.pdf.

Table 5: Recommended North Berkeley Strategies

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
17	Acton Bicycle Boulevard and Intersection Improvements	Acton St from Rose St to Addison St	Bikeways	City of Berkeley	N/A	4 – 6 years	$10,000	$10,000
18	Virginia Biking and Walking Improvements	Virginia St from San Pablo Ave to Oxford St	"Complete Streets" on Local Roads	City of Berkeley	N/A	1 – 3 years	$1,300,000	$10,000
19	California Biking and Walking Improvements	California St from Hopkins St to Russell St	"Complete Streets" on Local Roads	City of Berkeley	N/A	4 – 6 years	$450,000	$10,000
20	Sacramento Intersection Safety Improvements[3]	Sacramento St from Cedar St to Virginia St	Crossing Improvements	City of Berkeley	N/A	4 – 6 years	$341,000	$10,000
21	Milvia Biking and Walking Improvements	Milvia St from Virginia St to Hearst St	"Complete Streets" on Local Roads	City of Berkeley	N/A	4 – 6 years	$451,000	$10,000
64	Parking Garage	On-Site BART Rider Parking	Parking Options	BART	Developers	N/A	$9,600,000	$120,000

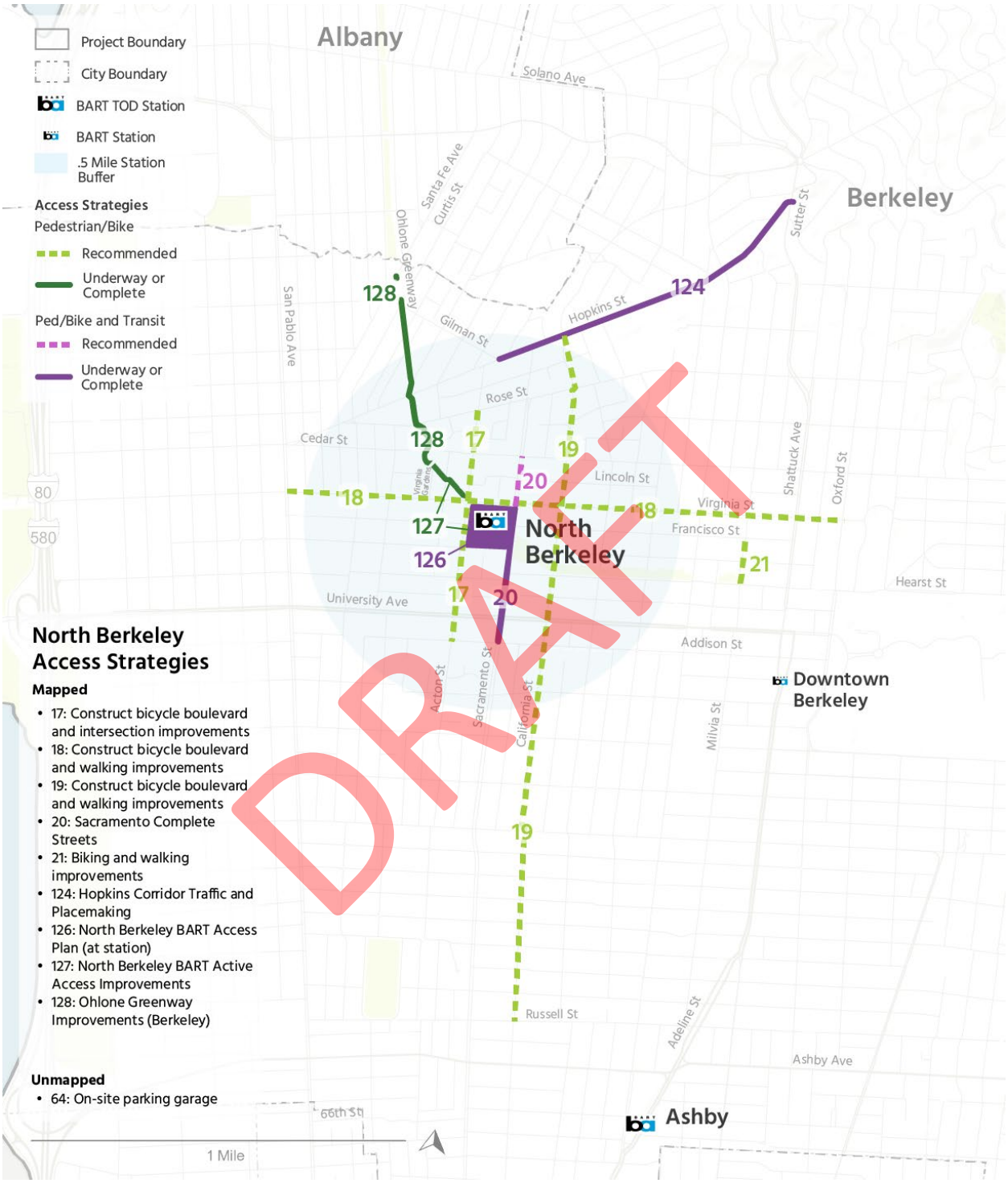
Notes:

1. These ID numbers reflects the historical numbering system and will be updated in the Final Plan.

2. Costs are in 2022 dollars.

3. A section of the Sacramento Street project, including Virginia Street to Addison Street, was previously improved as part of the City of Berkeley's Complete Streets Project.

Figure 11: North Berkeley Strategies



Ashby

Recommended access strategies for the Ashby BART Station include walking and biking improvements. **Table 6** lists the recommended strategies and **Figure 12** shows both the recommended strategies and those currently underway at the Ashby Station. More information on strategies underway can be found in **Appendix E**.

Recommended strategies to the station include Complete Streets improvements, high-visibility crosswalks, intersection realignments, traffic calming, and bus service connections. The access strategies will help connect BART riders from Emeryville, North Oakland, and West Berkeley to the Ashby Station using east-west transit or by walking and biking.

Strategies Underway Highlight: Adeline Corridor Specific Plan and Road Diet Study

The Adeline Street Road Diet Study aims to achieve the vision of providing greater economic opportunity, safer streets, and a greener, healthier environment for all residents. The Study looks at reducing the width of Adeline Street adjacent to the Ashby BART Station from four vehicle lanes to two and at pedestrian and bicycle safety improvements on Adeline between Martin Luther King Jr. Way and Stanford Avenue. See **Appendix E** to learn more.

Table 6: Recommended Ashby Strategies

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
16	Regional Wayfinding	Within 1 mile of Ashby BART Station	Wayfinding Signage	BART, City of Berkeley	MTC	4 – 6 years	$550,000	$10,000
24	Ashby Bus Service[3]	Ashby Ave from College Ave to Emeryville Amtrak	Local Bus Service	AC Transit	N/A	Unknown	$1,000,000	$473,000
25	Adeline Complete Streets Part 1	Adeline St from Ashby Ave to MLK Jr Way	"Complete Streets" on Local Roads	City of Berkeley	BART, MTC	1 – 3 years	$2,390,000	$50,000
27	Ashby Intersection Improvements	Ashby Ave from Ellis St to Adeline St	Crossing Improvements	Caltrans	City of Berkeley	4 – 6 years	$60,000	$10,000
28	MLK Jr. Way Biking and Walking Improvements[5]	MLK Jr. Way from Adeline St to Ashby Ave	"Complete Streets" on Local Roads	City of Berkeley	N/A	1 – 3 years	$875,000	$10,000
29	Russell Biking and Walking Improvements	Russell St from San Pablo Ave to Fulton St	"Complete Streets" on Local Roads	City of Berkeley	N/A	1 – 3 years	$1,250,000	$10,000
31	Shattuck Crossing Improvements	Shattuck Ave from Prince St to Emerson St	Crossing Improvements	City of Berkeley	N/A	4 – 6 years	$725,000	$10,000

ID[1]	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
32	King Biking and Walking Improvements	King St from Russell St to Stanford Ave	"Complete Streets" on Local Roads	City of Berkeley	N/A	4 – 6 years	$250,000	$10,000
33	Milvia Biking and Walking Improvements	Milvia St from Blake St to Russell St	"Complete Streets" on Local Roads	City of Berkeley	N/A	4 – 6 years	$450,400	$10,000
59	Woolsey Biking and Walking Improvements	Woolsey St from King St to Wheeler St[4]	"Complete Streets" on Local Roads	City of Berkeley	N/A	4 – 6 years	$83,600	$10,000
65	Parking Garage	On-Site BART Rider Parking	Parking Options	BART	Developers	N/A	$6,800,000	$85,000

Notes:

1. These ID numbers reflects the historical numbering system and will be updated in the Final Plan.

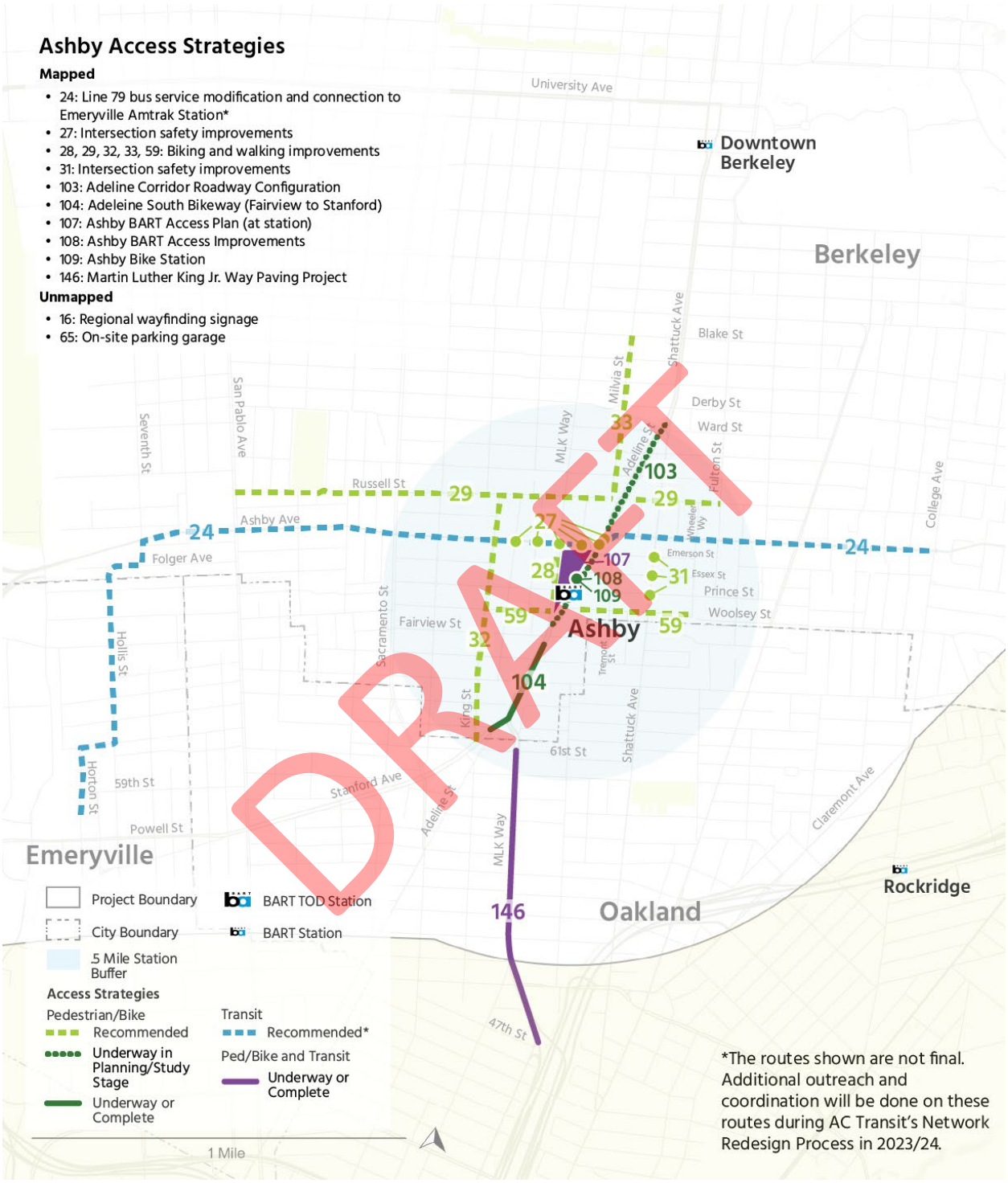
2. Costs are in 2022 dollars.

3. Subject to AC Transit service planning efforts and funding availability.

4. The extent between King St and Martin Luther King Jr. Way is pending the City's adoption of the next Bicycle Plan Update.

5. The City of Oakland is simultaneously working on paving improvements along Martin Luther King Jr. Way between 47th Street and 61st Street, about half a mile away from the Ashby BART Station. Please see Appendix E for more information.

Figure 12: Ashby Strategies



Downtown Berkeley

BART does not own or operate a parking area for riders near the Downtown Berkeley Station nor does it have developable land there. However, the station-specific strategies addressed in this section acknowledge how to increase access to the Downtown Berkeley Station for residents who may find it more convenient due to its location as a bus hub and the availability of parking in public and private garages.

The Downtown Berkeley BART Station enhancements include two strategies that will improve access through walking, biking, and transit. Walking and biking improvements are recommended on Milvia and Center Streets while transit access will be improved from the Berkeley Hills to the Downtown Station. **Table 7** lists the recommended strategies and **Figure 13** shows both the recommended strategies and those currently underway in Downtown Berkeley. More information on strategies underway can be found in **Appendix E**.

Table 7: Recommended Downtown Berkeley Strategies

ID	Strategy	Extents	Category	Lead Agency	Supporting Agency	Implementation Timeframe	Capital Cost[2]	1-Year Operating Cost[2]
22	Grizzly Peak, Euclid, Spruce, and Oxford Frequent Bus Service[3]	Grizzly Peak Blvd, Euclid Ave, Spruce St, and Oxford St from the Berkeley Hills to Downtown Berkeley BART Station	Local Bus Service	AC Transit	N/A	Unknown	$1,000,000	$1,500,000
52	Oxford Biking and Walking Improvements	Oxford St from Bancroft Way to Virginia St	"Complete Streets" on Local Roads	City of Berkeley	N/A	1 – 3 years	$728,000	$10,000

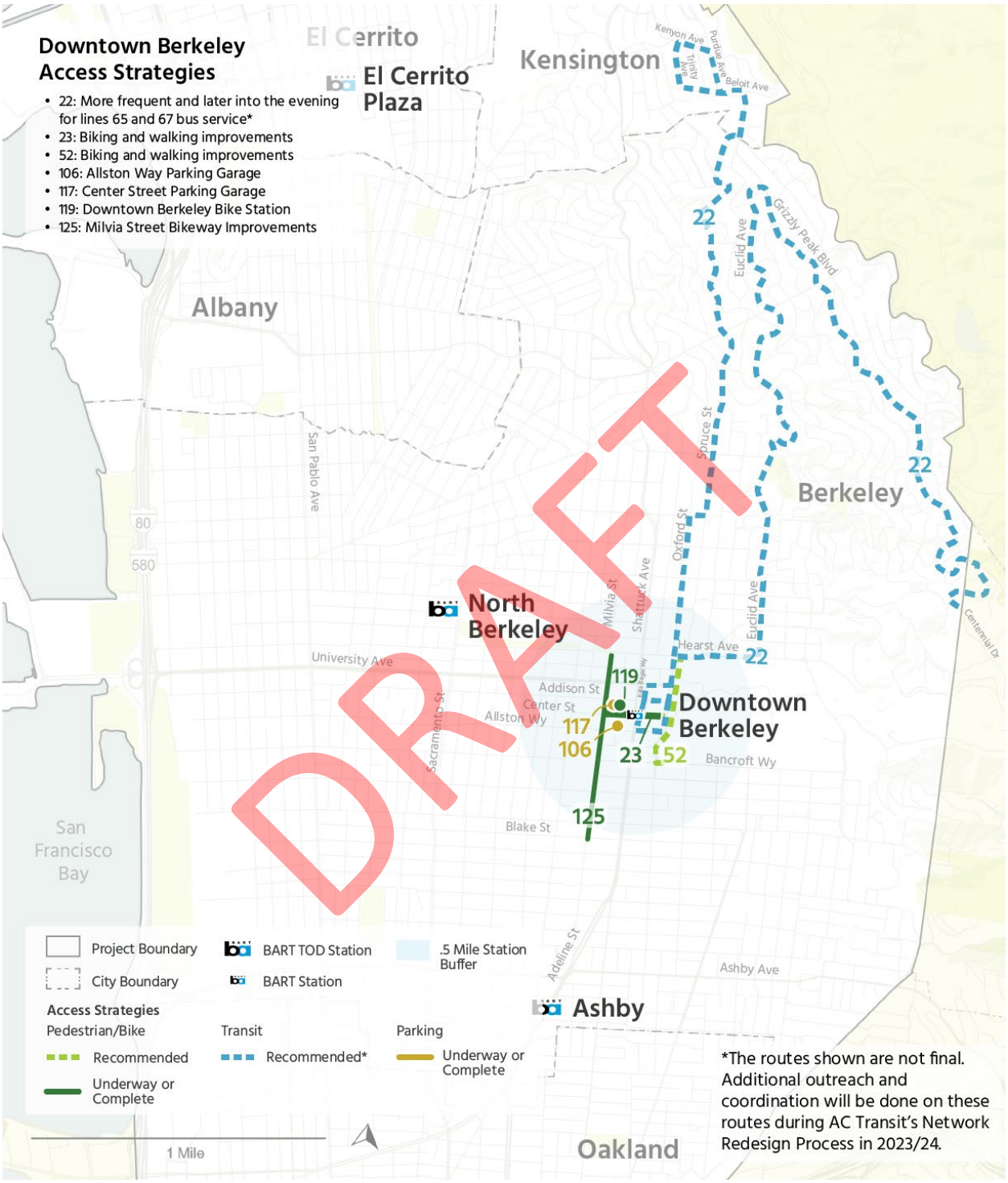
Notes:

1. These ID numbers reflects the historical numbering system and will be updated in the Final Plan.

2. Costs are in 2022 dollars.

3. Subject to AC Transit service planning efforts and funding availability.

Figure 13: Downtown Berkeley Strategies



4.3 Analysis of Strategy Benefits

Ridership, access choices, and emissions impacts of developing homes on BART parking lots together with on-site BART rider parking reductions and recommended access strategies were analyzed. The analysis was conducted for the year 2035 when the planned developments and strategies are expected to be implemented. Due to technical limitations, not all recommended and underway strategies were included, and thus the benefits are considered to be conservative.

Two models were used for this analysis: a mode of access model (Transit-Oriented Development [TOD] Access Model) and a transit ridership model (BART Ridership Model or BRM). The TOD Access Model estimates the change in ridership based on the mode of travel that riders use to enter the station and is sensitive to changes in available BART parking. The BRM estimates ridership at each station based on variables such as surrounding land uses and BART service levels. The TOD Access Model was used to estimate new riders from the TOD and how many people would stop riding BART due to the planned parking reduction, while the BRM and case studies were used to estimate how many people the recommended strategies would attract to the BART stations.

The parking reductions, implementation of the recommended strategies and TOD combined are expected to increase BART ridership at the study stations by 9%, with an additional 2% of existing riders expected to shift from driving to walking or biking[54]. The implementation of the planned developments and strategies would also reduce vehicle miles traveled and GHG emissions.[55]

[54] These numbers include ridership impacts on Downtown Berkeley, which would benefit from the increased ridership from the TOD.

[55] Research has found cold-start emissions can represent up to 80% of pollutant species producing harmful gases before one begins driving. Source: Reiter, Matthew S. and Kara M. Kockelman, "The Problem of Cold Starts: A Closer Look at Mobile Source Emission Levels", 2016, https://www.sciencedirect.com/science/article/abs/pii/S1361920915002229#preview-section-abstract.

Impacts on 2035 Ridership		Impacts on 2035 Access Choice	
Parking Reductions	**-2%** boardings	Recommended Strategies Access Choice Shift	**+3%** walk/bike **-3%** driving
Recommended Strategies	**+8%** boardings		
New Development Residents	**+3%** boardings		

Net Impacts on 2035 Ridership		Net Impacts on 2035 Emissions	
Net Ridership Impact	**+9%** boardings	Vehicle Miles Traveled	**-64,300** miles daily
		GHG Emissions	**-2,023** annual tons of CO2 equivalent

5. Implementation

Across the 18 strategy categories, the scale of implementation needs varies widely in the Berkeley-El Cerrito Corridor Access Plan (the Plan). While some strategies are part of ongoing BART and partner jurisdictions' workplans, others require more complex coordination and regional strategy for successful implementation, and most will need to be led by agencies other than BART since they are outside of BART's property. Each strategy has been reviewed to identify the lead agency, timeframe, and costs as shown in Chapter 5. During this review, the strategy categories were further narrowed into five broader groups with shared implementation characteristics. These are: infrastructure, BART programs and communications, mobility programs, bus transit service, and regional programs.

Strategies Underway Highlight: Transit and Intercity Rail Capital Program

BART has recently partnered with the City of El Cerrito and the El Cerrito Plaza Developer to successfully win funding to support a range of Plan strategies including an east-west bikeway, a bike station for bikes of all sizes, Ohlone Greenway enhancements, a BART parking garage, and an on-street parking management program. With this funding, all of these strategies will require ongoing coordination between BART, City staff, and the Developer for implementation. See **Appendix E** to learn more.

This chapter describes the implementation approach, status, and action items for BART and key agency partners within each of these broader groups of strategy categories. Partner action items for each category are intended

for lead agencies listed by individual strategy in Chapters 5 and 6. For each implementation type, potential funding sources are listed in the callouts.

5.1 Local Infrastructure

Active transportation and safety infrastructure programs on local streets constitute a significant portion of the recommended strategies. These include pedestrian crossing and intersection safety improvements, expansion and updates to the low-stress bikeway network, and complete streets projects on major corridors. Local infrastructure projects also include signage, lighting, and streetscape amenities like bus stop furniture.

Table 8: Local Infrastructure Strategy Categories

Category	Lead Agency
"Complete Streets" on Local Roads	Cities
"Complete Streets" on San Pablo Avenue, State Route 123	Alameda CTC, CCTA, Caltrans, WCCTAC, Cities of Berkeley, Albany, and El Cerrito
Crossing Improvements	Cities
Bikeways	Cities
Bus Stop Upgrades	Cities
Wayfinding Signage	Cities
Lighting	Cities

All the recommended infrastructure projects are consistent with local plans. Within the cities of Berkeley, Albany, El Cerrito and Richmond, staff time and local investments on active transportation infrastructure are guided by pedestrian and bicycle master plans or active transportation plans, which lay out vision networks and priority areas for infrastructure supportive of walking and rolling for transportation.

Cities generally plan and prioritize implementation of local infrastructure and safety projects based on scoring in master plans, safety priority, roadway paving and grant funding cycles, and in response to community engagement and direction from city leadership. Many of the projects in the recommended strategies list already have implementation efforts underway. Others are recommended in multiple local and regional plans but do not yet have identified timelines or funding for construction.

Access to transit is a high priority regionally and locally, making BART access projects highly competitive for a variety of funding sources. As the cities of Albany, Berkeley, El Cerrito, and Richmond plan updates to their active transportation plans and continue to pursue funding for project implementation, BART will be a critical partner in supporting prioritization and implementation of city projects that access the stations.

Potential Infrastructure Funding Sources

- Measures BB (Alameda County Sales Tax) and J (Contra Costa County Sales Tax)
- Safe Routes to BART (BART Measure RR)
- Transit and Intercity Rail Capital Program (State Cap-and-Trade)
- Infill Infrastructure Grant Program (State Housing and Community Development)
- One Bay Area Grant Program (Federal Transportation Funding via Congestion Management Agencies)
- Safe Streets and Roads for All (Federal Highway Administration)
- California Active Transportation Program (California Transportation Commission)
- Affordable Housing and Sustainable Communities Grant (California Strategic Growth Council)
- Developer fees

Table 9: Local Infrastructure Strategy Implementation Actions

BART Actions	Partner Actions
Communicate recommended strategy scoring and priority to local jurisdictions for consideration in local project prioritization	Review the Plan's prioritization, analysis and strategy list when developing local work plans, project priority, and supporting funding pursuits
Participate in local advisory committee, commission, board, and council meetings on BART access projects	Coordinate with BART on presentations and agenda items for local advisory committee, commission, board, and council meetings
Participate in technical advisory committees during local planning processes for bicycle and pedestrian plans, corridor plans, and area specific plans	Host technical advisory committees to ensure cross-agency collaboration on local plans and projects
Provide comments during project development to ensure alignment with city-led projects adjacent to BART property	Implement high-priority BART access projects, consistent with local planning and engagement processes

BART Actions	Partner Actions
Provide letters of support for BART access projects pursuing competitive funding	Use the data, evaluation, and community engagement from the Plan to support successful funding applications
Coordinate BART project planning and construction timelines with adjacent local projects to ensure efficiency and minimal neighborhood impact	Coordinate local project planning and construction timelines with adjacent BART projects to ensure efficiency and minimal neighborhood impact

5.2 BART Projects and Programs

Some of the recommended strategies include projects and programs led by BART or constructed on BART property with the TOD Developer (Developer) support in most cases. These include strategies on new or expanded bicycle parking, wayfinding, bikeways, bus transit connections and passenger drop off improvements, and lighting on BART property. BART-led strategies also include on-site parking management and communications efforts to provide information on city-led parking programs. BART communications additionally support encouragement and education programs led by partners.

Table 10: BART Projects and Programs Strategy Categories

Category	Lead Agency
Large Bike Parking for BART riders	BART, with Developer support
Education	BART, program partners, Cities, and Developer
Parking Options for BART riders	BART, with Developer support and Cities
Bus Stop Upgrades	BART, with Developer support
Wayfinding Signage	BART, with Developer support
Lighting	BART, with Developer support

As each station moves toward TOD planning, design, and construction, BART will work closely with the Developer and cities to identify needed space allocation and investments station access improvements such as those shown in **Table 10** above. These efforts are aligned with the existing work of the BART customer access and station planning teams and will be fleshed out in detail in the station-specific access plans, as described in Chapter 1. For example, through the station-specific access plan process, BART, the City of El Cerrito and the Developer for El Cerrito Plaza have secured grant funding and are working together to develop specific siting and square footage recommendations for a potential bike station along the Ohlone Greenway in the station area.

For strategies that require communication or promotion of existing programs like carpool apps, bicycle education, and regional financial incentives, BART will rely on close partnership from organizations and companies managing those programs to identify timing and opportunities for cross-promotion, in-person engagement, and messaging to push out on BART communications platforms. For example, BART could do a targeted promotion of Bike East Bay events that support bicycling for transportation. Many of these programs are already funded with BART grant partnerships and are already hosted at BART stations.

Potential BART Projects and Programs Funding Sources

- Transportation Fund for Clean Air (Bay Area Air Quality Management District)
- Affordable Housing and Sustainable Communities Grant (California Strategic Growth Council)
- Vehicle Trip Reduction Grant Program (Bay Area Air Quality Management District)
- Developer-led investments and partnerships (e.g., bike station)

Table 11: BART Projects and Programs Strategy Implementation Actions

BART Actions	Partner Actions
Confirm specific BART access features like on-site bicycle parking and wayfinding to be included in station-specific Access Plans and Developer site plan concepts	City and Developer to coordinate non-BART property wayfinding and bike parking programs with BART Access Plans
Engage managers of existing education and encouragement programs to align schedules for engagement and communications efforts	Consider BART TOD construction and completion timelines when developing engagement programs and communications timelines
Share and promote strategy-aligned programs led by partners as requested and in alignment with BART communications strategy	Review the Plan's strategies and share focused communications for BART promotion that are strategy aligned.

5.3 Micromobility Programs

Micromobility programs like dockless bike/scooter share, docked bike share, and electric bike lending libraries hold high potential for providing flexible options for BART riders to access stations without needing a private bicycle or scooter.

Table 12: Micromobility Program Strategy Categories

Category	Lead Agency
Docked Bike Share Stations	MTC and Cities
Dockless Bike and/or Scooter Share	Cities
Electric Bike Lending Library	Multiple, including non-profit partners and East Bay Community Energy

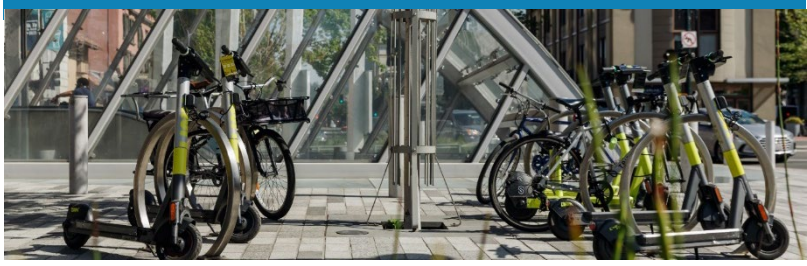
Some of these programs already exist, like the Bay Wheels docked bike share system and an existing micromobility permit program in the Cities of Berkeley and Albany. The City of Richmond has its own docked bike share system using funding support from the MTC Bike Share Capital Program.

For dockless shared micromobility programs, consistency across jurisdictional boundaries is critical for customer access and service viability. The cities of Oakland, Berkeley, Emeryville, and Albany already coordinate their programs. Ongoing coordination as dockless mobility programs expand will ensure program consistency across city borders.

Docked bike share is currently called Bay Wheels and operated by Lyft under a contract with the Metropolitan Transportation Commission (MTC). The

Potential Micromobility Program Funding Sources

- Bike Share Capital Program (Metropolitan Transportation Commission)
- Climate Initiatives Program (Metropolitan Transportation Commission)
- Transit and Intercity Rail Capital Program (California State Transportation Agency)
- Affordable Housing and Sustainable Communities Grant (California Strategic Growth Council)
- Active Transportation Program, Infrastructure/Non-Infrastructure (California Transportation Commission)
- Measure BB and Measure J



program may change with the expiration of the contract in 2027.[56] As stakeholders in the potential restructuring of the bike share program, BART and Cities will continue to coordinate with MTC on opportunities for system funding and expansion.

Programs like electric bike lending libraries, test ride programs, and rentals are growing in the Bay Area, with many potential opportunities for BART riders to try out using e-bikes for station access. As programs like the future East Bay Community Energy electric bike Adoption Program kick off over the next few years, BART bike stations (operated by BikeHub) could be a potential partner to implement and host engagement for these programs.

Table 13: Micromobility Program Strategy Implementation Actions

BART Actions	Partner Actions
Confirm with local jurisdictions that new micromobility permit programs meet BART multi-modal access design guidance.	Coordinate micromobility programs across jurisdictions to ensure consistency for operators and customers traveling between bordering cities
Provide input and support for siting or re-locating Bay Wheels stations	Confirm and meet agreements with BART on dock placement, rack needs, and maintenance policies for mobility products on BART property
Collaborate with potential e-bike vendors to identify best opportunities for lending, test rides, and encouragement programs at BART stations and/or bike stations.	Reach out and collaborate with BART on electric bike lending programs, test rides, and promotions. Always consider BART TOD stations as high priorities for e-bike programming and marketing.
Support grant applications led by cities and non-profit mobility partners like Bike East Bay, GRID Alternatives, and others.	Incorporate mobility programs into grant applications associated with development, TDM, and projects with non-infrastructure components.

5.4 Bus Transit Service

Many recommended strategies focus on increased frequency on existing transit lines or potential new transit lines serving BART stations or transbay as a substitute for BART.

Table 14: Bus Transit Strategy Categories

Category	Lead Agency
Local Bus Service	AC Transit
Transbay Service	AC Transit

[56] The initial term of the Bay Wheels bikeshare contract was from 2015 – 2025. Because of the relaunch of the program as Ford GoBike with Ford as the title sponsor the contract relaunched in 2017 and the contract will expire in 2027. Source: MTC, Operations Committee Meeting on Bikeshare Updates, November 4, 2022, https://mtc.legistar.com/LegislationDetail.aspx?ID=5902405&GUID=96667B4E-CA7B-4B2A-B69B-023319807FB2&Options=&Search=.

Because the COVID-19 pandemic (the pandemic) was highly disruptive to bus transit service, AC Transit's current focus is restoring service back to pre-pandemic levels. While the Plan's recommended bus-related strategies related are responsive to community feedback, AC Transit will develop its own bus network redesign based on post-pandemic demand for bus transit, AC Transit policies, priorities, and funding. Building on the engagement from the Plan, AC Transit will initiate an extensive engagement process in 2023 and expects to implement service changes in 2024.

AC Transit's service planning efforts involve complex analysis of equity considerations, transit demand, and overall system coverage. Future increases beyond pre-pandemic service levels are more highly justified along routes that serve the highest amount of people and prioritize those who are transit dependent. As such, specific routing and frequencies that result from the planning process may differ from those presented in the Plan. The highest priority for BART and AC Transit is to support service restoration that promotes robust recovery of transit ridership overall. As AC Transit works toward a full plan for service recovery, it will take into consideration the significant land use changes from the future developments, including over 2,000 new homes on BART property and development along San Pablo Avenue and Adeline Street, and the reduction in BART rider parking. BART will be a key partner in identifying and supporting decisions that are mutually beneficial for both agencies.

Table 15: Bus Transit Strategy Implementation Actions

BART Actions	AC Transit Actions
Share engagement survey data and the Plan's recommendations on transit service for AC Transit consideration	Consider engagement, prioritization, and evaluation of the Plan's recommendations in service planning efforts
Participate in technical advisory committees and regional coordination meetings to advocate for maximizing access for BART riders in service planning	Engage BART to discuss impacts of service changes for BART riders and TOD site planning
Communicate with riders about AC Transit engagement efforts so they may participate and share feedback	Consider the potential impact of parking reductions and densification at TOD stations and along corridors (Adeline Street and San Pablo Avenue in particular) on bus rider demand when planning schedules and routes

5.5 Regional Programs

Multiple recommended strategies involve significant regional coordination and leadership from agencies like BART and MTC. These include regional fare integration, schedule coordination, regional discounts for transfers, and strategies related to updates to Clipper in progress. These strategies are all reflective of existing regional initiatives and efforts.

Table 16: Regional Program Strategy Categories

Category	Lead Agency
Discounted Fares	MTC and Transit Agencies
Coordinated Transit Transfers	MTC and Transit Agencies
Financial Incentives for shared and active modes	Multiple

The Bay Area Transit Transformation Action Plan is a regional plan developed by the MTC Blue Ribbon Transit Recovery Task Force (Task Force), convened in April 2020 to guide Bay Area transit recovery from the impacts of the pandemic. The key outcomes of the plan are focused on fares and payment, transfer coordination, customer information, the transit network, accessibility, and funding.

An example of a regional program that implements these focus areas is the Transit Fare Coordination & Integration Study, which assessed business cases for a regional fare system. BART staff already play a central role in the study and will continue to be a leader on recovery efforts as recommended by the Task Force. The first pilot program to come out of this effort is now underway: the Clipper BayPass. BayPass is a two-year pilot program that will study a single transit pass that provides free access to all bus, rail, and ferry services in the Bay Area. The initial implementation is now underway with UC Berkeley students participating in the first round of passes.

Potential Regional Program Funding Sources

- Regional Measure 2 (Bay Area Toll Authority)
- Regional Measure 3 (Bay Area Toll Authority), pending litigation
- Metropolitan Transportation Commission
- Federal Transit Administration Grants

BART is already a key stakeholder and leader on regional fare integration, Clipper 2.0, BayPass, and Clipper START for low-income riders. As these programs continue to develop, BART will continue to take a leading role in communicating changes and opportunities for customers to participate.

Table 17: Regional Strategy Implementation Actions

BART Actions	Regional Partner Actions
Continue participation in and leadership on regional strategies like fare integration, schedule coordination, and low-income benefits	Continue communication on rider opportunities to participate in new regional programs (e.g., MTC/UC Berkeley communications on Bay Pass)
As changes and opportunities become available to BART riders, advertise, and promote them directly in connection with TOD construction timelines	Continue coordinating with BART on opportunities to leverage connections between regional initiatives and TOD planning processes

Appendices

Appendix A – Policy Factsheet

Appendix B – Existing Conditions Maps

Appendix C – Downtown Berkeley Infographic

Appendix D – Engagement Summary

Appendix E – Strategies Underway

Appendix F - El Cerrito Plaza Station Preliminary Parking Management Concept (forthcoming)

Appendix G – North Berkeley and Ashby Station Preliminary Parking Management Concept

Appendix H – City of Berkeley City Council Staff Report re: Parking Strategy for the two Berkeley stations

BERKELEY–EL CERRITO
CORRIDOR ACCESS PLAN

Funded by the California Department of Transportation and the Federal Transit Administration

Appendix A:
Policy Factsheets

Intersection of Future Visions

BART Policies Supported by Community Plans of Berkeley and El Cerrito

BERKELEY–EL CERRITO CORRIDOR ACCESS PLAN

This booklet summarizes **key community plans** that the Berkeley-El Cerrito Corridor Access Plan used for guidance to advance **policies** adopted by the BART Board of Directors. These plans were crafted with extensive community input before being adopted by elected representatives on the city councils of El Cerrito and Berkeley. These plans capture each community's vision for prioritizing future development and public investments while balancing state and regional directives and incentives, shown below:

State of California

"When households of any income level live near transit and job centers, they drive less." California's Housing Future: Challenges and Opportunities, pg. 50

"Transit hubs record highest levels of ridership within a quarter to half mile radius." Housing and Climate Change policy initiative, pg. 1

State incentives and directives

- Assembly Bill 2923
- TOD Housing Program
- Affordable Housing and Sustainable Communities Program

Regional

The Metropolitan Transportation Commission's *Plan Bay Area 2050* is a roadmap for the region. It identifies, in part, where housing for the additional 2.5 million residents expected by 2050 should be located to make efficient use of the existing transportation system in an environmentally sustainable way. Transit-oriented development (TOD) is a critical component to help address the housing and climate crises.

Pg 34: "*Public lands are key opportunity sites for increasing the Bay Area's supply of affordable housing,… accelerate the efforts of transit agencies such as Bay Area Rapid Transit and the Santa Clara Valley Transportation Authority to reuse parking lots and other agency-owned land.*"

While BART's policies and these community plans may differ, they all prioritize addressing the climate and housing crises in an equitable way by articulating **future vision statements** to:

- Build high-density housing for all income levels near transit, particularly around BART stations
- Reduce driving and parking demand
- Prioritize public investments in pedestrian, bicycle, and transit facilities
- Ensure a transportation network for people of all abilities, ages, and income levels

This booklet is organized as follows:

- The first two pages **identify** the specific number or location in Berkeley's adopted plans, El Cerrito's adopted plans, and BART's adopted policies that support each future vision statement listed above. When viewed electronically, you may click on the plan or policy name to connect to the document posted on each agency's website.
- The final three pages are **citations** from the adopted plans and policies referenced in the summary, organized by each agency: Berkeley, El Cerrito, and BART.

Prepared November 2022

Intersection of Future Visions – Summary 1 of 2

Vision Statement	Berkeley Adopted Plans	El Cerrito Adopted Plans	BART Adopted Policies
Build high-density housing for all income levels near BART stations	**General Plan** Housing Policy H-1 Housing Policy H-12 Land Use Policy LU-25 **Climate Action Plan** Sustainable Transportation & Land Use Goal 1 Sustainable Transportation & Land Use Goal 1, Policy A **Adeline Corridor Specific Plan** Policy 3.7	**Climate Action Plan** Sustainability Community Goal 1 **Economic Development Action Plan** Goal 1, Strategy B Goal 1, Strategy G **San Pablo Avenue Specific Plan** (2014) Goal B, Strategy 1 Goal E, Strategy 7	**TOD Policy** Strategy B **TOD Policy Performance Measures and Targets** Performance Measure F1 Performance Measure F2
Reduce driving and parking demand	**General Plan** Transportation Objective 2 **Climate Action Plan** Sustainable Transportation & Land Use Goal 3 Sustainable Transportation & Land Use Goal 4 Policy A **Adeline Corridor Specific Plan** Policy 6.9	**General Plan** Transportation Goal 17 **Climate Action Plan** Sustainable Community Objective SC-1.3 **Economic Development Action Plan** Goal 1, Strategy B, Implementation Task 1 **San Pablo Avenue Specific Plan** (2014) Goal E Strategy 2	**TOD Policy** Strategy C Strategy C-2 BART's Station Access Typology map **Station Access Policy** Goal A-4

Intersection of Future Visions – Summary 2 of 2

Vision Statement	Berkeley Adopted Plans	El Cerrito Adopted Plans	BART Adopted Policies
Prioritize investments in Complete Streets	General Plan: Transportation Policy T-4 Pedestrian Plan: Table 7 Bicycle Plan: Appendix E, Table 8 Adeline Corridor Specific Plan: Policy 6.7	Active Transportation Plan: Policy 5-1, Appendix H Climate Action Plan: Sustainable Community Goal 3 San Pablo Avenue Specific Plan (2014): Complete Streets Goal CS.5	Station Access Policy: Goal A-3, Goal B
Ensure a mobility network for people of all abilities, ages, and income levels	General Plan: Transportation Policy T-49 Pedestrian Plan: Second Goal Strategic Transportation Plan: Goal 4 Adeline Corridor Specific Plan: Transportation Strategic Goal	Active Transportation Plan: Goal 2 San Pablo Avenue Specific Plan (2014): Complete Streets Chapter, Vision and Overarching Framework, Section 3.02	Station Access Policy: Goal A-1, Goal E

Intersection of Future Visions – Citations from the City of Berkeley's Adopted Plans

Adeline Corridor Specific Plan

Policy 3.7

"Future development within the Ashby BART subarea shall provide public space, community-oriented facilities, and affordable housing, consistent with objectives, parameters, and process outlined in the Adeline Corridor Specific Plan."

Transportation Strategic Goal

"The City of Berkeley will provide safe, equitable transportation options that meet the mobility needs of all residents, regardless of age, means, and abilities, and that further the attainment of the City's greenhouse gas emission reduction goals."

Policy 6.7

"Bus and shuttle transit: Work closely with AC Transit to support continued and improved bus transit and shuttle service along the Adeline corridor."

Policy 6.9

"Parking and Transportation Demand Management: Implement innovative strategies that make efficient use of existing parking resources while reducing demand for additional parking."

Bicycle Plan

Appendix E, Table 8

Identifies Tier 1 projects to upgrade or install bikeways and improve intersections near North Berkeley BART on California St, Hopkins St, the Ohlone Greenway, and San Pablo Ave; and near Ashby BART on Adeline St, Prince St, Russell St, and Shattuck Ave.

General Plan

Housing Policy H-1

"Extremely low, very low, and moderate-income housing: Increase the number of housing units affordable to Berkeley residents with lower income levels."

Housing Policy H-12

"Transit-oriented new construction: Encourage construction of new medium and high-density housing on major transit corridors and in proximity to transit stations…"

Land Use Policy LU-25

"Affordable housing development: Encourage development of affordable housing in the Downtown Plan area, the Southside Plan area, and other transit-oriented locations."

Transportation Objective 2

"Reduce automobile use and vehicle miles traveled in Berkeley, and the related impacts, by providing and advocating for transportation alternatives and subsidies that facilitate voluntary decisions to drive less."

Transportation Policy T-4

"Transit-First Policy: Give priority to alternative transportation and transit over single-occupant vehicles on Transit Routes identified on the Transit Network Map."

Transportation Policy T-49

"Disabled Access: Improve pedestrian access for the entire disabled community."

Climate Action Plan

Sustainable Transportation & Land Use Goal 1

"Increase density along transit corridors."

Sustainable Transportation & Land Use Goal 1, Policy A

"Encourage the development of housing (including affordable housing), retail services, and employment centers in areas of Berkeley best served by transit."

Sustainable Transportation & Land Use Goal 3

"Manage parking more effectively to minimize driving demand and to encourage and support alternatives to driving."

Sustainable Transportation & Land Use Goal 4 Policy A

"Create additional strategic fees/taxes to build revenue for transportation demand management (TDM) efforts and to further discourage driving alone."

Pedestrian Plan

Second Goal

"Increase equity and transportation choices for all."

Table 7

Identifies high-priority projects to improve walkways and intersections near **Ashby BART** on Adeline St, Ashby Ave, Martin Luther King Jr Wy, Shattuck Ave, and Alcatraz Ave; and near **North Berkeley BART** on University Ave.

Strategic Transportation Plan

Goal 4

"Increase transportation choices for disadvantaged communities."

Intersection of Future Visions – Citations from the City of El Cerrito's Adopted Plans

Active Transportation Plan

Goal 2

"Implement a well-connected active transportation system to attract users of all ages and abilities."

Policy 5-1

"Ensure that the bicycle system serves transit stops and stations; ensure that pedestrian crossing desire lines are met at transit stops; and ensure that continuous, accessible pedestrian routes are provided."

Appendix H

High-priority projects to improve walkways, bikeways, and intersections near El Cerrito Plaza BART on Central Ave, Cerrito Creek Trail, Fairmont Ave, the Ohlone Greenway, and San Pablo Avenue.

Climate Action Plan

Sustainability Community Goal 1

"Encourage more compact, higher density infill development along transportation corridors to reduce vehicle miles traveled in El Cerrito and beyond."

Sustainable Community Objective SC-1.3

"Develop a parking demand management strategy to encourage high density development and alternatives to driving."

Sustainable Community Goal 3

"Continue to invest in infrastructure that invites people to walk, bike, and take transit more in El Cerrito."

Economic Development Action Plan

Goal 1, Strategy B

"Maximize transit-oriented development (TOD) including higher density residential in-fill development close to existing infrastructure (BART, AC Transit, and Ohlone Greenway) to improve air and water quality and protect natural resources, through increased walkability and reduced auto use."

Goal 1, Strategy B, Implementation Task 1

"Support reduced parking in new development by creating parking programs, expanding bike- and car-share programs, and providing data on current parking ratios."

Goal 1, Strategy G

"Determine goals for inclusion of affordable/ workforce housing, and resources available to create affordability in mixed-income projects."

General Plan

Transportation Goal 17

"… Reduce the percentage of trips made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes…"

San Pablo Avenue Specific Plan (2014)*

Goal B, Strategy 1

"Maximize TOD potential (BART and AC Transit)."

Goal E, Strategy 2

"Reduce parking requirements to encourage transit use and reduce reliance on the private automobile."

Goal E Strategy 7

"Increase the supply, diversity, and affordability of housing in proximity to existing or planned transportation investments."

Complete Streets Chapter, Vision and Overarching Framework, Section 3.02

"The Complete Streets Plan aims to develop a consistent set of objectives, policies, and implementation measures to provide a well-connected, safe, and convenient multimodal network for users of all ages and abilities and support the goals of this Specific Plan."

Complete Streets Goal CS.5

"Optimize upcoming investments by encouraging sidewalk widening in concert with new project enhancements, increased transit efficiency, bike facility installations, and/or enhanced landscaping that improves the overall streetscape environment."

* As of November 2022, the San Pablo Avenue Specific Plan was being updated and city council adoption was expected in early 2023.

Intersection of Future Visions – Citations from BART's Adopted Policies

Transit-Oriented Development Policy

Strategy B

"Support Transit-Oriented Districts."

Strategy C

"Increase sustainable transportation choices using best practices in land use and urban design."

Strategy C-2

"Ensure that combined TOD/parking/access improvements on and around each BART station encourage net new BART ridership, utilizing corridor-level, shared, and off-site approaches to parking replacement as appropriate… strive for no or limited parking replacement at "Urban with Parking" Stations…" (as defined in BART's Station Access Typology map, found at https://www.bart.gov/about/planning/policies)

Transit-Oriented Development Policy Performance Measures and Targets

Targets for Performance Measures F1 and F2

By 2040, BART will have built 7,000 affordable homes on its land, representing 35% of its entire housing portfolio.

Station Access Policy

Goal A-1

"Ensure safe access for all users of the BART system, including those with disabilities."

Goal A-3

"Prioritize the most sustainable access modes, with a focus on the lowest greenhouse gas and pollutant emissions per trip."

Goal A-4

"Reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers."

Goal B

"More Riders: Invest in station access to connect more riders cost-effectively, especially where and when BART has available capacity."

Goal E

"Equitable Services: Invest in access choices for all riders, particularly those with the fewest choices."

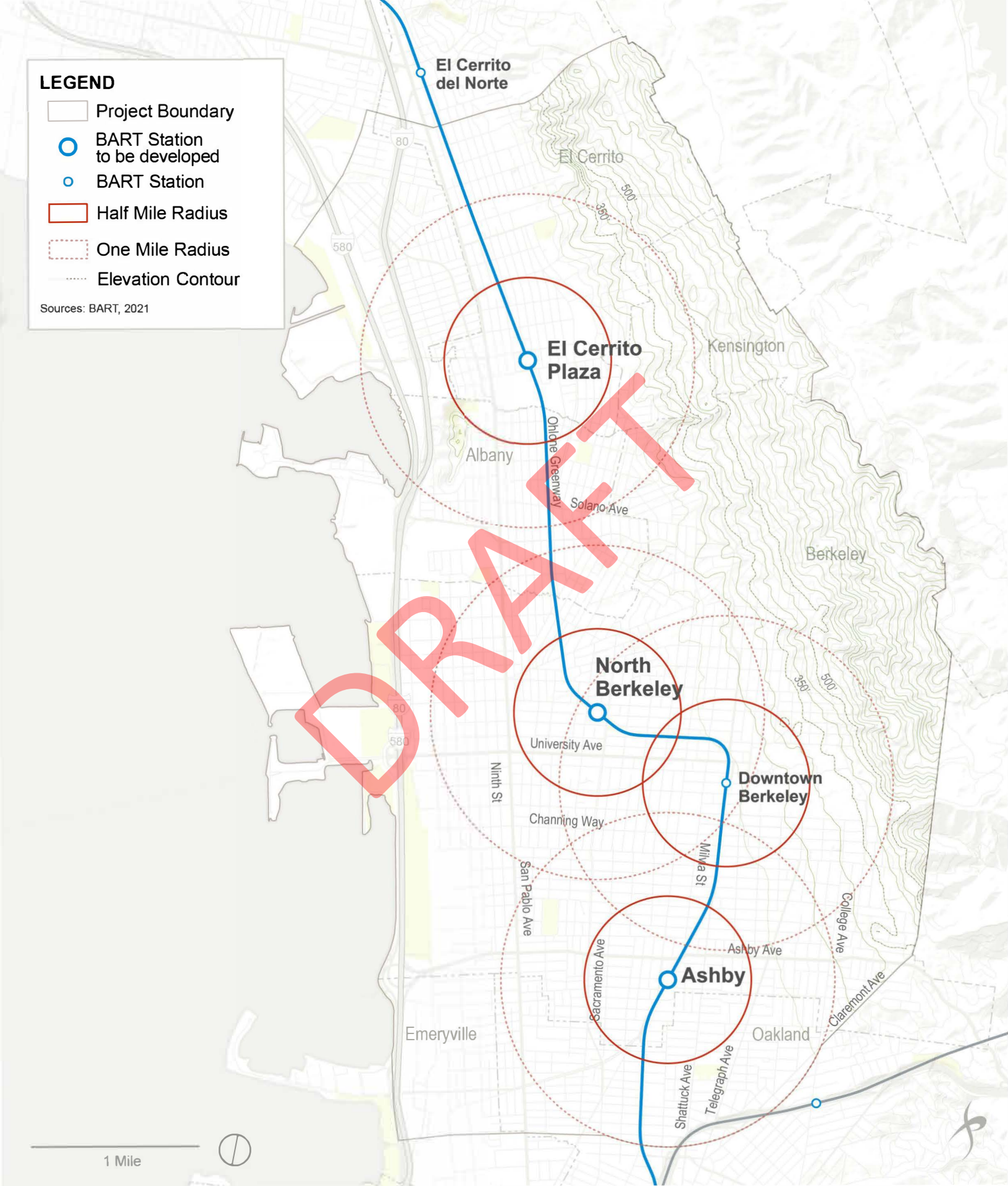
BART Station Access Typology

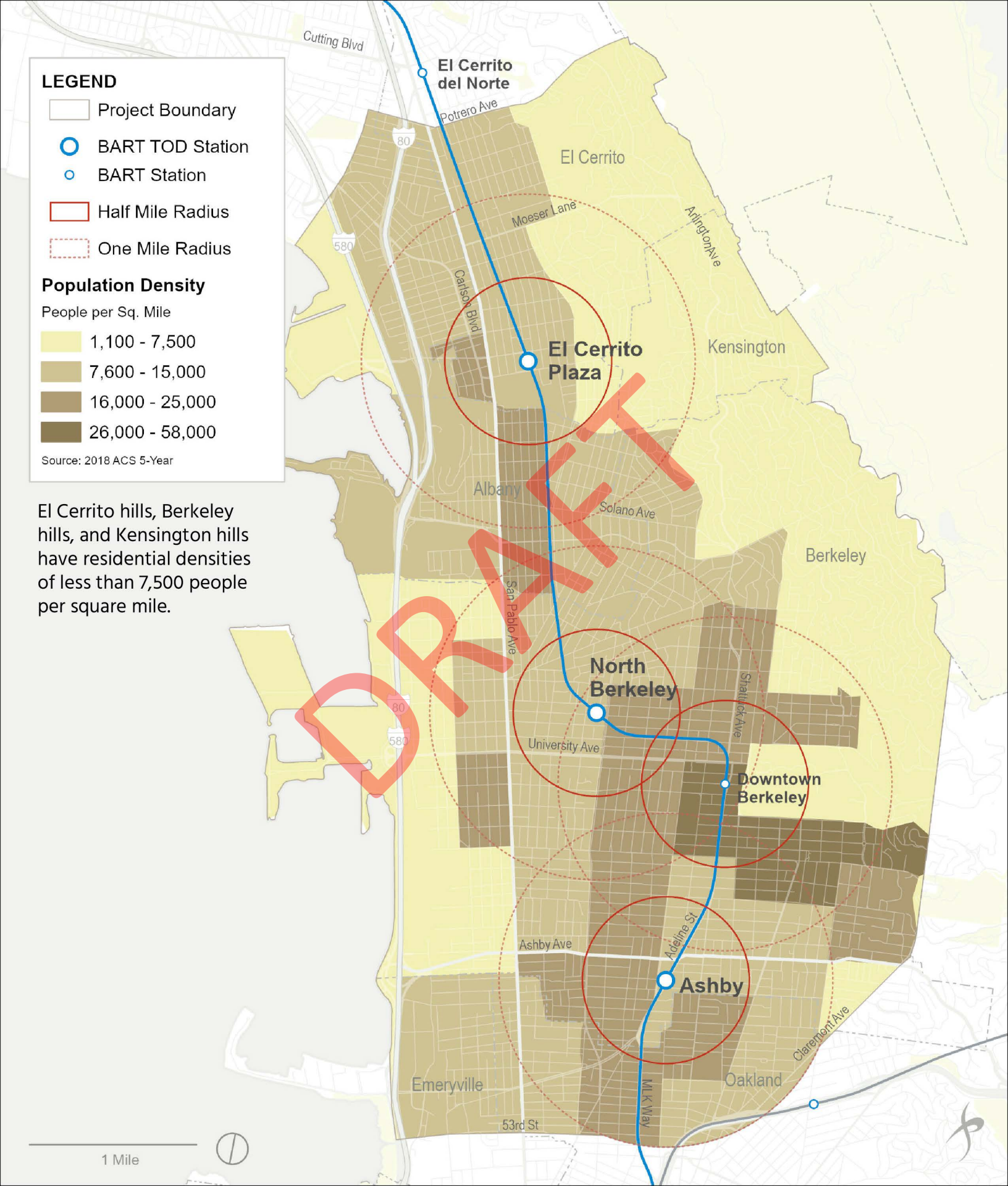
Funded by the California Department of Transportation and the Federal Transit Administration

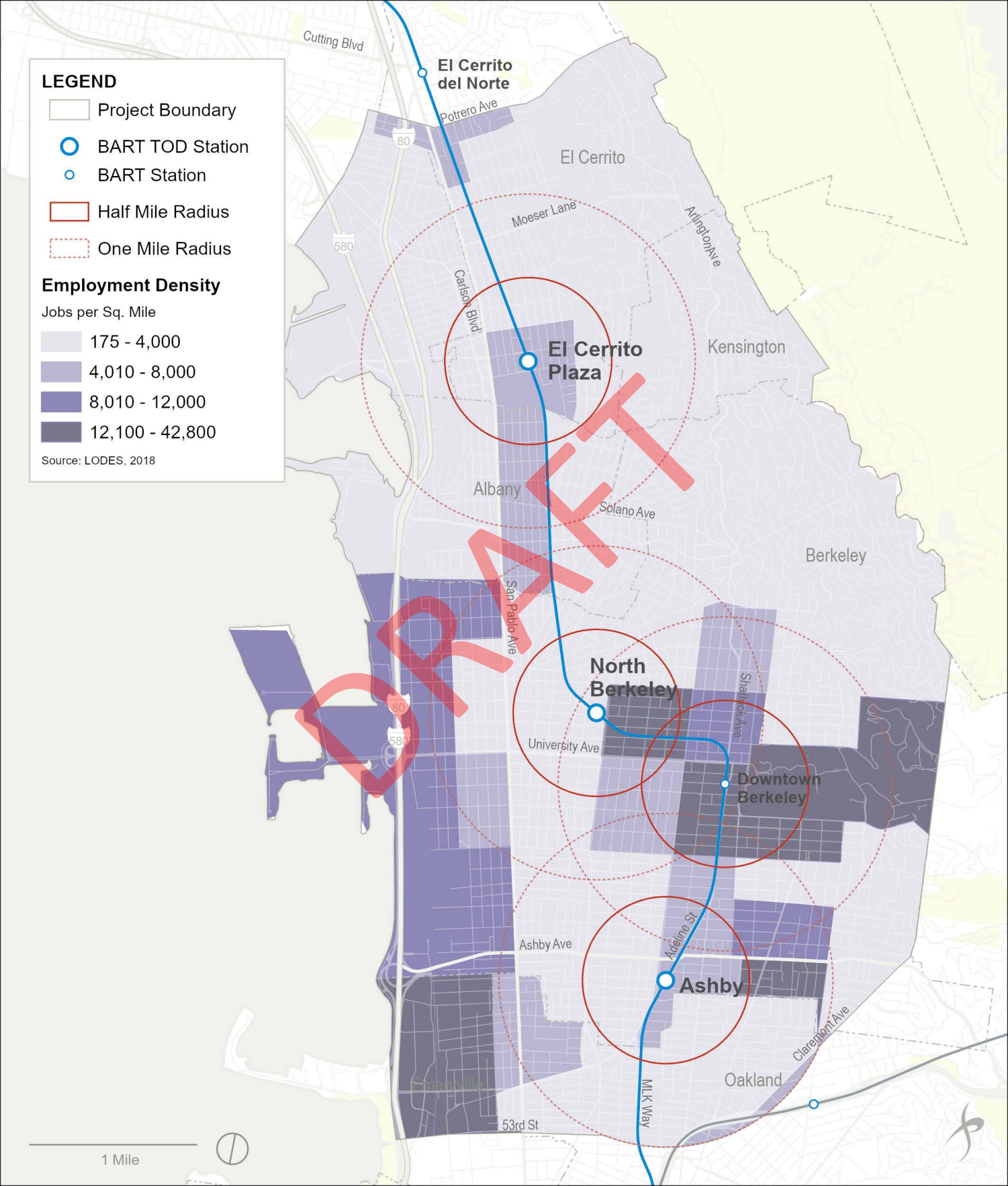
Appendix B:
Existing Conditions Maps

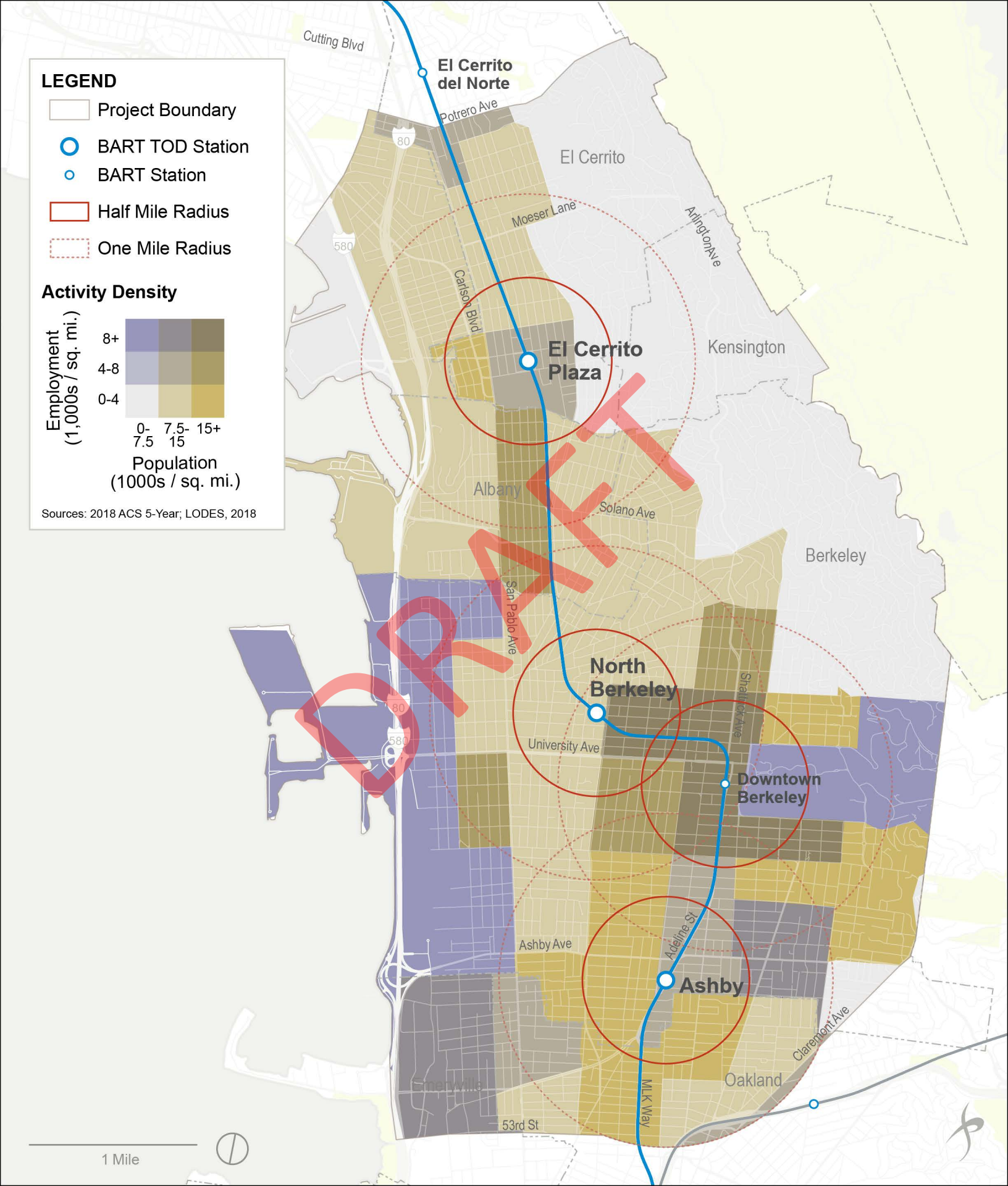
The following existing conditions maps are included in this Appendix B:

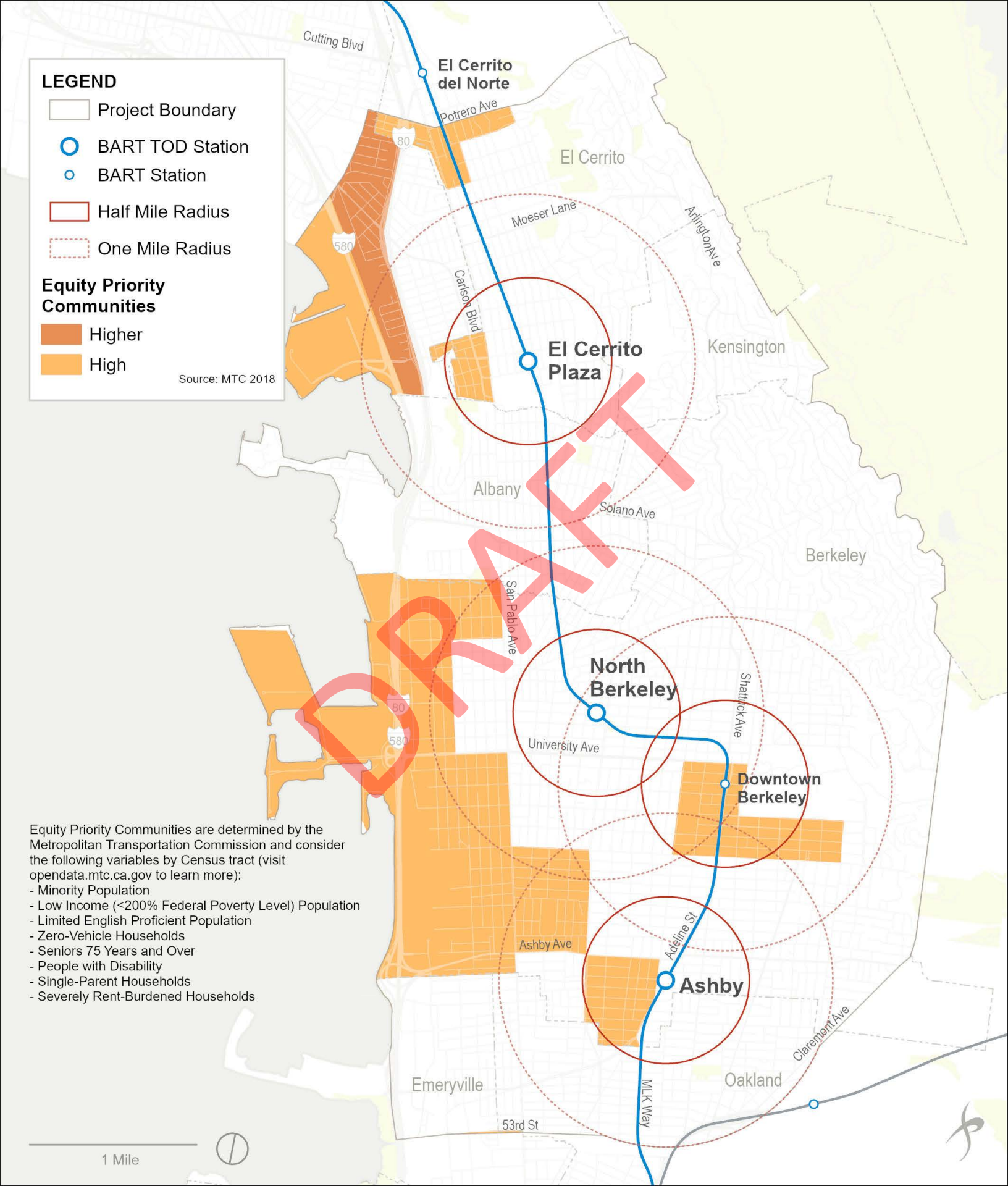
1. Basemap
2. Population Density
3. Employment Density
4. Activity Density
5. Equity Priority Communities
6. Population with a Disability
7. Poverty Level
8. Race/Ethnicity
9. Zero Vehicle Households
10. Employment Centers
11. Land Use
12. Bikeways
13. Transit

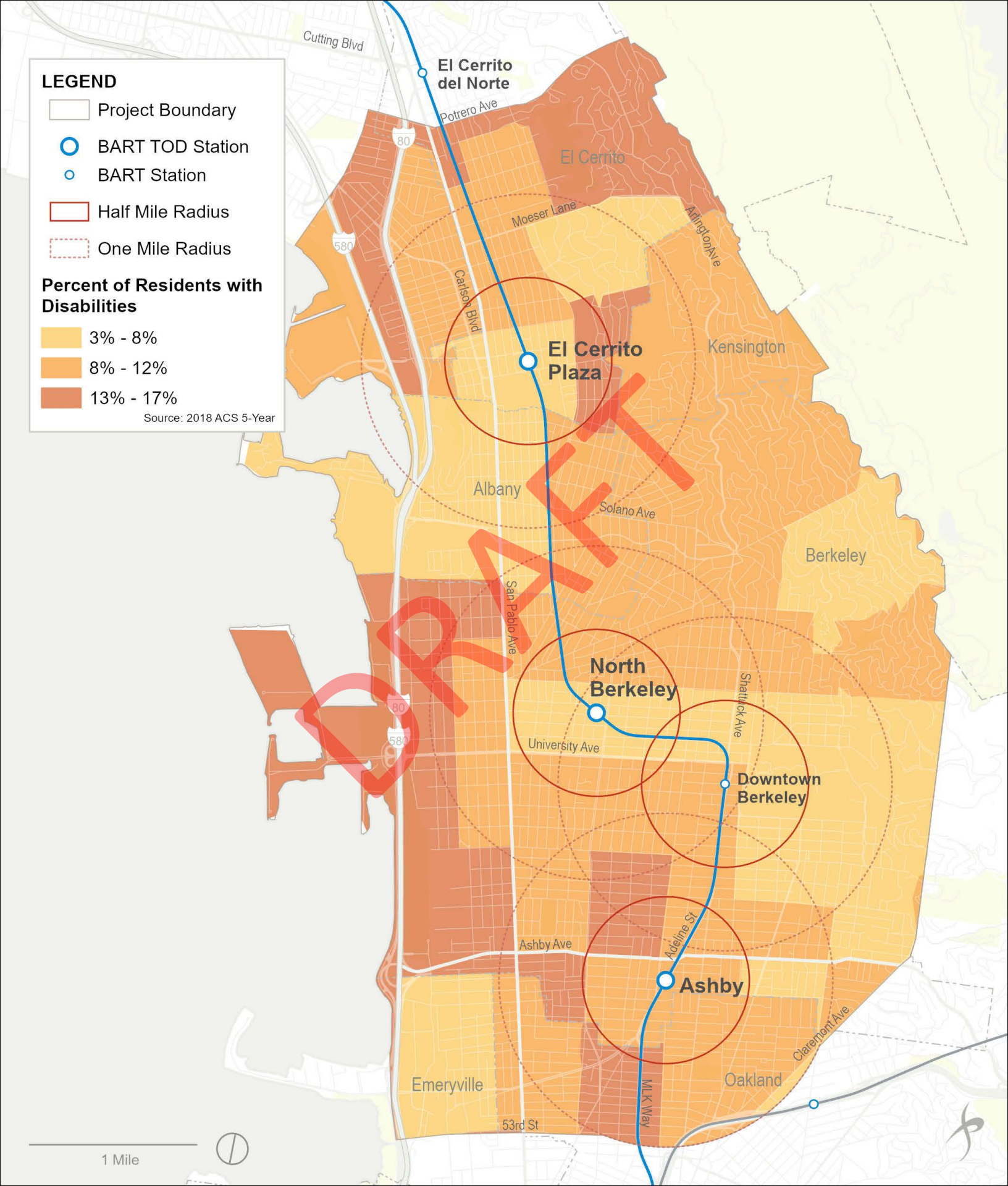

LEGEND
Project Boundary
BART Station to be developed
BART Station
Half Mile Radius
One Mile Radius
Elevation Contour
Sources: BART, 2021
El Cerrito del Norte
El Cerrito Plaza
North Berkeley
Downtown Berkeley
Ashby
El Cerrito
Kensington
Albany
Berkeley
Emeryville
Oakland
Ohlone Greenway
Solano Ave
University Ave
Ninth St
Channing Way
San Pablo Ave
Milvia St
Sacramento Ave
Ashby Ave
College Ave
Claremont Ave
Shattuck Ave
Telegraph Ave
80
580
500'
350'
1 Mile
DRAFT

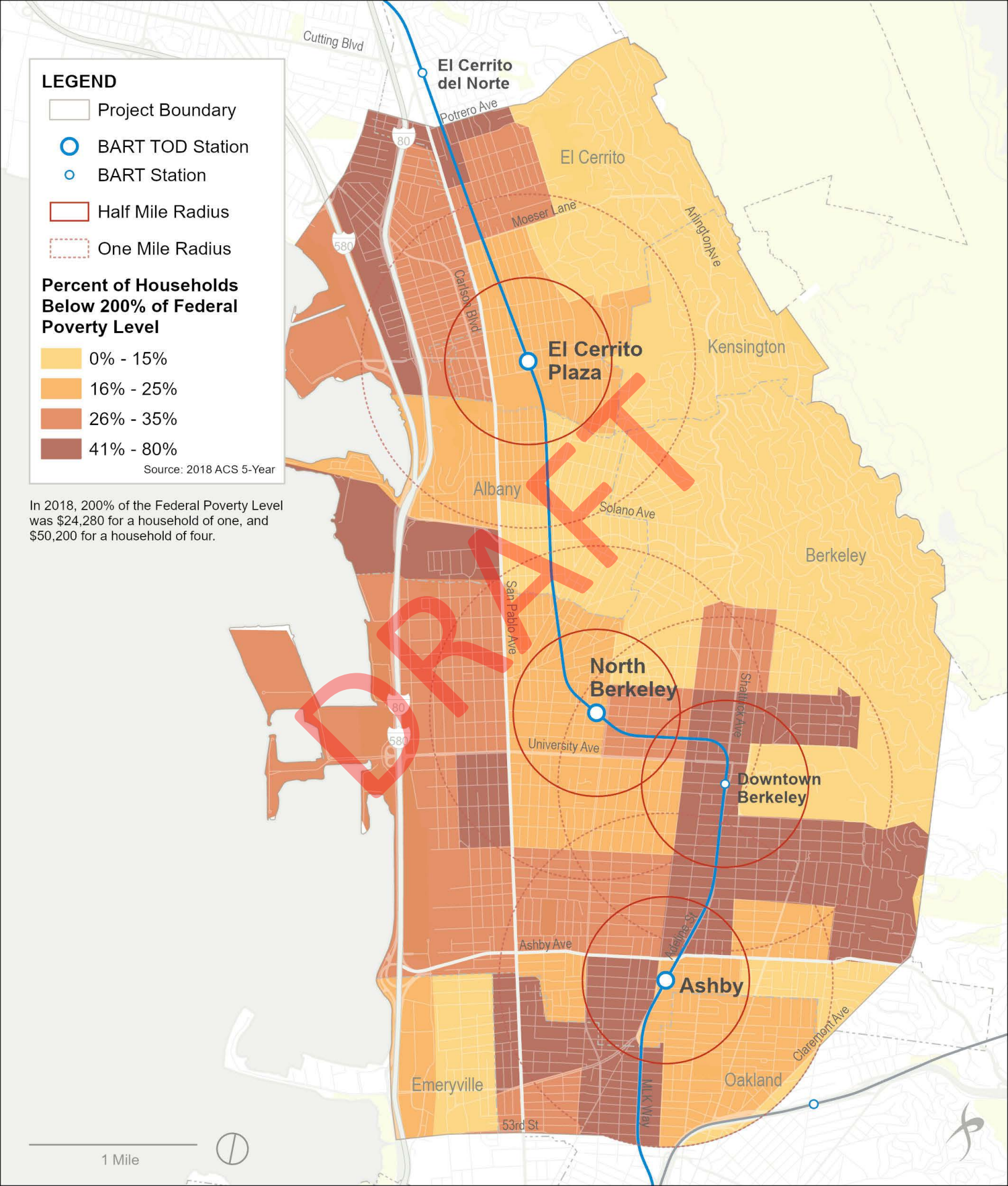

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Population Density
People per Sq. Mile
1,100 - 7,500
7,600 - 15,000
16,000 - 25,000
26,000 - 58,000
Source: 2018 ACS 5-Year
El Cerrito hills, Berkeley hills, and Kensington hills have residential densities of less than 7,500 people per square mile.
DRAFT
Cutting Blvd
El Cerrito del Norte
Potrero Ave
El Cerrito
Moeser Lane
Arlington Ave
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Ashby Ave
Adeline St
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
80
580
1 Mile

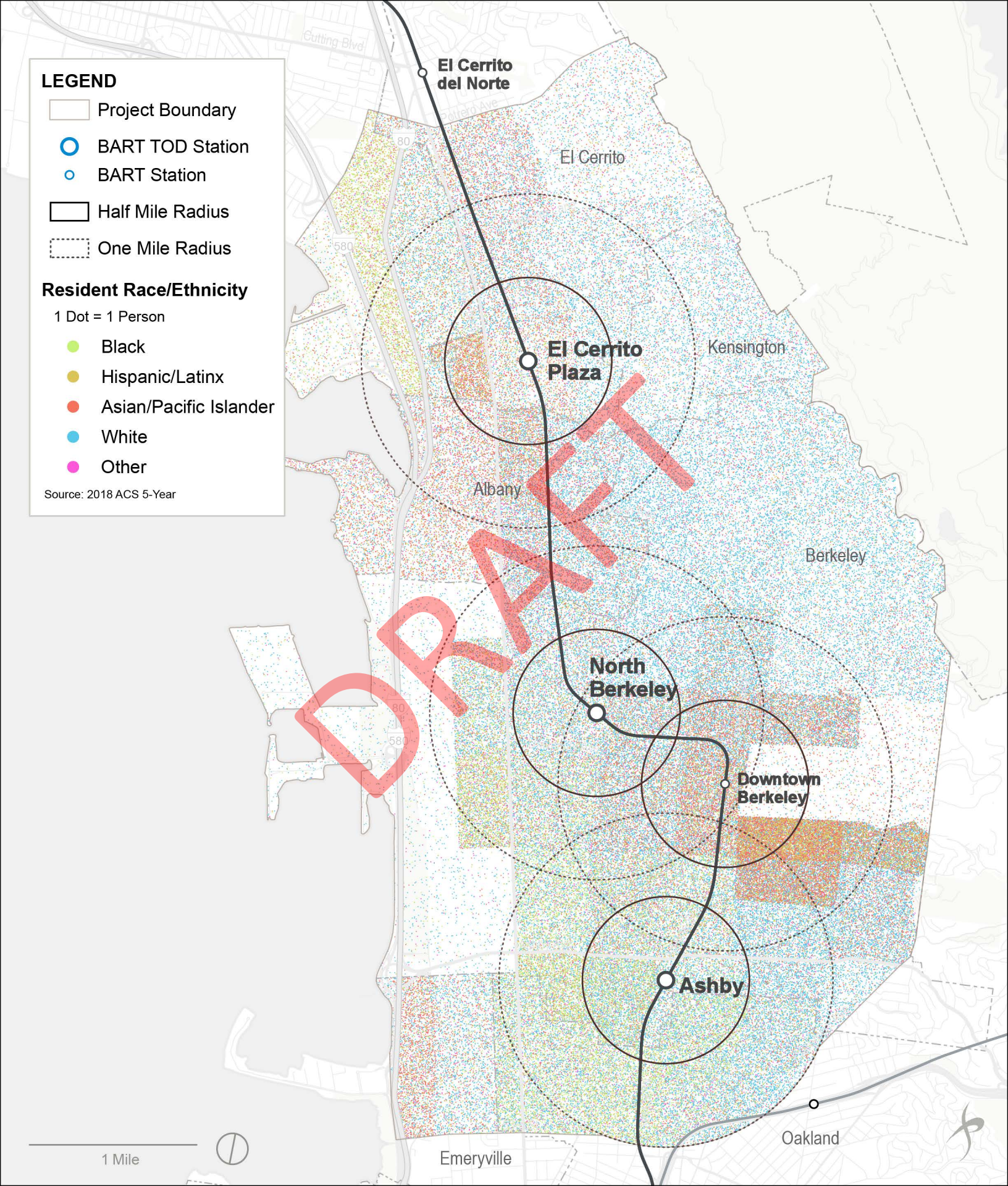

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Employment Density
Jobs per Sq. Mile
175 - 4,000
4,010 - 8,000
8,010 - 12,000
12,100 - 42,800
Source: LODES, 2018
Cutting Blvd
El Cerrito del Norte
Potrero Ave
80
El Cerrito
Moeser Lane
Arlington Ave
580
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
University Ave
Shattuck Ave
Downtown Berkeley
Ashby Ave
Adeline St
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
1 Mile
DRAFT

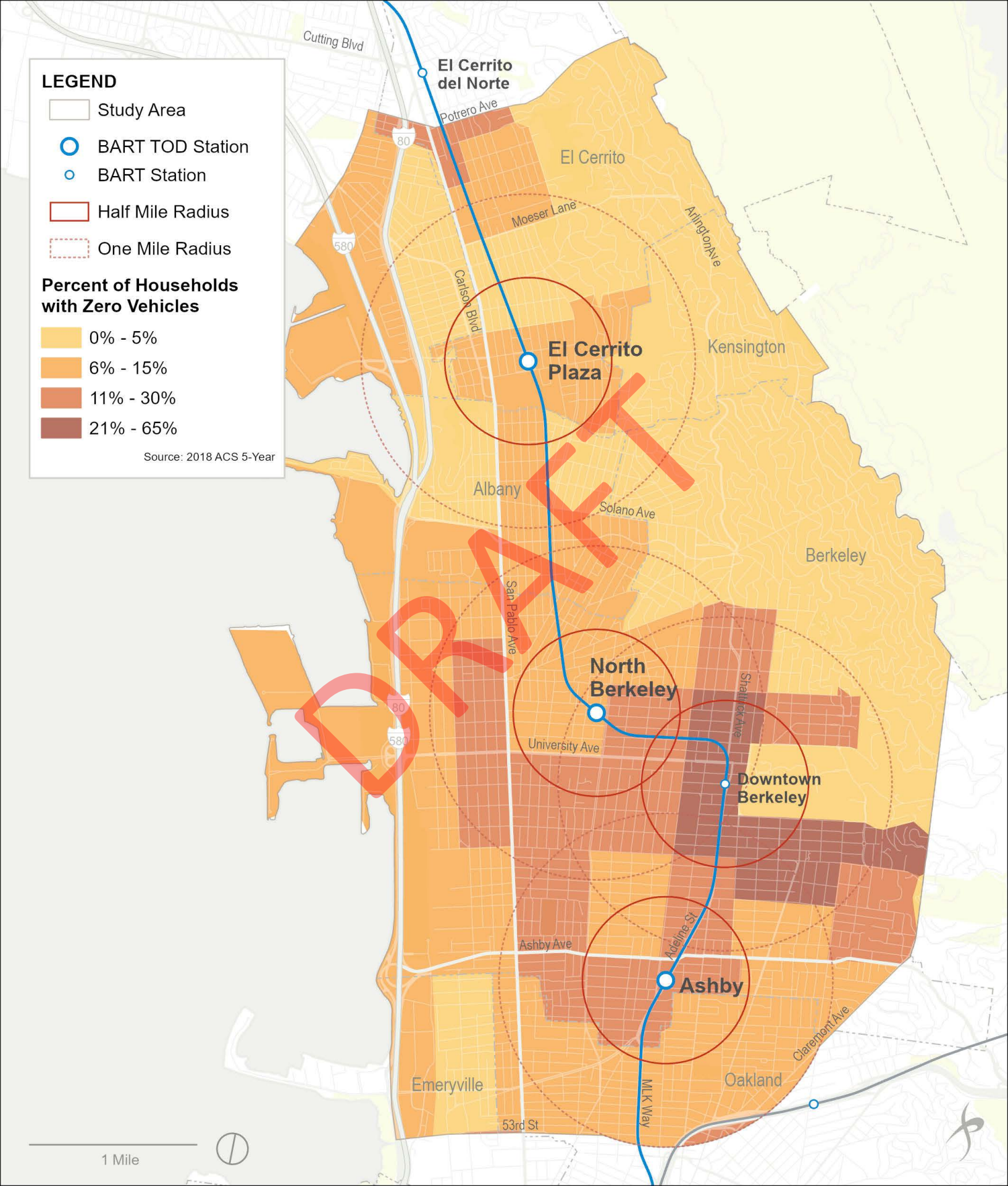

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Activity Density
Employment (1,000s / sq. mi.)
8+
4-8
0-4
0-7.5
7.5-15
15+
Population (1000s / sq. mi.)
Sources: 2018 ACS 5-Year; LODES, 2018
DRAFT
Cutting Blvd
El Cerrito del Norte
Potrero Ave
El Cerrito
Moeser Lane
Arlington Ave
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Ashby Ave
Adeline St
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
80
580
1 Mile

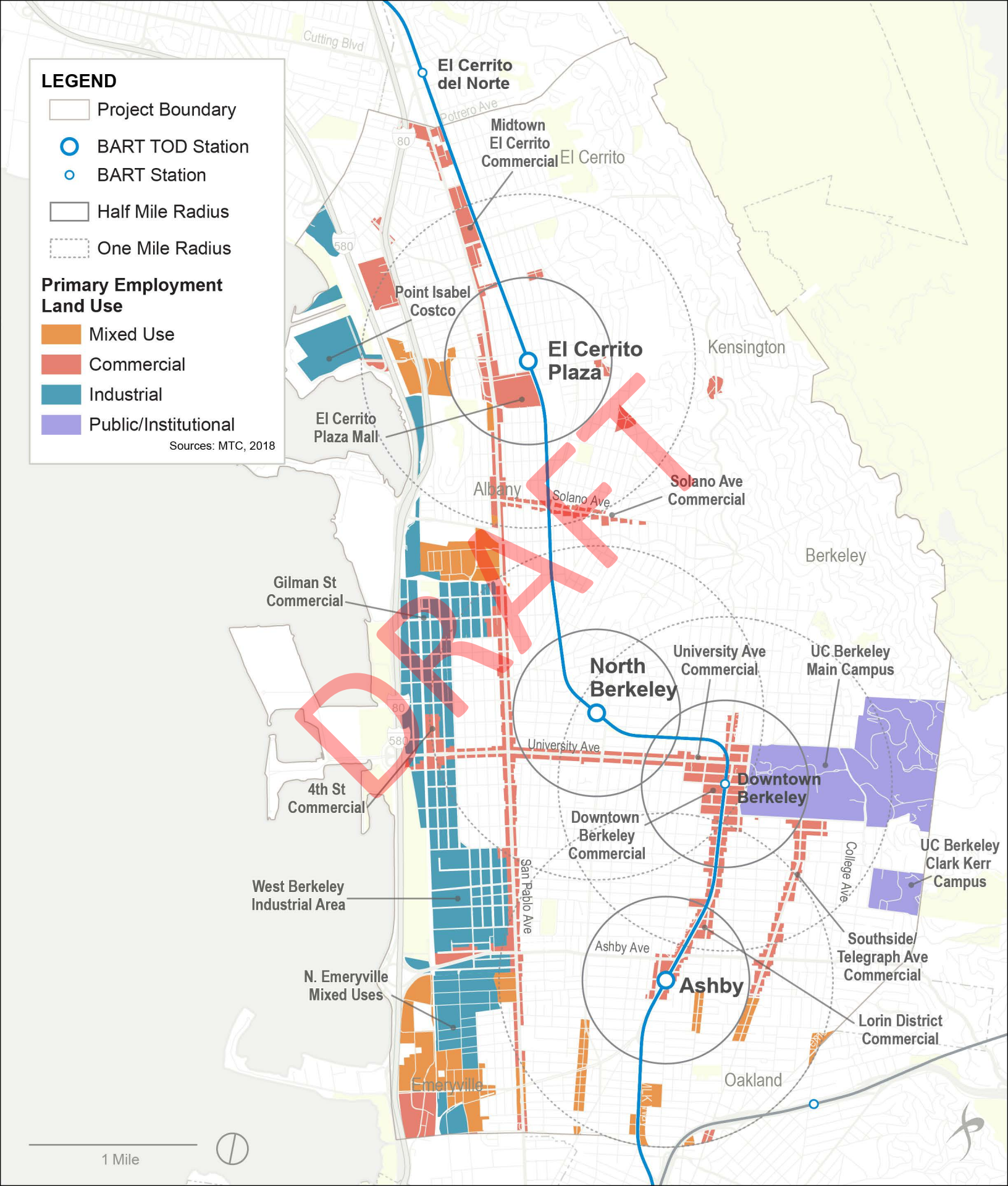

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Equity Priority Communities
Higher
High
Source: MTC 2018
Cutting Blvd
El Cerrito del Norte
Potrero Ave
80
El Cerrito
Moeser Lane
Arlington Ave
580
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Ashby Ave
Adeline St
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
1 Mile
DRAFT
Equity Priority Communities are determined by the Metropolitan Transportation Commission and consider the following variables by Census tract (visit opendata.mtc.ca.gov to learn more):
- Minority Population
- Low Income (<200% Federal Poverty Level) Population
- Limited English Proficient Population
- Zero-Vehicle Households
- Seniors 75 Years and Over
- People with Disability
- Single-Parent Households
- Severely Rent-Burdened Households

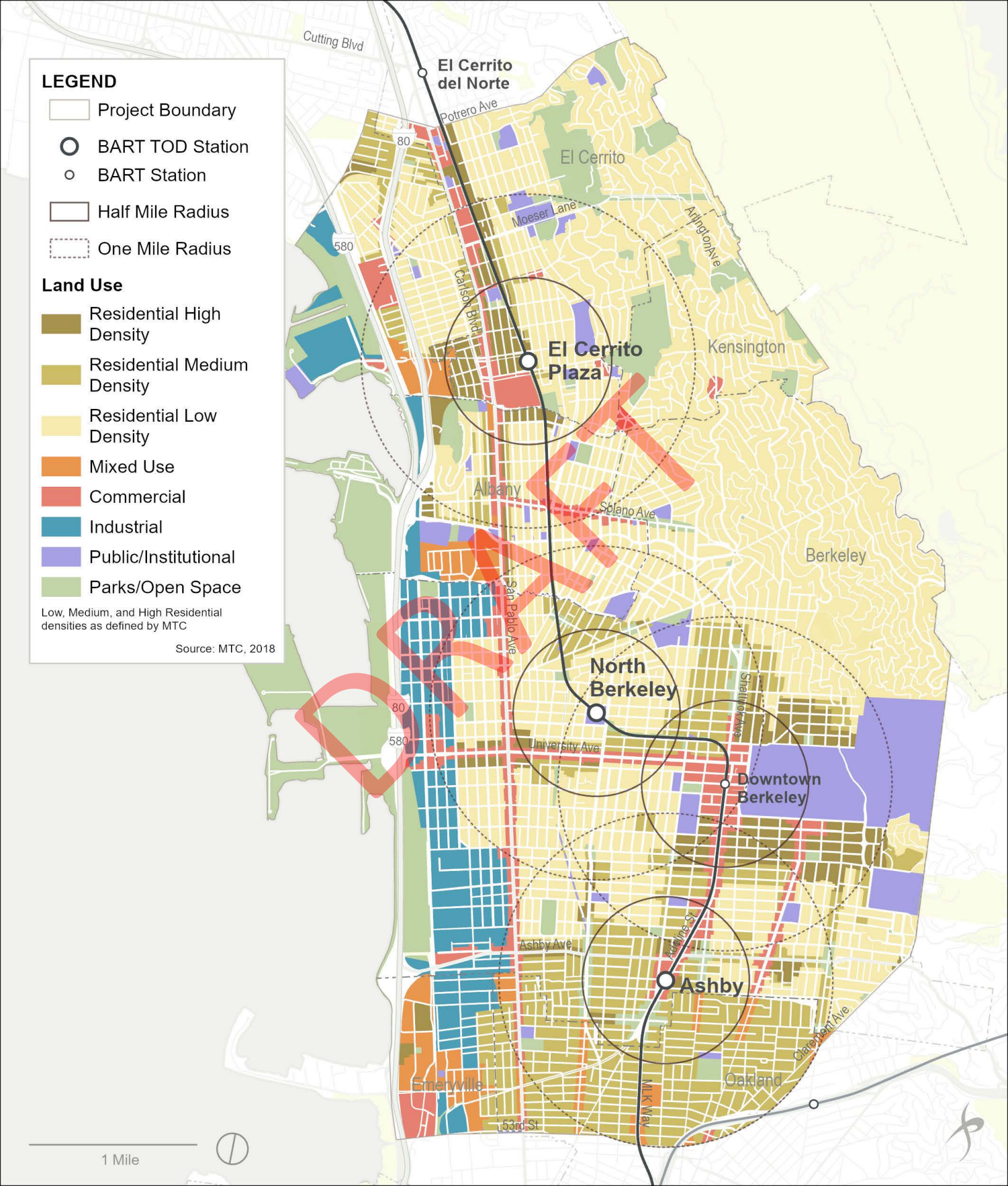

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Percent of Residents with Disabilities
3% - 8%
8% - 12%
13% - 17%
Source: 2018 ACS 5-Year
DRAFT
Cutting Blvd
El Cerrito del Norte
Potrero Ave
El Cerrito
Moeser Lane
Arlington Ave
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Ashby Ave
Adeline St
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
80
580
1 Mile

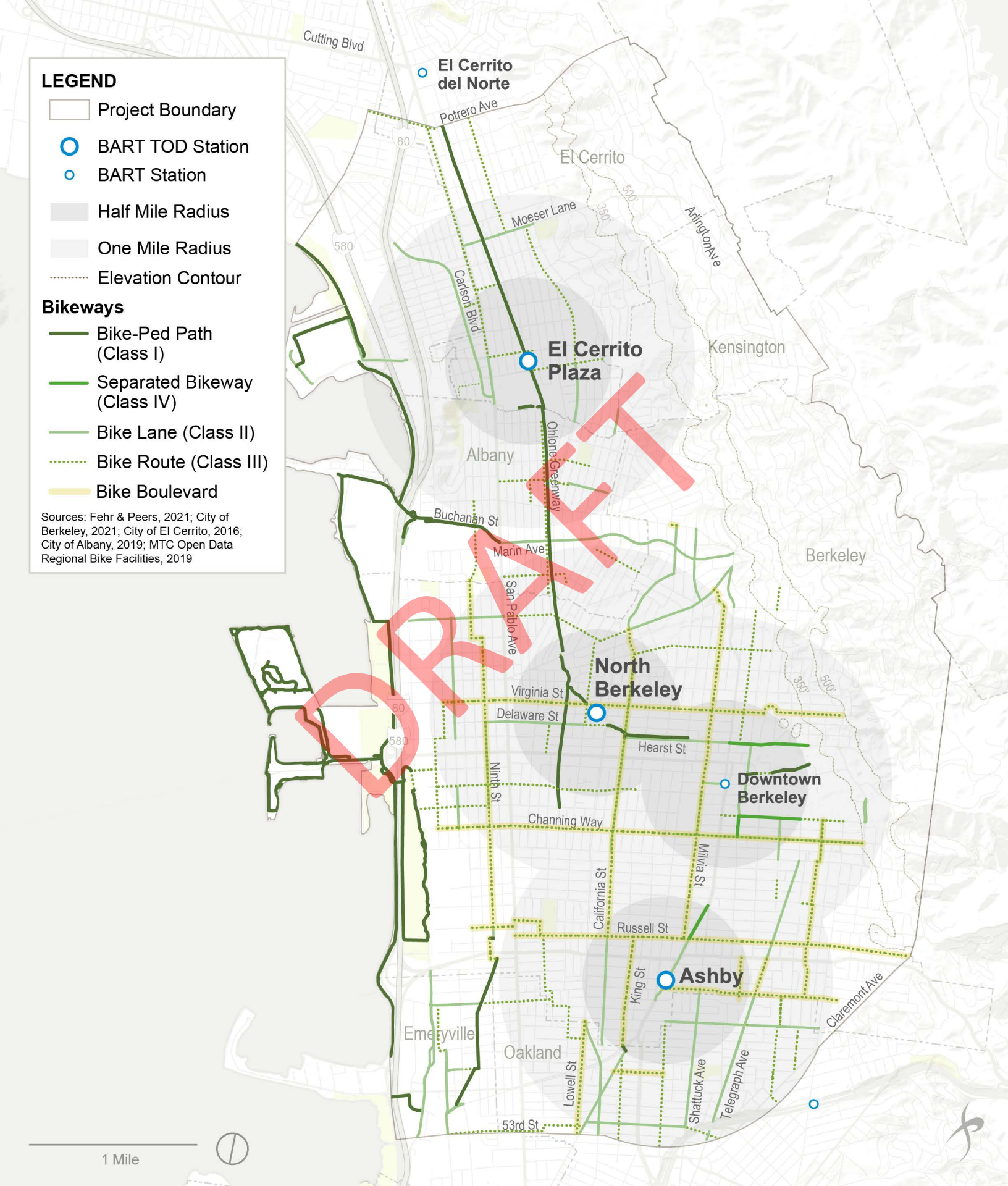

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Percent of Households Below 200% of Federal Poverty Level
0% - 15%
16% - 25%
26% - 35%
41% - 80%
Source: 2018 ACS 5-Year
In 2018, 200% of the Federal Poverty Level was $24,280 for a household of one, and $50,200 for a household of four.
DRAFT
Cutting Blvd
El Cerrito del Norte
Potrero Ave
El Cerrito
Moeser Lane
Arlington Ave
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Ashby Ave
Telegraph Ave
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
80
580
1 Mile

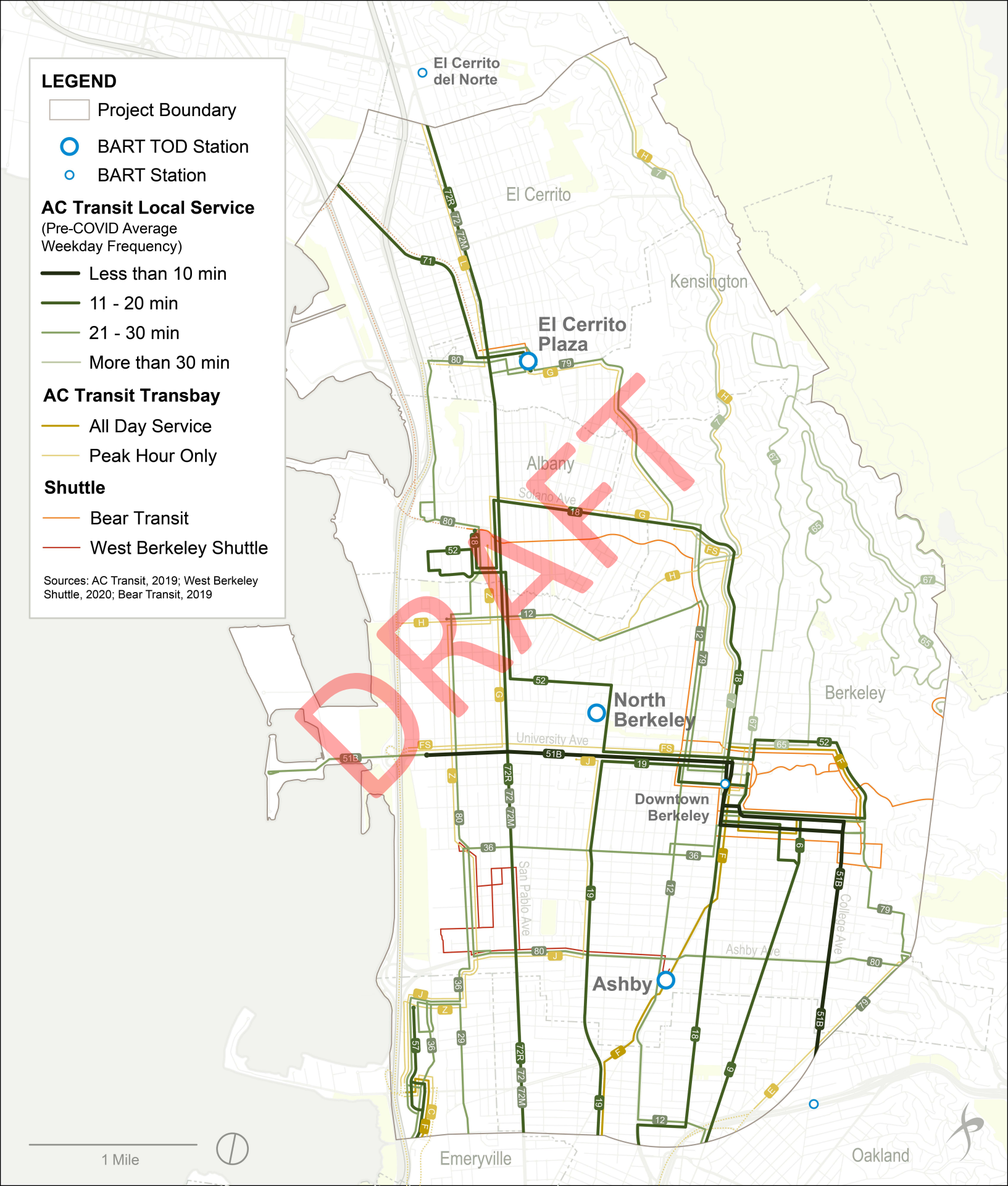

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Resident Race/Ethnicity
1 Dot = 1 Person
Black
Hispanic/Latinx
Asian/Pacific Islander
White
Other
Source: 2018 ACS 5-Year
El Cerrito del Norte
El Cerrito Plaza
North Berkeley
Downtown Berkeley
Ashby
El Cerrito
Kensington
Albany
Berkeley
Emeryville
Oakland
Cutting Blvd
Solano Ave
80
580
DRAFT
1 Mile


LEGEND
Study Area
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Percent of Households with Zero Vehicles
0% - 5%
6% - 15%
11% - 30%
21% - 65%
Source: 2018 ACS 5-Year
DRAFT
Cutting Blvd
El Cerrito del Norte
Potrero Ave
El Cerrito
Moeser Lane
Arlington Ave
Carlson Blvd
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Adeline St
Ashby Ave
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
80
580
1 Mile


LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Primary Employment Land Use
Mixed Use
Commercial
Industrial
Public/Institutional
Sources: MTC, 2018
DRAFT
El Cerrito del Norte
Midtown El Cerrito Commercial
El Cerrito
Point Isabel Costco
El Cerrito Plaza
Kensington
El Cerrito Plaza Mall
Albany
Solano Ave
Solano Ave Commercial
Berkeley
Gilman St Commercial
North Berkeley
University Ave Commercial
UC Berkeley Main Campus
University Ave
Downtown Berkeley
4th St Commercial
Downtown Berkeley Commercial
College Ave
UC Berkeley Clark Kerr Campus
West Berkeley Industrial Area
San Pablo Ave
Ashby Ave
Southside/ Telegraph Ave Commercial
N. Emeryville Mixed Uses
Ashby
Lorin District Commercial
Emeryville
Oakland
1 Mile


LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Land Use
Residential High Density
Residential Medium Density
Residential Low Density
Mixed Use
Commercial
Industrial
Public/Institutional
Parks/Open Space
Low, Medium, and High Residential densities as defined by MTC
Source: MTC, 2018
DRAFT
Cutting Blvd
El Cerrito del Norte
Potrero Ave
80
El Cerrito
Moeser Lane
580
Carlson Blvd
Arlington Ave
El Cerrito Plaza
Kensington
Albany
Solano Ave
Berkeley
San Pablo Ave
North Berkeley
Shattuck Ave
University Ave
Downtown Berkeley
Ashby Ave
Adeline St
Ashby
Claremont Ave
Emeryville
Oakland
MLK Way
53rd St
1 Mile

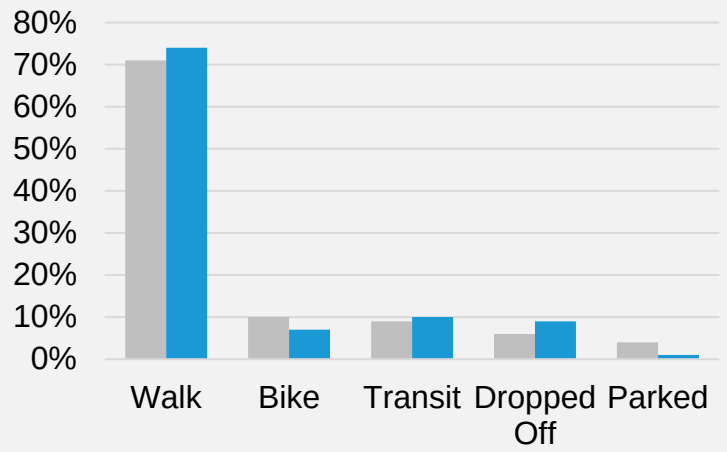

LEGEND
Project Boundary
BART TOD Station
BART Station
Half Mile Radius
One Mile Radius
Elevation Contour
Bikeways
Bike-Ped Path (Class I)
Separated Bikeway (Class IV)
Bike Lane (Class II)
Bike Route (Class III)
Bike Boulevard
Sources: Fehr & Peers, 2021; City of Berkeley, 2021; City of El Cerrito, 2016; City of Albany, 2019; MTC Open Data Regional Bike Facilities, 2019
DRAFT
El Cerrito del Norte
El Cerrito Plaza
North Berkeley
Downtown Berkeley
Ashby
Cutting Blvd
Potrero Ave
Moeser Lane
Carlson Blvd
Arlington Ave
El Cerrito
Kensington
Albany
Ohlone Greenway
Buchanan St
Marin Ave
San Pablo Ave
Berkeley
Virginia St
Delaware St
Hearst St
Ninth St
Channing Way
California St
Milvia St
Russell St
King St
Claremont Ave
Emeryville
Oakland
Lowell St
Shattuck Ave
Telegraph Ave
53rd St
80
580
500
350
1 Mile


LEGEND
Project Boundary
BART TOD Station
BART Station
AC Transit Local Service
(Pre-COVID Average Weekday Frequency)
Less than 10 min
11 - 20 min
21 - 30 min
More than 30 min
AC Transit Transbay
All Day Service
Peak Hour Only
Shuttle
Bear Transit
West Berkeley Shuttle
Sources: AC Transit, 2019; West Berkeley Shuttle, 2020; Bear Transit, 2019
El Cerrito del Norte
El Cerrito
Kensington
El Cerrito Plaza
Albany
Solano Ave
North Berkeley
University Ave
Berkeley
Downtown Berkeley
San Pablo Ave
Ashby Ave
College Ave
Ashby
Emeryville
Oakland
DRAFT
1 Mile

Appendix C: Downtown Berkeley

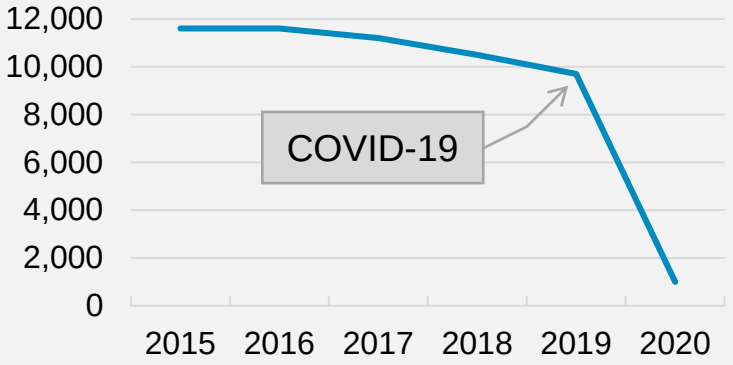
Source (unless noted): BART Station Profile Survey, 2008 & 2015

Station Access

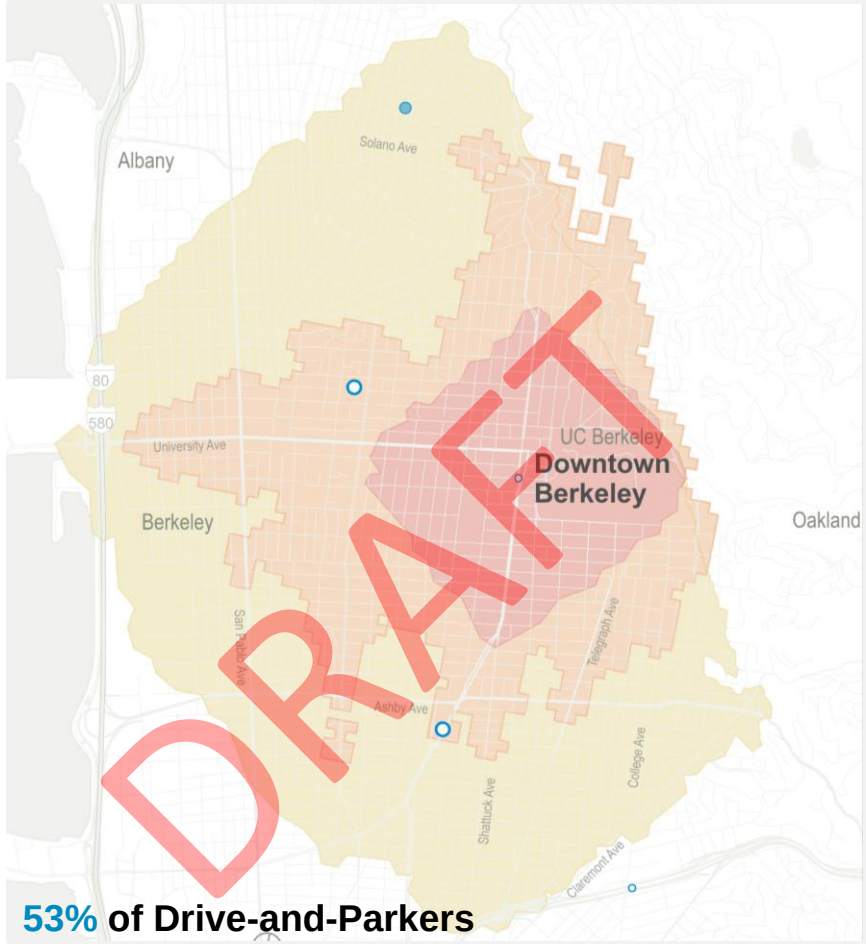


Average Weekday Entries

Source: BART



Less than 30 riders reported driving and parking

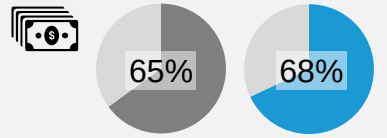


53% of Drive-and-Parkers

live within a 15-min walk, bike, or bus trip

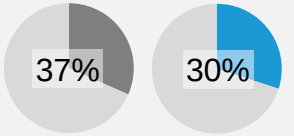
Demographic Profile

Residents Riders

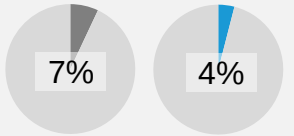


households making less than $75,000

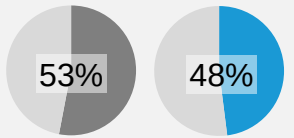
A low-income rider is half as likely to drive and park as a high-income rider.



households that do not have a vehicle



people with a disability



people of color

Source: BART, 2015; ACS 2013-17; Residents are defined as those within a 15-min bike ride (2.2 miles) of Downtown Berkeley station and not closer to another BART station.

Auto Parking at Center Street Garage

720 spaces[1]

- does not fill up[1]

1.6 miles median drive/park distance[2]

Bike Parking

100 rack spaces[3]

326 secured spaces[4]

1. City of Berkeley Center Street Garage, February 2020. 2. BART, 2015 3. BART, Oct 2019 4. BikeHub, 2021.

Access Infographic Description

Downtown Berkeley

The Station Access Graphic compares how people accessed the Downtown Berkeley BART station in 2008 and 2015. Between 2008 and 2015, the share of riders who walked to the station increased from 71% to 74%. To get to the station in 2008, 10% of riders biked, 9% took transit, 6% were dropped off, and 4% drove and parked. In 2015, 7% of riders biked, 10% used transit, 9% were dropped off, and 1% of riders parked.

The Average Weekday Entries graphic displays the number of average weekday entries at the Downtown Berkeley BART station from 2015 to 2020. There is a slight decline from 2015-2019, from 11,600 average weekday entries in 2015, to just under 9,700 weekday entries in 2019. Due to the COVID-19 pandemic, there is a sharp decline from about 9,700 weekday entries in 2019 to about 1,000 in 2020.

The map displays a range in which people can access the Downtown Berkeley BART station within a 15-min walk trip, a 15-min bike trip, and a 15-min transit trip. The area in which riders can access the station within a 15-min bike ride is the largest, followed by bus, and the smallest is walking. About 53% of drive-and park riders live within a 15-min walk, bike, or bus trip from the station.

The Demographic Profile section compares riders at the station with residents living near the station. Residents are defined as those within a 15-min bike ride (or about 2.2 miles) and not closer to another BART station.

- 65% of residents within a 15-min bike ride of Downtown Berkeley live in households that make less than $75,000. 68% of Downtown Berkeley BART riders live in households making less than $75,000. A low-income rider is half as likely to drive and park as a high-income rider.
- 37% of residents within a 15-min bike ride of Downtown Berkeley live in households that do not have a vehicle. 30% of Downtown Berkeley BART riders live in households that do not have a vehicle.
- 7% of residents within a 15-min bike ride of Downtown Berkeley have a disability, while 4% of Downtown Berkeley BART riders have a disability.
- 53% of residents within a 15-min bike ride of Downtown Berkeley are people of color. 48% of Downtown Berkeley BART riders are people of color.

The Auto and Bike Parking sections detail available vehicle and bicycle parking at the station. There are 720 available parking spaces at the City of Berkeley's Center St. garage near the Downtown Berkeley BART station. The garage generally does not fill up, but pre-COVID peak use time at the garage is 12:00PM. For rider that drive and park at the station, the median driving time from the station is 1.6 miles. There are 100 bike rack parking spaces and 326 secured bike parking spaces at Downtown Berkeley BART.

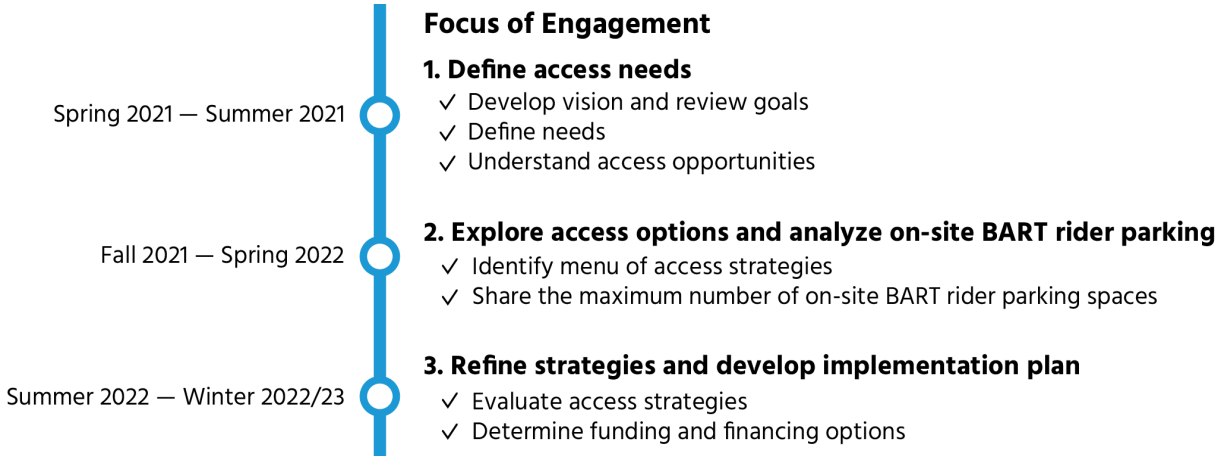
Appendix D. Engagement Summary

This chapter provides a general overview of the public engagement process and feedback received through the Berkeley-El Cerrito Corridor Access Plan (the Plan). Engagement Summaries for April 2021 – August 2021 and September 2021 – May 2022 are attached.

1.1 Engagement Timeline & Methods

Public engagement was divided into three rounds, as shown in **Figure 1**, to align with the project's phases: (1) Define access needs; (2) Explore access options and analyze on-site BART rider parking; and 3) Refine strategies and develop implementation plan.

Figure 1: Rounds of Public Engagement

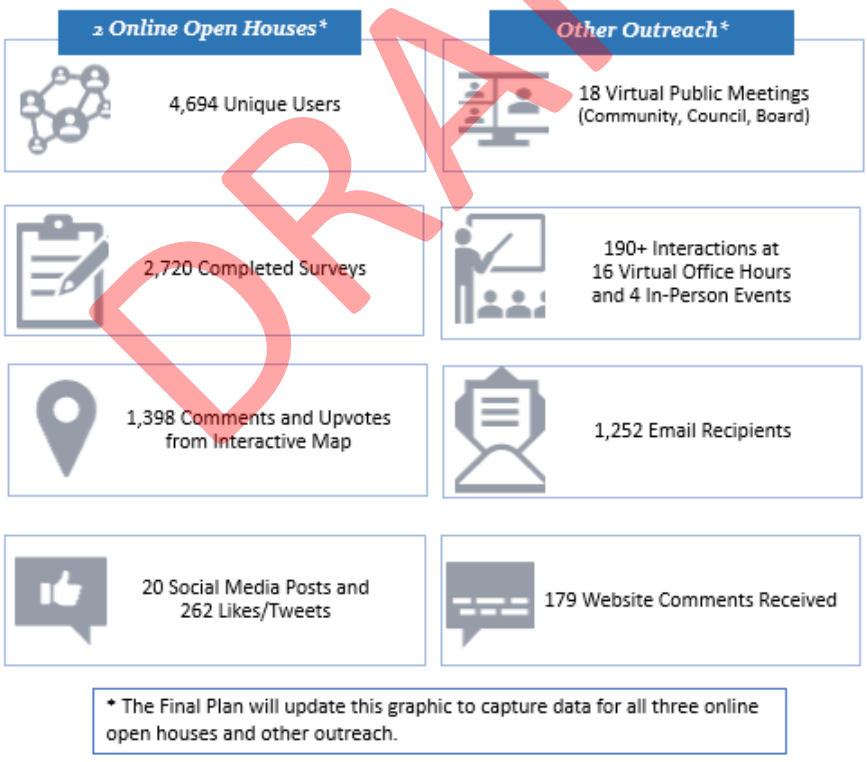


Engagement was conducted in many formats and forums, such as:

- Meetings with and presentations to community-based organizations; community residents and BART riders; City councils, commissions, and committees; and BART's Board of Directors
- Online open houses and surveys
- Office hours for attendee-driven questions and comments
- In-person tabling at community events, such as farmers and flea markets
- Free-form comments submitted through the project's website

Public events were promoted through BART's social media channels (Twitter, Facebook, Instagram, etc.), eBlasts to email lists (project and city lists), and press releases. **Figure 2** summarizes the engagement and quantity of public response for the three online open houses on the left and for the other engagement on the right. [1]

Figure 2: Summary of Engagement and Public Response



[1] This graphic will be updated with the 3rd online open house and other meetings before the Corridor Plan is finalized

1.2 Key Themes

The majority of input came from BART riders and community members living in close proximity to the station through the online open house surveys. Riders shared many suggestions for and concerns about changes to the way they get to and from BART. Residents near BART stations provided a range of opinions about how reducing the number of BART rider parking spaces will affect their neighborhoods. In general, many support the developments to help the Bay Area's housing crisis in an environmentally sustainable way, but some expressed concern that building on BART's parking lots and reducing the number of parking spaces on-site will lead to more commuters driving directly to their destinations.

Corridor-Wide Strategies

Riders in the Study Area were highly supportive of the following access strategies to and from BART.

Transit

- Improved transfers between AC Transit and BART with scheduling, signage, and real-time information.
- More affordable transfers between AC Transit and BART.
- Better amenities at bus stops within 1.5 miles of BART stations, including benches, shelters, and real-time information.

Biking

- Having secure parking for large bicycles, such as electric bikes, cargo bikes, trikes, and adaptive bikes.

Driving

- 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.)

Other

- Personalized information about trip planning for all modes (511.org, Google maps, Citymapper, BART app, etc.).
- Financial incentives for shared or active travel options, such as Clipper Cash or discounts for purchasing an electric bike.



Strategies Near the Stations

Riders were also highly supportive of specific access strategies serving each station area, such as:

Transit

- Enhancing, expanding, and adding transit service.

Biking & Walking

- Redesigning key intersections to prioritize safety and ease of access for those who walk, roll, or bike to and from BART.
- Installing low-stress bikeway networks on streets and paths that lead to and from each station.
- Providing cycling amenities, such as bike repair kiosks and charging stations for individual and shared mobility, like electric bikes, wheelchairs, and scooters.
- Instituting an electric bike lending library that enables BART riders to evaluate a variety of cycles, such as trikes, electric, cargo, tandem, recumbent, and adaptive bikes.
- Conducting education about safe bike riding habits.
- Installing pedestrian-scaled lighting around the station areas and on neighborhood walkways and bikeways, though some residents were concerned about light pollution.
- Reducing and calming vehicle traffic around the station areas and in surrounding neighborhoods.

Other

- Improving pavement conditions for pedestrians, cyclists, and wheelchair users.
- Prioritizing access needs of BART riders with mobility issues (due to disability and/or age).

- Implementing, expanding, and/or subsidizing on-demand transit, bike share, and ride-hailing options.
- Ensuring connections between each station and its surrounding community are intuitive through station area design and signage/wayfinding.

Rider Parking

Riders and residents had differing opinions about car parking for BART riders.

At the Stations

There was mixed reaction to providing BART rider parking spaces on-site as part of the development:

- Most riders living further away expressed concern about distance, terrain, mobility challenges, errands, and lack of transit options and wanted some parking on-site.
- Some riders living nearby expressed the desire to have no on-site parking to minimize traffic in the neighborhood, thus improving the overall public realm, particularly for walking and biking.
- Other riders and residents living nearby expressed concerns that BART rider parking space reductions on-site would lead to more traffic and less parking availability for neighborhood residents and businesses.
- Some said BART should not build parking on-site due to equity concerns and to maximize homes.

Most agreed, however, that BART rider parking at the stations should:

- Prioritize riders who have the fewest choices, such as seniors, people with disabilities, and those who have multiple stops, such as dropping off children at school.
- Be managed to ensure availability even if it means charging a higher rate.
- Provide electric vehicle charging spaces.

Outside of the Stations

On the topic of parking outside the station area, a corridor-wide analysis of riders and residents revealed the following:

- Many riders who live further than a half-mile from a station want the option to park on-street to access BART and are willing to pay to do so.
- Riders living within a half-mile of a station expressed the most support for prohibiting BART riders from parking on-street but were also supportive overall of allowing BART riders to pay for parking on-street.
- Many of those who do not ride BART and live or work within a half-mile of a station want to prohibit on-street parking by BART riders.
- Riders and residents agree that, if BART riders park on-street, they should pay and that surplus parking fees should be spent on community benefits.

BERKELEY–EL CERRITO
CORRIDOR ACCESS PLAN

Funded by the California Department of Transportation and the Federal Transit Administration

OUTREACH MILESTONE REPORT #1

April through August 2021

The Berkeley – El Cerrito Corridor Access Plan (The Corridor Access Plan) is focused on existing riders whose access to BART may be affected by the roughly 2,500 mixed-income homes planned on station parking lots at Ashby, North Berkeley, and El Cerrito Plaza. Using input from the public, elected officials, boards and commissions, local agencies, and service providers, the Corridor Access Plan will provide a set of area-wide options for station access and parking management to be implemented in alignment with each station's development.

This milestone report summarizes the first of three public outreach phases for the Corridor Access Plan.

Online Open House

3,552 Unique Users

1,968 Completed Surveys

1,398 Comments and Upvotes from Interactive Map

17 Social Media Posts
232 Likes/Tweets

Other Outreach

14 Virtual Public Meetings (Community, Council, Board)

170+ Interactions at Four In-Person Events and 12 Virtual Office Hours

1,067 Email Recipients

122 Website Comments Received

Survey and key materials translated into Spanish and Chinese.

Published March 14, 2022

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES CORRIDOR-WIDE

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from BART. Residents near BART stations provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhoods. In general, many support transit-oriented development (TOD)[1] to help the Bay Area's housing crisis in an environmentally sustainable way, but some expressed concern that building on BART's parking lots will lead to more commuters driving directly to their destinations.

Walking, Rolling, and Biking: Nearly all who provided input on these modes indicated the importance of creating low-stress access to and from BART by people of all ages and abilities.

- Implement bikeway and walkway improvements on select streets that lead to BART.
- Redesign key intersections to prioritize safety and ease of access for those who walk, roll, or bike to and from BART.
- Separate cyclist and pedestrian traffic where possible.
- Install secure bike parking in the station areas that can accommodate a variety of types, such as trikes, electric, cargo, tandem, recumbent, and adaptive bikes.
- Provide cycling amenities, such as bike repair kiosks and charging stations for individual and shared mobility, like electric bikes, wheelchairs, and scooters.
- Institute a bike lending library that enables BART riders to test out a variety of types, such as trikes, electric, cargo, tandem, recumbent, and adaptive bikes.

Car Parking: Suggestions for accommodating those who drive and park to access BART included:

- Provide parking to riders who have the fewest choices, such as seniors, people with disabilities, and those who have multiple stops, such as dropping off children at school.
- Manage parking at BART to ensure availability even if it means charging a higher rate.
- Minimize on-street parking by BART riders and new TOD residents to protect parking for current neighborhood residents and businesses.

OUTREACH SUMMARY

Online Open House

The online open house communicated details about the Corridor Access Plan and could be translated into multiple languages. The survey (available in English, Spanish, and Chinese) and interactive map solicited feedback from the public from **July 2 through August 20, 2021**. There were four virtual office hours for each of the three stations where development is planned.

Project Website

Free-form comments were submitted through the Corridor Access Plan website at www.bart.gov/beccap.

In-Person Events

BART staff tabled at three Farmers Markets and one Flea Market during the online open house.

Virtual Meetings

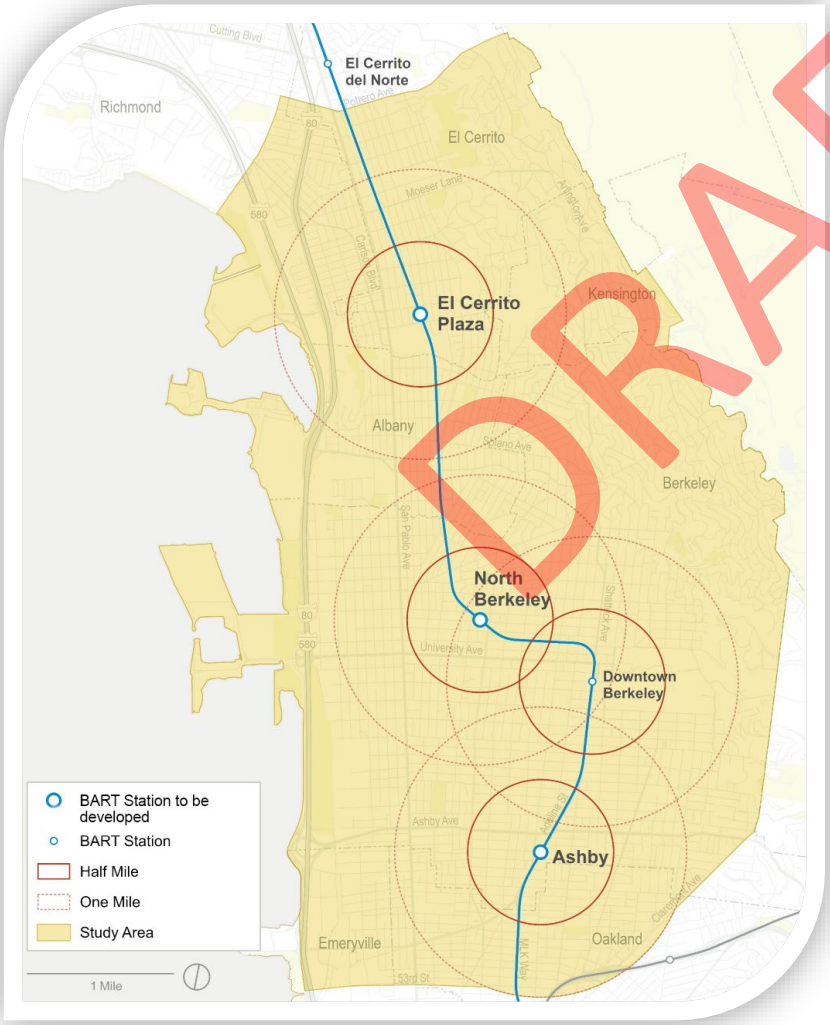
14 meetings were held with elected officials, boards, commissions, and community groups.

[1] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

- Provide electric vehicle charging spaces.

Safety and Security: Concerns about the safety of walking in the neighborhoods and station areas were common, especially in low-light conditions. Some suggestions included:

- Install pedestrian-scaled lighting around the station areas and on neighborhood walkways and bikeways, though some residents are concerned about light pollution.
- Provide interactive amenities, such as art or historical points of interest, to encourage more "eyes on the street".
- Implement strategies that reduce and calm vehicle traffic around the station areas and in surrounding neighborhoods.



Universal Access: Most who provided comments about BART riders with mobility issues (due to disability and/or age) want to ensure that their access needs are prioritized.

Transit: Many want existing transit service enhanced or expanded in addition to new service.

Shared and on-demand mobility: Some want to see services like on-demand transit, bike share, and ride-hailing options implemented, expanded, and/or subsidized.

Station Area Design: Input included increased connectivity between the stations and the surrounding neighborhoods for those who walk, bike, roll, and take public transportation to access BART, implement intuitive wayfinding and signage, and maintain station areas as transit centers.

The following pages summarize more specific public input for each station area in the following order:

- Ashby
- North Berkeley
- El Cerrito Plaza

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES FOR ASHBY STATION

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from the Ashby BART Station. Residents near the Ashby BART Station provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhood. In general, there is a high level of local support for TOD, particularly affordable housing, at this station, but there is concern about displacement of the existing Flea Market due to the development.

Walking, Rolling, and Biking

- Implement and/or upgrade bikeways on Prince Street, Woolsey Street, Adeline Street, Ashby Avenue, and Shattuck Avenue.
- Improve pedestrian, cyclist, and wheelchair user crossings of Adeline Street, MLK Jr. Way, and Ashby Avenue around the station area.

Safety and Security

- Calm traffic on the streets surrounding the station (Adeline Street, MLK Jr. Way, and Ashby Avenue).
- Implement more lighting on neighborhood streets that lead directly to the station, like Prince Street and Woolsey Street.

Car Parking

- Concern about the availability of parking on Sundays due to the heavy concentration of churches in the area.
- Those living nearby indicated concerns that reductions in BART rider parking spaces will lead to less parking availability for residents and businesses in the neighborhood.

Transit

- Reinstate bus transit service on Ashby Avenue to connect West Berkeley and Elmwood to BART.

Station Area Design[2]

- Increase station connectivity to commercial areas to create a more vibrant and accessible destination.
- Better wayfinding to the station through Ed Roberts Campus.
- Add a second elevator.

ASHBY OUTREACH SUMMARY

Hosted by the City of Berkeley

Ashby and North Berkeley BART Station Planning

- Community Advisory Group Meeting #6 on April 29, 2021
- Community Advisory Group Meeting #7 on June 21, 2021
- Community Meeting #3 on June 26, 2021

Online Open House and Survey Activities

- Four virtual office hours, one hour each on August 9, August 11, August 16, and August 18
- In-person tabling at the South Berkeley Farmer's Market on August 10
- In-person tabling at the Ashby Flea Market on August 14

[2] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES FOR NORTH BERKELEY STATION

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from the North Berkeley BART Station. Residents near the North Berkeley BART Station provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhood. In general, there is a moderate level of local support for TOD, particularly affordable housing, at this station, but there is concern about the loss of BART rider parking.

Walking, Rolling, and Biking

- Improve the Ohlone Greenway near the station area: Widen, fix poor pavement conditions, upgrade lighting, and improve street crossings.
- Implement and/or upgrade bikeways on Acton Street, California Street, Virginia Street, and Delaware Street.
- Improve pedestrian, cyclist, and wheelchair user crossings of Sacramento Street, Cedar Street, Rose Street, University Avenue, and San Pablo Avenue around the station area.

Safety and Security

- Implement more lighting on neighborhood streets that lead directly to the station, like Acton Street and Virginia Street.
- Some expressed concern that the TOD will lead to more traffic on neighborhood streets.

Car Parking

- Explore demand-based pricing for parking at BART and on-street.
- Identify opportunities for shared parking, such as on-site with TOD residents or near-by at publicly- or privately owned facilities.
- There were mixed reactions to providing BART rider parking spaces as part of the TOD development:
  - Most riders living further away expressed concern that distance, terrain, mobility challenges, errands, and lack of transit options would make it too challenging to access BART without a car and want some parking on-site.
  - Some riders living nearby expressed the desire to have no on-site parking to minimize traffic in the neighborhood, thus improving the overall public realm, particularly for walking and biking.
  - Other riders living nearby indicated concerns that reductions in BART rider parking spaces will lead to more traffic and less parking availability for residents and

NORTH BERKELEY OUTREACH SUMMARY

Hosted by the City of Berkeley

Ashby and North Berkeley BART Station Planning

- Community Advisory Group Meeting #6 on April 29, 2021
- Community Advisory Group Meeting #7 on June 21, 2021
- Community Meeting #3 on June 26, 2021

Online Open House and Survey Activities

- Four virtual office hours, one hour each on July 26, July 28, August 2, and August 4
- In-person tabling at the Downtown Berkeley Farmer's Market on July 31

businesses in the neighborhood.
  - Some questioned why BART would build rider parking, which is expensive, land-intensive, provides the most benefit to the highest-income riders, and is contrary to its adopted policies to prioritize sustainable station access investments.

Universal Access

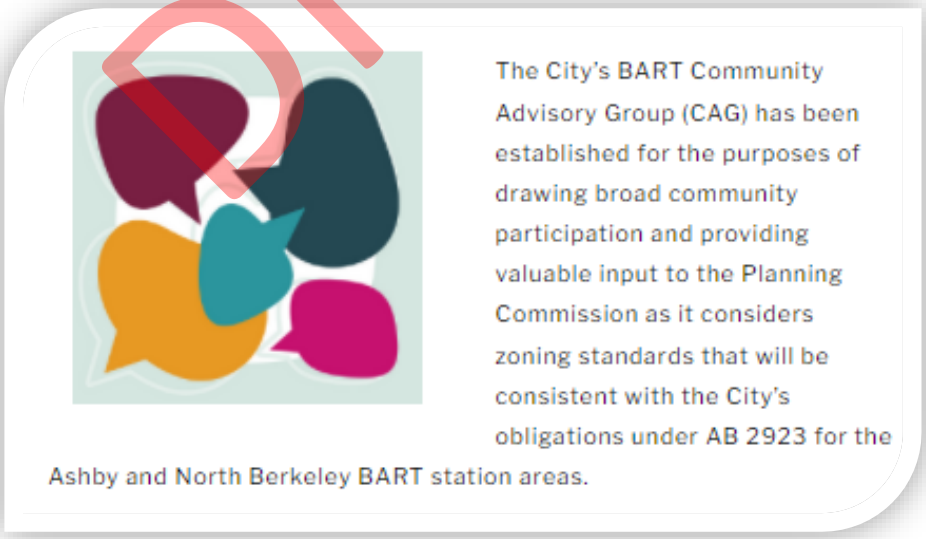
- Prioritize access improvements for residents in lower-income areas, like west Berkeley.

Transit

- Enhance public transit access to BART for residents who live in west Berkeley by increasing frequency and service times of AC Transit's Route 52.
- Enhance public transit access to BART for residents who live in the hills, such as increased frequency and service times of AC Transit's Routes 7, 65 and 67, which connects to the Downtown Berkeley BART station.
- Reinstate AC Transit's Route H Transbay Service.
- Provide new transit and/or shuttle service that connects residents in the hills and west Berkeley to the North Berkeley BART station.
- Implement on-demand transit or shuttles.

Station Area Design[3]

- Include public charging stations for wheelchairs, e-bikes, and electric vehicles.
- Add a second elevator.



[3] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

WHAT WE HEARD: KEY THEMES FOR EL CERRITO PLAZA STATION

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from the El Cerrito Plaza BART Station. Residents near the El Cerrito Plaza BART Station provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhood. In general, there is a moderate level of local support for TOD at this station, but there is concern about the loss of BART rider parking.

Walking, Rolling, and Biking

- Improve the Ohlone Greenway near the station area: Widen path, upgrade lighting, and fortify street crossings, especially at Fairmount Avenue where Richmond Street and BART parking lot driveways are found in close to one another.
- Implement and/or upgrade low-stress, east-west bikeways on Central Avenue, Fairmount Avenue, and Cerrito Creek.
- Implement and/or upgrade low-stress, north-south bikeways on San Pablo Avenue and Carlson Boulevard.
- Improve pedestrian, cyclist, and wheelchair user crossings of San Pablo Avenue, Carlson Street, Fairmount Avenue, and Central Avenue around the station area.

Safety and Security

- Install pedestrian-scale lighting on neighborhood streets that lead directly to the station, like Richmond Street and Central Avenue.
- Provide interactive amenities, such as art or bike repair kiosks, around the station to encourage people to walk and bike to increase the perception of safety.

Car Parking

- Explore demand-based pricing for parking at BART and on-street.
- Identify opportunities for shared parking, such as on-site with TOD residents or near-by at publicly- or privately owned facilities.
- There were mixed reactions to providing BART rider parking spaces as part of the TOD development:
  - Most riders living further away expressed concern that distance, terrain, errands, and lack of transit options would make it too challenging to access BART without a car and want some parking on-site.
  - Some riders living nearby expressed the desire to have no on-site parking to minimize traffic in the neighborhood, thus improving the overall public realm, particularly for walking and biking.

EL CERRITO PLAZA OUTREACH SUMMARY

Virtual Community Meetings

- City Council Meeting on May 4, 2021
- Community Meeting on May 25, 2021
- BART Board Meeting on June 24, 2021

Online Open House and Survey Activities

- Four virtual office hours, one hour each on July 12, July 14, July 19, and July 21
- In-person tabling at the El Cerrito Plaza Farmer's Market on July 17

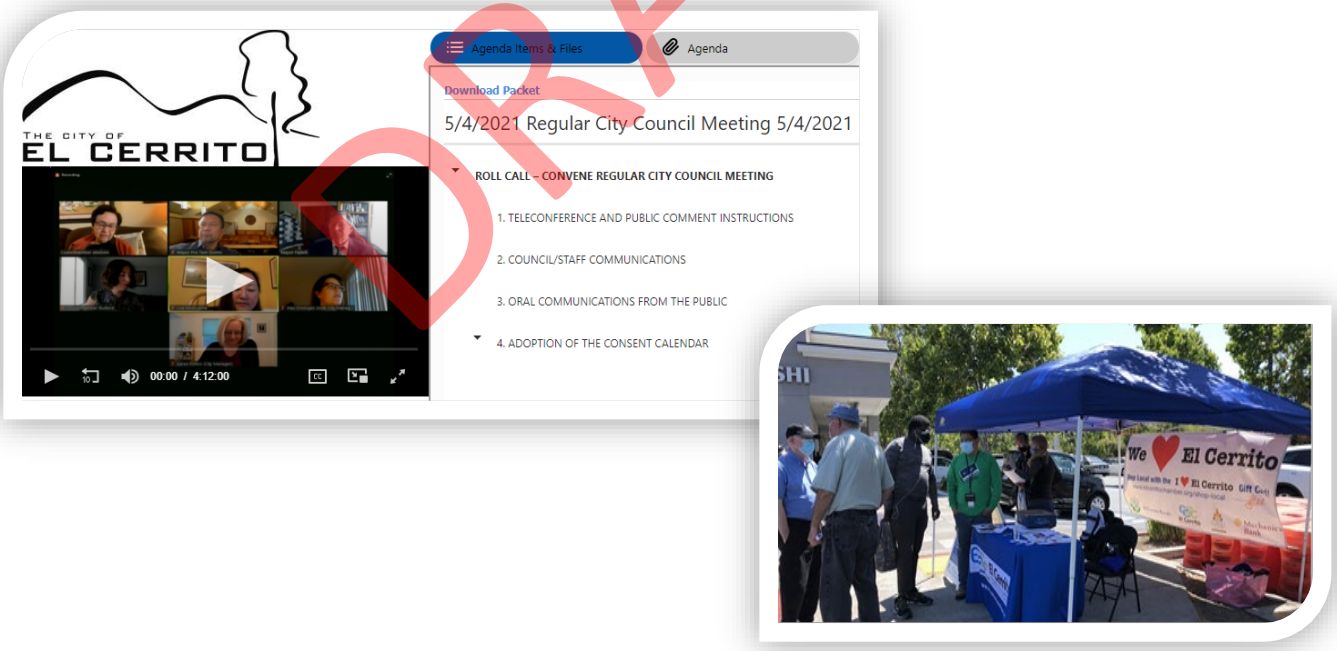
- Other riders living nearby indicated concerns that reductions in BART rider parking spaces will lead to more traffic and less parking availability for residents and businesses in the neighborhood.
- Some questioned why BART would build rider parking, which is expensive, land-intensive, provides the most benefit to the highest-income riders, and is contrary to its adopted policies to prioritize sustainable station access investments.

Transit

- Enhance public transit access to BART for residents who live in Richmond Annex by increasing frequency and service times of AC Transit's Route 71.
- Enhance public transit access to BART for residents who live in Berkeley and Kensington by increasing frequency of AC Transit's Route 79.
- Provide new public transit access to El Cerrito Plaza BART for residents who live in the hills.
- Provide on-demand transit or shuttle service to connect residents who live in the hills and Richmond Annex to El Cerrito Plaza BART.

Station Area Design[4]

- Increase station connectivity to commercial areas to create a more vibrant and accessible destination.
- Include public charging stations for wheelchairs, e-bikes, and electric vehicles.



[4] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

Outreach and Project Timeline

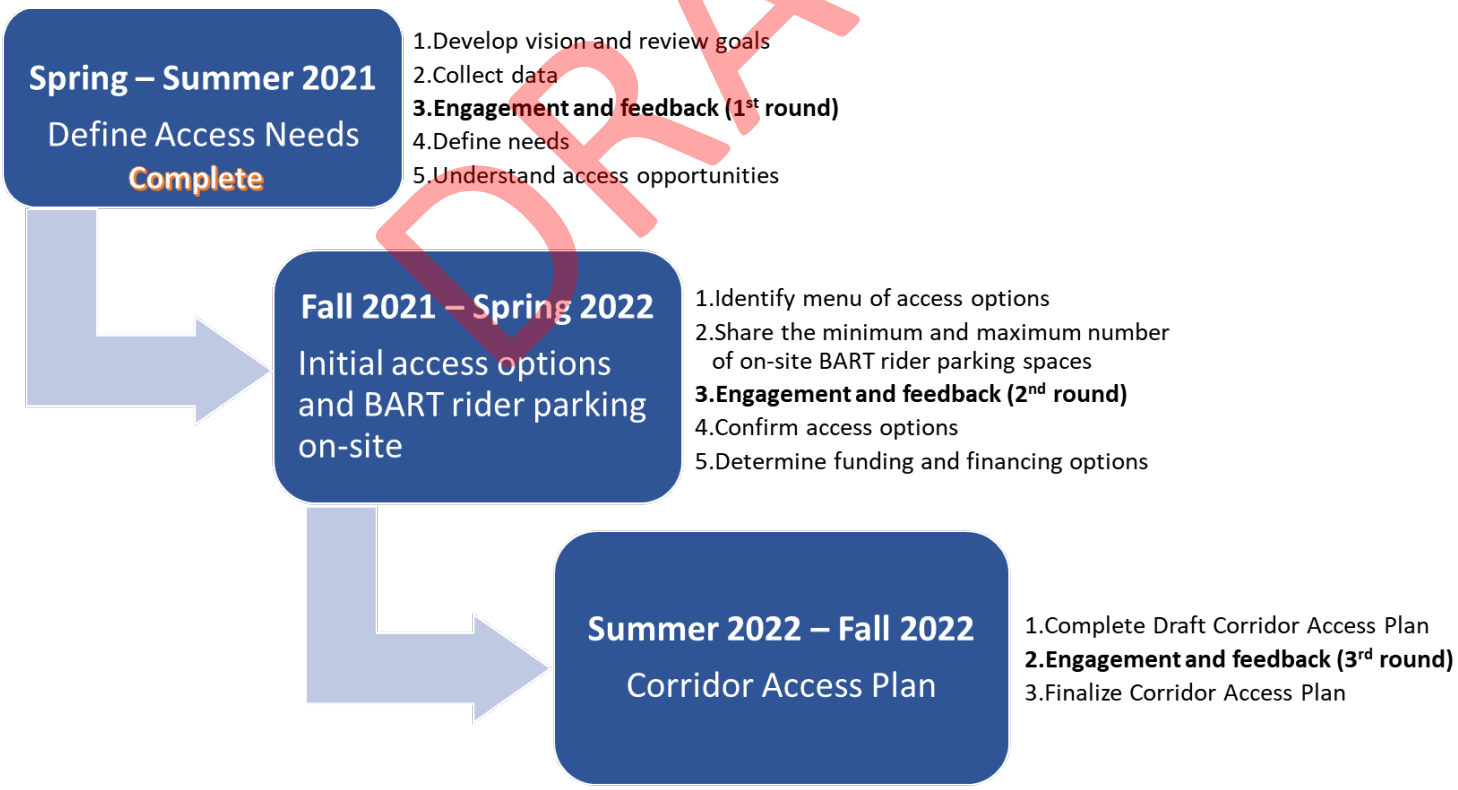
Outreach

Outreach for the Corridor Access Plan is being conducted in three rounds:

- 1st Round (spring/summer 2021) – Needs: Public input on access needs across the corridor, gathered through the online open house, project website, in-person events, and virtual meetings.
- 2nd Round (fall 2021 through spring 2022) – Initial Access Options: Public feedback on an initial set of options for area-wide station access and parking.
- 3rd Round (summer 2022) – Draft Corridor Access Plan: Public review of the plan, which will summarize the needs, confirm and prioritize the set of options for station access and parking, and identify funding opportunities to implement these options.

Project Timeline

The project timeline and its relationship to each outreach phase is shown below:



BERKELEY–EL CERRITO
CORRIDOR ACCESS PLAN

Funded by the California Department of Transportation and the Federal Transit Administration

OUTREACH MILESTONE REPORT #2

September 2021 through May 2022

The Berkeley – El Cerrito Corridor Access Plan (The Corridor Access Plan) is focused on existing riders whose access to BART may be affected by the transit-oriented developments (TODs) that will result in roughly 2,500 mixed-income homes planned on station parking lots at Ashby, North Berkeley, and El Cerrito Plaza. Using input from the public, elected officials, boards and commissions, local agencies, and service providers, the Corridor Access Plan will provide a set of area-wide options for station access and parking management to be implemented in alignment with each station's development.

This milestone report summarizes the second of three public outreach phases for the Corridor Access Plan.

Online Open House #2

- 1,142 Unique Users
- 752 Completed Surveys
- 51 Station Access Strategies Ranked by 327 Riders
- 3 Social Media Posts
  30 Likes/Tweets

Other Outreach

- 4 Virtual Public Meetings
  (Community, Council, Board)
- 23+ Interactions at
  Four Virtual Office Hours
- 1,252 Email Recipients
- 57 Website Comments Received

Published November 25, 2022

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES CORRIDOR-WIDE

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from BART. Residents near BART stations provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhoods. In general, many support TOD[1] to help the Bay Area's housing crisis in an environmentally sustainable way, but some expressed concern that building on BART's parking lots will lead to more commuters driving directly to their destinations.

Top Six Strategies Identified in the Online Open House Survey

- Improved transfers between AC Transit and BART with scheduling, signage, and real-time information.
- Personalized information about trip planning for all modes (511.org, Google maps, Citymapper, BART app, etc.).
- Better amenities at bus stops within 1.5 miles of BART stations, including benches, shelters, and real-time information.
- More affordable transfers between AC Transit and BART.
- Financial incentives for shared or active travel options, such as Clipper Cash or discounts for purchasing an electric bike.
- Having secure parking for large bicycles, such as electric bikes, cargo bikes, trikes, and adaptive bikes.

It's important to note that strategies will be analyzed not only by their level of public support but also by their effectiveness, cost, and feasibility.

Walking, Rolling, and Biking: Nearly all who provided input on these modes indicated the importance of creating low-stress access to and from BART by people of all ages and abilities.

- Implement bikeway and walkway improvements on select streets that lead to BART.
- Redesign key intersections to prioritize safety and ease of access for those who walk, roll, or bike to and from BART.
- Install secure bike parking in the station areas that can accommodate a variety of types, such as trikes, electric, cargo, tandem, recumbent, and adaptive bikes.
- Provide cycling amenities, such as bike repair kiosks and charging stations for individual and shared mobility, like electric bikes, wheelchairs, and scooters.
- Institute a bike lending library that enables BART riders to test out a variety of types, such as trikes, electric, cargo, tandem, recumbent, and adaptive bikes.

OUTREACH SUMMARY

Online Open House

The second online open house communicated details about the Corridor Access Plan and could be translated into multiple languages. The survey solicited feedback from the public from **April 20 through May 18, 2022**. There were four virtual office hours in support of the online open house.

Project Website

Free-form comments were submitted through the Corridor Access Plan website (www.bart/beccap.gov).

Virtual Meetings

4 meetings were held with elected officials, boards, commissions, and community groups.

[1] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

- Conduct education about safe bike riding habits.
- Improve pavement for pedestrians, cyclists, and wheelchair users.

Car Parking:

- There were mixed reactions to providing BART rider parking spaces as part of the TOD development:
  - Most riders living further away expressed concern about distance, terrain, mobility challenges, errands, and lack of transit options and want some parking on-site.
  - Some riders living nearby expressed the desire to have no on-site parking to minimize traffic in the neighborhood, thus improving the overall public realm, particularly for walking and biking.
  - Other riders and residents living nearby indicated concerns BART rider parking space reductions will lead to more traffic and less parking availability for neighborhood residents and businesses.
  - Some said BART should not build parking on-site due to equity concerns and to maximize housing.
- Most agreed, however, that BART rider parking at the stations should:
  - Prioritize riders who have the fewest choices, such as seniors, people with disabilities, and those who have multiple stops, such as dropping off children at school.
  - Be managed to ensure availability even if it means charging a higher rate.
  - Provide electric vehicle charging spaces.
- On the topic of parking outside the station area, input for all engagement shows:
  - Riders who live more than a half-mile of a station want the option to park on-street to access BART and are willing to pay to do so.
  - Riders with living or working within a half-mile of a station were more evenly split about allowing new TOD residents and BART riders to park on-street.
  - Those who don't ride BART and live or work within a half-mile of a station want to prohibit on-street parking by BART riders and new TOD residents.
  - Riders and residents/business representatives agree that, if BART riders park on-street, their parking fees should be used to fund neighborhood improvements.

Safety and Security: Concerns about the safety of walking in the neighborhoods and station areas were common. Many suggested implementing strategies that reduce and calm vehicle traffic around the station areas and in surrounding neighborhoods. Fears of crime and harassment were another concern.

Universal Access: Most who provided comments about BART riders with mobility issues (due to disability and/or age) want to ensure that their access needs are prioritized.

Transit: Many want existing transit service enhanced or expanded in addition to new service.

Shared and on-demand mobility: Some want to see services like on-demand transit, bike share, and ride-hailing options implemented, expanded, and/or subsidized.

Station Area Design: Input included increased connectivity between the stations and the surrounding neighborhoods for those who walk, bike, roll, and take public transportation to access BART, and maintain station areas as transit centers.

The following pages summarize more specific public input for each station area in the following order: Ashby, North Berkeley, and El Cerrito Plaza

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES FOR ASHBY STATION

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from the Ashby BART Station. Residents near the Ashby BART Station provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhood. In general, there is a high level of local support for TOD, particularly affordable housing, at this station, but there is concern about displacement of the existing Flea Market due to the development.

Top Five Strategies Identified in the Online Open House Survey

- Better signage and wayfinding for getting to and from the Ashby station entrance.
- Improvements along Adeline St and at street crossings between Shattuck Ave and Stanford Ave.
- Improvements at all street crossings across Ashby Ave between Ellis St and Adeline St.
- Improvements along MLK Jr Wy and at street crossings between Fairview St and Ashby Ave.
- Improvements along Russell St and at street crossings between San Pablo Ave and Fulton St.

It's important to note that strategies will be analyzed not only by their level of public support but also by their effectiveness, cost, and feasibility.

Walking, Rolling, and Biking

- Implement or upgrade bikeways on Adeline St and Ashby Ave.

Safety and Security

- Calm traffic on the streets surrounding the station.

Car Parking

- Residents are interested in the residential parking permit (RPP) program but are concerned about its limitations
- If RPP expanded or implemented, set up to discourage riders with RPPs from driving and parking on-street to access BART.

Station Area Design[2]

- Increase station connectivity to commercial areas to create a more vibrant and accessible destination and to support small, local businesses.

ASHBY OUTREACH SUMMARY

Virtual Community Meeting

- Advisory committee and community meeting focused on station access at the Ashby and North Berkeley BART station, March 9, 2022.

Online Open House and Survey Activities

- Virtual office hour focused on street parking around the Ashby and North Berkeley BART stations, April 25, 2022.
- Two virtual office hours focused on station access for all the stations in the study area, May 4 and 5, 2022.

Virtual Public Meeting

- Regular BART Board of Directors meeting included an item considering the draft Joint Vision & Priorities for TOD at Ashby and North Berkeley stations, May 26, 2022.

[2] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES FOR NORTH BERKELEY STATION

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from the North Berkeley BART Station. Residents near the North Berkeley BART Station provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhood. In general, there is a moderate level of local support for TOD, particularly affordable housing, at this station, but there is concern about the loss of BART rider parking.

Top Five Strategies Identified in the Online Open House Survey

- Improvements along Virginia St and at street crossings between San Pablo Ave and Oxford St.
- Improvements along Acton St and at street crossings between Rose St and Addison St.
- AC Transit bus line running more often along Gilman St, Hopkins St, and Monterey Ave to and from downtown San Francisco.
- AC Transit bus line running along Gilman St, Hopkins St, Monterey Ave, and Arlington Ave to and from downtown San Francisco.
- Improvements along California St and at street crossings between Hopkins St and Russell St.

It's important to note that strategies will be analyzed not only by their level of public support but also by their effectiveness, cost, and feasibility.

Walking, Rolling, and Biking

- Improve the Ohlone Greenway near the station area
- Provide a bikeshare station on the Ohlone Greenway between Gilman St and Curtis St.

Safety and Security

- Concerns by some residents that the TOD will lead to more traffic on neighborhood streets.

Car Parking

- Explore demand-based pricing for parking at BART and on-street.
- Support improving the City's parking management and enforcement.

Transit

- Enhance public transit access to BART for residents who live in the hills, such as increased frequency and service times of AC Transit's routes.

NORTH BERKELEY OUTREACH SUMMARY

Virtual Community Meeting

- Advisory committee and community meeting focused on station access at the Ashby and North Berkeley BART station, March 9, 2022.

Online Open House and Survey Activities

- Virtual office hour focused on street parking around the Ashby and North Berkeley BART stations, April 25, 2022.
- Two virtual office hours focused on station access for all the stations in the study area, May 4 and 5, 2022.

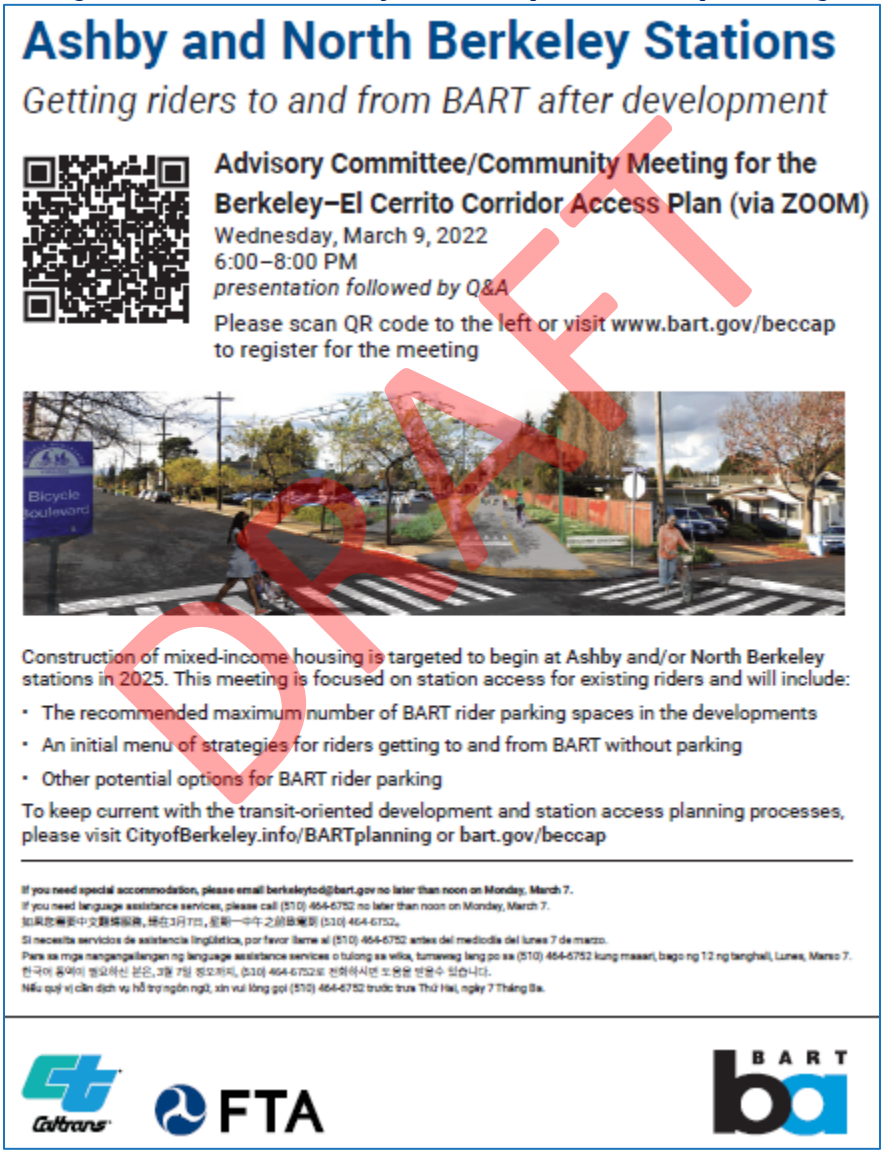
Virtual Public Meeting

- Regular BART Board of Directors meeting included an item considering the draft Joint Vision & Priorities for TOD at Ashby and North Berkeley stations, May 26, 2022.

Station Area Design[3]

- Include public charging stations for wheelchairs, e-bikes, and electric vehicles.
- Add a second elevator that can fit two bicycles or multiple wheelchair users.
- Make the elevator waiting areas more open, welcoming and safe.

Figure 1: Announcement for Berkeley Community Meeting



[3] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

Funded by the California Department of Transportation and the Federal Transit Administration

WHAT WE HEARD: KEY THEMES FOR EL CERRITO PLAZA STATION

During this period of outreach, riders shared many suggestions for and concerns about changes to the way they get to and from the El Cerrito Plaza BART Station. Residents near the El Cerrito Plaza BART Station provided their opinions about how reducing the number of BART rider parking spaces will affect their neighborhood. In general, there is a moderate level of local support for TOD at this station, but there is concern about the loss of BART rider parking.

Top Six Strategies Identified in the Online Open House Survey

- Improvements along Fairmount Ave and at street crossings between Carlson Blvd and Colusa Ave.
- Improvements along the Ohlone Greenway and at street crossings in El Cerrito and Albany.
- Improvements along Richmond St and at street crossings between Lincoln Ave and Fairmount Ave.
- Improvements along Central Ave and at street crossings between the Bay Trail and Ashbury Ave.
- AC Transit buses running more often along Fairmount Ave and Colusa Ave to and from El Cerrito Plaza BART.
- A shared mobility pilot program for scooters, sit scooters, bikes, and/or electric bikes.

It's important to note that strategies will be analyzed not only by their level of public support but also by their effectiveness, cost, and feasibility.

Walking, Rolling, and Biking

- Improve crossings of San Pablo Ave and Carlson Blvd around the station area and within the Richmond Annex area.

Safety and Security

- Improve safety for El Cerrito High School students who take BART and walk to school.
- Some expressed concerns about getting to and from BART without a car when attending evening events.

Car Parking

- Explore demand-based pricing for parking at BART and on-street.
- Consider an advance payment/reservation program to minimize the number of vehicles circling around neighborhood streets.
- Identify opportunities for shared parking, such as on-site with TOD residents or nearby at publicly or privately owned facilities.

EL CERRITO PLAZA OUTREACH SUMMARY

Virtual Community Meetings

- Community meeting focused on access to the El Cerrito Plaza station, October 12, 2021.

Online Open House and Survey Activities

- Virtual office hour focused on street parking around the El Cerrito Plaza BART station, April 27, 2022.
- Two virtual office hours focused on station access for all the stations in the study area, May 4 and 5, 2022.

Virtual Public Meeting

- Regular BART Board of Directors meeting that included adoption of El Cerrito Plaza TOD Goals & Objectives, October 28, 2021.

Transit

- Enhance public transit access to BART for residents who live in Richmond Annex, Kensington, and the hills.
- Provide on-demand transit, shuttle service, or microtransit to connect residents to the station and relieve congestion in the station area.
- Ensure that seniors who are unable to drive have other transportation options for accessing BART.

Station Area Design[4]

- Include public charging stations for wheelchairs, e-bikes, and electric vehicles.
- Consider providing parking space for small vehicles, like electric mopeds.

Figure 2: Announcement for El Cerrito Plaza Community Meeting

El Cerrito Plaza Station

Getting riders to and from BART after development

Community Meeting (ZOOM)
Tuesday, October 12th, 2021
6:00–8:00 PM
presentation followed by Q&A

Please scan QR code to the left or visit **www.bart.gov/beccap** to register for the meeting

Construction of mixed-income housing is targeted to begin at El Cerrito Plaza station in 2024. This meeting is focused on station access for existing riders and will include:

- The proposed maximum number of BART rider parking spaces in the development
- An initial menu of strategies for riders getting to and from BART without parking
- Other potential options for BART rider parking

To keep current with the project & station access planning, please visit:
bart.gov/about/business/tod/el-cerrito-plaza or **bart.gov/beccap**

If you need special accommodation, please email ecptod@bart.gov at least 72 hours prior to the date of the event.
If you need language assistance services, please call (510) 464-6752 at least 72 hours prior to the date of the event.
如需語言援助服務，請於會議日期之前至少 72 小時致電 (510) 464-6752。
Si necesita servicios para comunicarse en otro idioma, por favor llame al (510) 464-6752 al menos 72 horas antes de la fecha del evento.
Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752 hindi bababa sa 72 na mga oras bago ang petsa ng pangyayari.
언어 지원 서비스가 필요하시면, 행사 날짜로부터 늦어도 72시간 전에 (510) 464-6752로 전화해 주십시오.
Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752 ít nhất là 72 tiếng đồng hồ trước ngày của dịp tổ chức.

Caltrans FTA BART

[4] Note: Public input about individual TOD projects received during the Corridor Access Plan outreach will be considered in the planning and development process for each station.

Outreach and Project Timeline

Outreach

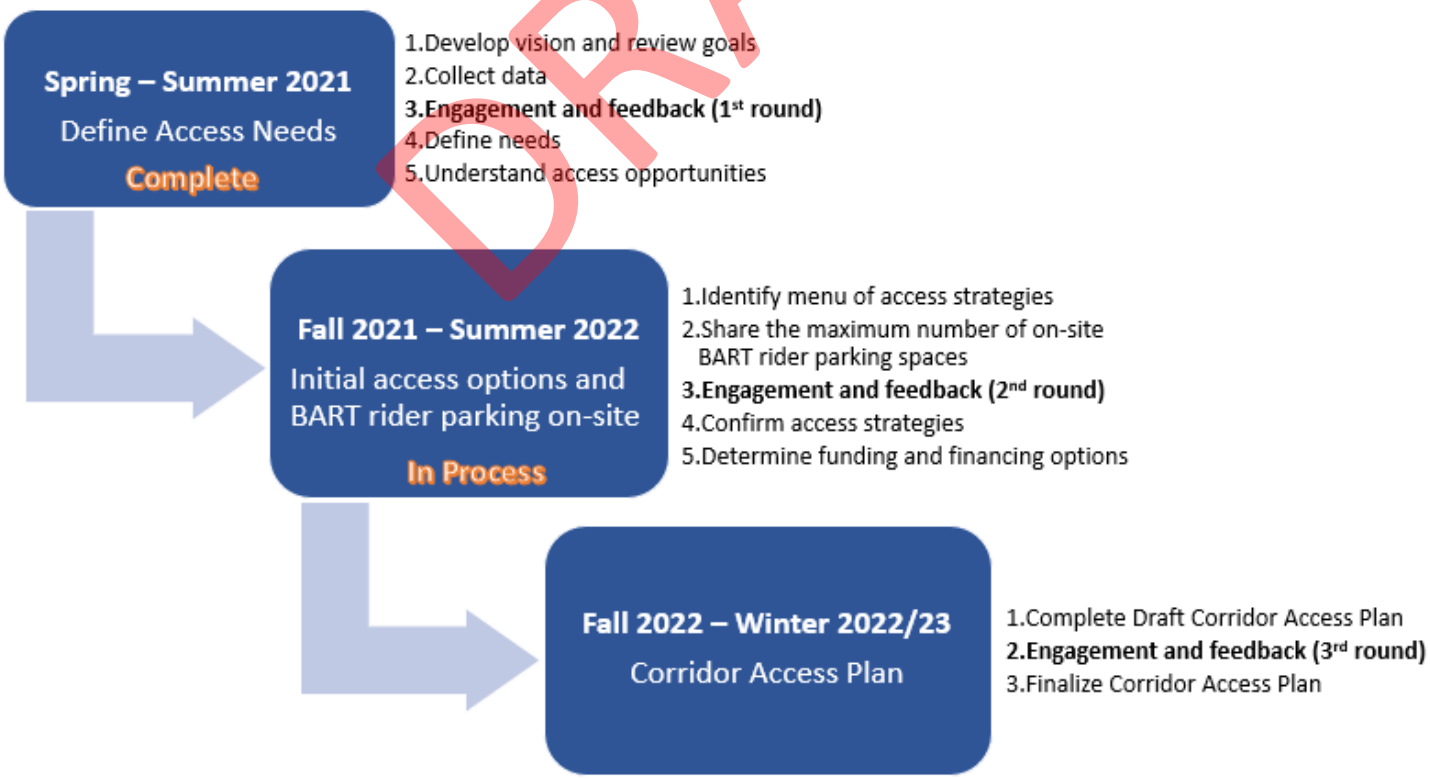
Outreach for the Corridor Access Plan is being conducted in three rounds:

- 1st Round (spring/summer 2021) – Needs: Public input on access needs across the corridor, gathered through the online open house, project website, in-person events, and virtual meetings.
- 2nd Round (fall 2021 through summer 2022) – Initial Access Strategies: Public feedback on an initial set of strategies for area-wide station access and parking.
- 3rd Round (fall/winter 2022) – Draft Corridor Access Plan: Public review of the plan, which will summarize the needs, confirm and prioritize the set of strategies for station access and parking, and identify funding opportunities to implement these options.

Project Timeline

The project timeline and its relationship to each outreach phase is shown in Figure 3 below:

Figure 3: Project Timeline and Outreach Phases

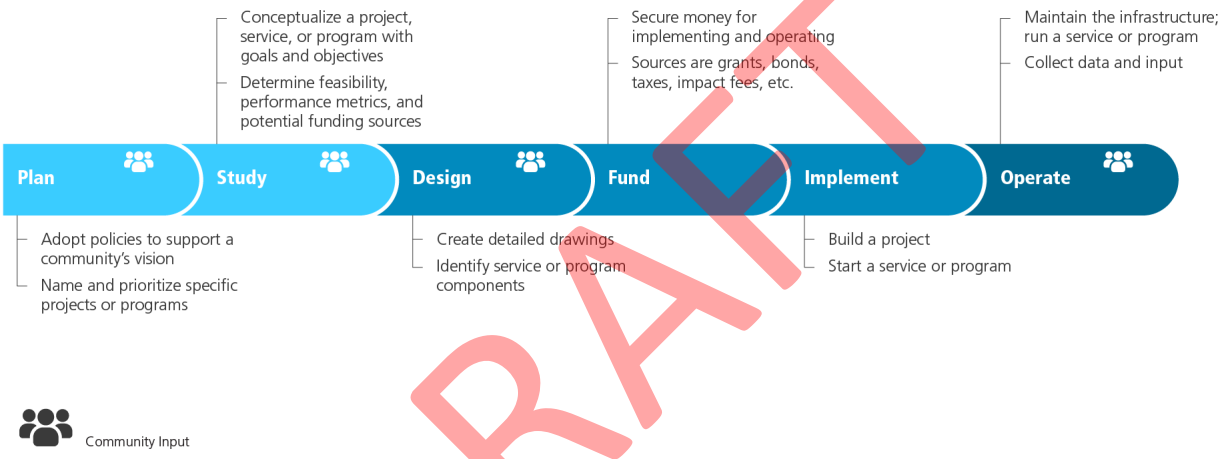


Appendix E: Strategies Underway

Some corridor access strategies for which we received public input may be fulfilled, in part, by projects, programs, and services that are already operating or being planned, studied, designed, funded, or implemented. These strategy "phases" are described generally in the next section, "Getting from Vision to Reality". Table 1 lists the strategies by their names, descriptions, current phase, and BART stations affected.

Getting from Vision to Reality

Projects, programs, and services go through many phases in the journey from vision to reality. For publicly funded project, most of these phases involve community input. The graphic below captures a high-level of summary for each phase. The terms used in the graphic below are used to describe the **current** phase for each project in Table 1.



Summary of Strategies Underway

Table 1 describes projects, programs, and services that are underway and their current phase (plan, study, design, fund, implement or operate). More information for each can be found when the name or description has a weblink.

Table E-1: Projects, Programs, and Services Underway

ID	Strategy Name	Description	Current Phase	BART Stations
103	Adeline Corridor Roadway Reconfiguration	**Adeline St between Shattuck Ave and MLK Jr Wy-Fairview St**: Explore different options for this segment.	2 - Study	Ashby
107	Ashby BART Transit-Oriented Development Access Plan	Proposed changes to circulation in the station area and on adjacent streets due to the transit-oriented development (TOD).	2 - Study (2023); TOD developer will fund some projects identified in the plan	Ashby
104	Adeline South bikeway (Fairview to Stanford)	One of the projects being advanced is the segment of **Adeline St between MLK Jr Wy-Fairview St and MLK Jr. Wy-Stanford Ave.**	3 - Design	Ashby
146	Martin Luther King Jr Way Paving Project	The City of Oakland's 3-year pavement plan for MLK Jr Way includes connections to other planned bike projects listed in the Bike Plan and provides new protected intersections, crosswalks, and bus-bulb outs between 47th St and 61st St.; https://cao-94612.s3.amazonaws.com/documents/2022.10.26-Draft-2-MLK-Roll-Plot.pdf	3 - Design	Ashby
108	Ashby BART Access Improvements (in and around the station)	**Wayfinding and bus stops**: Improvements at six bus stops on streets near the station area. **Fulton-Wheeler Bikeway**: Bike Boulevard and crossing treatments to connect Fulton St from Dwight Wy to Prince St, then to Wheeler St, then to Woolsey St. **Bikeway through station area**: Separated bikeway and crossing treatments from Prince St-MLK Jr Wy to Woolsey St-Adeline St.	3 - Design, funded through implementation	Ashby
109	Ashby Bike Station	Self-service bike station with space for 128 bikes and can accommodate larger bikes, operated by BikeHub at the BART station.	5 - Complete / Operating	Ashby
138	Street Light Comprehensive Plan (Berkeley)	Berkeley is developing this plan to guide the City in developing and implementing street lighting	1 - Planning	Ashby, Downtown Berkeley, North Berkeley
137	Shared Electric Micromobility (Berkeley)	Berkeley has established a program that allows qualified companies to provide shared electric micromobilty services in the city Allowable devices include electric scooters and electric bicycles (e-Bikes), as well as seated electric scooters and adaptive electric devices	4 - Implementing	Ashby, Downtown Berkeley, North Berkeley
113	Berkeley Rides for Seniors & the Disabled (BRSD)	Berkeley Rides for Seniors & the Disabled (BRSD) assists Berkeley residents with disabilities, and those 70 years of age or over by providing four subsidized programs that enhance access to different transportation services.	5 - Complete / Operating	Ashby, Downtown Berkeley, North Berkeley
114	Bay Wheels	Shared, docked bicycles in Berkeley, as well as Emeryville, Oakland, San Francisco, and San Jose. No plans to expand to El Cerrito or to add electric bikes to the East Bay fleet.	5 - Complete / Operating	Ashby, Downtown Berkeley, North Berkeley
115	Berkeley Strategic Transportation (BeST) Plan	Chapter 4 identifies and prioritizes transportation projects citywide.	Various, depending on project	Ashby, Downtown Berkeley, North Berkeley
39	MTC Transit Fare Coordination and Integration Study: Transfers	Work with regional transit providers to coordinate transfers to BART.	1 - Planning	Corridorwide
40	MTC Transit Fare Coordination and Integration Study: Fare Options	Depending on the outcomes of the MTC Transit Fare Coordination and Integration upcoming pilot, provide free or discounted transfers, monthly transit pass options, and/or lower fares for one stop BART travel. Expand EasyPass program for group discounts.	1 - Planning	Corridorwide
41	MTC Transit Fare Coordination and Integration Study: Transfers for People with Disabilities	Improve ease of transfers between different transit providers for riders with accessibility needs.	1 - Planning	Corridorwide
57	Addison Bicycle Boulevard Construction	The Addison Street Bike Blvd project includes striping, signage, traffic circles, diverters, and a protected bikeway connector on the jog at San Pablo. The project area is Addison from Sacramento to Bolivar.	1 - Planning	Corridorwide
58	Addison Bicycle Boulevard Construction	The Addison Bike Blvd project includes striping, signage, traffic circles, diverters - it includes a portion from Milvia St to Oxford St.	1 - Planning	Corridorwide
112	Bay Area Transit Transformation Action Plan	The Metropolitan Transportation Commission's plan focused on near-term actions (within three years) needed to create a connected, efficient, and customer focused transit network.	3 - Design, some pilot projects funded	Corridorwide
122	Gig CarShare	Point-to-point ("one-way") car share, currently operating in Berkeley and Albany with plans to expand to El Cerrito. Also operates in Alameda, Oakland, and San Francisco.	4 - Implement (El Cerrito); 5 - Complete / Operating (Berkeley)	Corridorwide
139	Transit Fare Coordination and Integration	The Metropolitan Transportation Commission, Bay Area transit agencies and county transportation agencies are researching ways to make the region's transit network better coordinated and more affordable. Pilot projects include: • Employer and educational institution all Bay Area region-wide pass (2022) • Reduce fare for transit transfers (2023)	4 - Implementing pilot projects Program design	Corridorwide

ID	Strategy Name	Description	Current Phase	BART Stations
101	511.org	One-stop shop for information on getting around the Bay Area by transit, biking, driving, carpooling, and vanpooling.	5 - Complete / Operating	Corridorwide
110	BART Official App	Pay for and/or reserve parking at BART stations up to 2 months in advance; Point-to-point trip planning; Advisories and real-time departures	5 - Complete / Operating	Corridorwide
111	BART Official Website	Point-to-point trip planning; Advisories and real-time departures	5 - Complete / Operating	Corridorwide
118	Citymapper	Point-to-point trip planning by driving, transit, biking, walking, ride-hailing, and using bike or scooter share.	5 - Complete / Operating	Corridorwide
129	ParkStash	Rent out your extra parking or find a parking space, works like Airbnb.	5 - Complete / Operating	Corridorwide
130	Pivot Point Commuter Hub at I-80/Buchanan	**Commuter Hub at I-80 and Buchanan Ave in Albany:** Served by AC Transit's LA line to downtown San Francisco, it offers 271 parking spaces, 8 bike lockers, 10 bike racks, 4 electric vehicle charging spaces, and carpool meetups.	5 - Complete / Operating	Corridorwide
136	Scoop	Employer carpool app	5 - Complete / Operating	Corridorwide
140	Waze	Dynamic carpool app	5 - Complete / Operating	Corridorwide
145	Bike Coaching	Bike East Bay offers free bicycle education classes. These classes include: urban cycling, adult lear to ride, and family cycling.	5 - Complete / Operating	Corridorwide
121	Getaround	On-demand, round trip car sharing, currently operating in Berkeley and Albany with plans to expand to El Cerrito. Also operates in Alameda, Oakland, and San Francisco.	5 - Complete / Operating (Albany, Berkeley)	Corridorwide
141	Zipcars	On-demand, round trip car sharing, currently operating in Berkeley and Albany with plans to expand to El Cerrito. Also operates in Alameda, Oakland, and San Francisco.	5 - Complete / Operating (Albany, Berkeley, El Cerrito, Richmond)	Corridorwide
105	Adeline Corridor Specific Plan			Corridorwide
23	Center Biking and Walking Improvements	Biking and walking improvements, such as intersection safety improvements, traffic calming, and lighting enhancements. City of Berkeley notes the project is largely completed. The City widened the Center Street bike lanes between Milvia and Shattuck when it was last repaved, made crossing safety improvements at the intersections with Milvia and Shattuck through the Milvia Bikeway and Shattuck Reconfiguration projects, respectively, and is working with the Shattuck/Center hotel developer on the restoration of bike lanes on Center between Shattuck and Oxford.	5 - Complete / Operating	Downtown Berkeley
119	Downtown Berkeley Bike Station	Staffed bike station in the Center Street Garage with space for 326 bikes, operated by BikeHub. Can accommodate larger bicycles and electric bikes. Also offers bike repairs and a café.	5 - Complete / Operating	Downtown Berkeley
125	Milvia Street Bikeway Improvements	**Milvia St from Hearst Ave to Blake St**: Upgraded bikeways, street crossing treatments, vehicle circulation reconfigured.	5 - Complete / Operating	Downtown Berkeley
106	Allston Way Parking Garage	Daily and monthly parking available.	5 - Complete / Operating	Downtown Berkeley as an alternative to North Berkeley and Ashby
117	Center Street Parking Garage	720 space garage, including 18 accessible spaces, vehicle charging, and monthly permits. Reserve parking at ParkMobile.io.	5 - Complete / Operating	Downtown Berkeley as an alternative to North Berkeley and Ashby
135	San Pablo Avenue Mid-Town Complete Streets	San Pablo Ave between Knott Ave and Potrero Ave to improve safety, comfort and access for all modes in and around the El Cerrito del Norte station by enhancing crossings, adding priority infrastructure for buses and Class IV bikeways.	3 - Design	El Cerrito del Norte
143	Richmond Moves	City's on-demand transportation service.	5 - Complete / Operating	El Cerrito del Norte
134	Contra Costa County San Pablo Corridor Project	**San Pablo Ave in Contra Costa County**: El Cerrito to San Pablo bus and biking improvements	1 - Planning	El Cerrito Plaza
142	Albany bike lanes along Key Route	Buffered bike lane installation on Key Route Boulevard.	3 - Design	El Cerrito Plaza
116	Carlson Blvd and San Diego Street Pedestrian Crossing Improvements	Intersection improvements	2 - Study	El Cerrito Plaza
120	El Cerrito Plaza BART Transit-Oriented Development Access Plan	Proposed changes to circulation for pedestrians, cyclists, buses, and cars in the station area and on adjacent streets due to the transit-oriented development (TOD)	2 - Study (2022);	El Cerrito Plaza
100	2021 Sidewalk Repair Project on San Pablo Avenue	Select locations on San Pablo Ave between Eureka Ave and Potrero Ave.	4 - Implementing	El Cerrito Plaza
123	Gotcha	Electric, docked bike share in Richmond, could potentially expand to El Cerrito.	5 - Complete / Operating	El Cerrito Plaza

ID	Strategy Name	Description	Current Phase	BART Stations
132	San Pablo Avenue Specific Plan	Complete Streets projects on San Pablo Ave between the Albany border and Richmond border in El Cerrito. Identified in El Cerrito's Capital Improvement Program	Various	El Cerrito Plaza
128	Ohlone Greenway Improvements (Berkeley)	**Ohlone Greenway from Santa Fe Ave to Virginia Gardens**: Widen and repave path, improve street crossings, add and improve lighting	3 - Design, implementation expected 2023	El Cerrito Plaza, North Berkeley
126	North Berkeley BART Transit-Oriented Development Access Plan	Proposed changes to circulation for pedestrians, cyclists, buses, and cars in the station area and on adjacent streets due to the transit-oriented development (TOD)	2 - Study (2023); Future TOD developer will fund some projects identified in the plan	North Berkeley
124	Hopkins Corridor Traffic and Placemaking	Hopkins St between Gilman St and Sutter St: Circulation and streetscape improvement recommendations planned to go to Berkeley City Council in April.	2 - Study, implementation expected 2023	North Berkeley
127	North Berkeley BART Active Access Improvements	**Ohlone Greenway between Virginia Gardens to Acton St**: Improve street crossings and widen, landscape and separate biking and walking paths **Delaware St from Sacramento St to Acton St**: Remove on-street parking and add 2-way separated bikeway on north side, improve street crossings. **Station area:** Reconfigure vehicle lanes, add bikeways on most roadways, improve street crossings, add signage and wayfinding, add lighting, and add 122 bike lockers including spaces for larger bikes. **Sacramento St from Virginia St to Delaware St:** Extend Francisco Street bulb-out, reduce vehicle lanes, improve casual carpool pick-up area.	4 - Implementing: Complete by 2023	North Berkeley
20	Sacramento Complete Streets	**Sacramento St between Virginia St and Addison St**: Street crossing improvements, bus bulb-out	5 - Complete / Operating	North Berkeley
102	Addison Street Bicycle Boulevard Project	**Addison St between Sacramento St and Milvia St**: Install bike boulevard, lighting, and intersection crossing treatments.	4 - Implementing	North Berkeley, Downtown Berkeley
144	Request for Blue Zone Parking	Residents with disability placards may request Blue Zone curb from the City of Berkeley.	5 - Complete / Operating	North Berkeley, DT Berkeley, Ashby
133	Alameda County San Pablo Avenue Corridor Project	**San Pablo Ave in Alameda County, Phase 2:** Bus bulbs in Berkeley and Albany, bikeways on or parallel to San Pablo Ave.	3 - Design	North Berkeley, El Cerrito Plaza

BERKELEY - EL CERRITO
CORRIDOR ACCESS PLAN

Appendix G: Ashby and North Berkeley Stations: On-Street Parking Management Strategies Being Considered

April 2022 Online Open House

What do we mean by on-street parking management?

On-street parking management refers to the rules a city uses to manage parking and other uses of the curb (such as loading zones) in the public right of way. This may be done with time limits, colored curbs, and/or fee-based programs like parking permits, meters, and pay machines.

How is the on-street parking managed today?

Berkeley's Parking Information website provides more detail about how the city currently manages parking throughout the city. In particular, the goBerkeley program is used to manage areas of high parking demand.

GoBerkeley targets having 1 to 2 available parking spaces per block (around 65% to 84% occupancy) during the busiest hours. It achieves these targets by regularly collecting parking occupancy data and then adjusting parking fees up or down, as needed. These on-street parking occupancy targets balance competing priorities of having public space dedicated to parking with having sufficient parking availability.

Today, parking near the BART stations is managed primarily through residential parking permits (RPP) as shown on Figure 1 and Figure 2. Berkeley's RPP website provides more information about the RPP program.

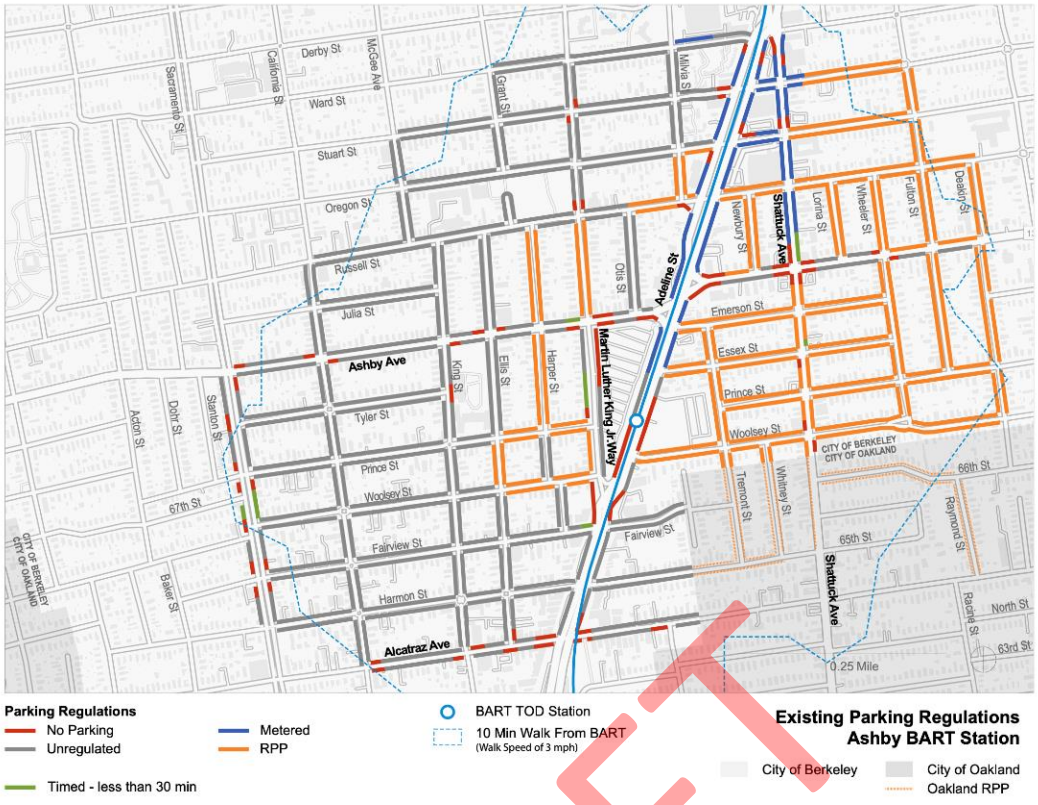


Figure 1: Existing City of Berkeley parking regulations around the Ashby BART station.

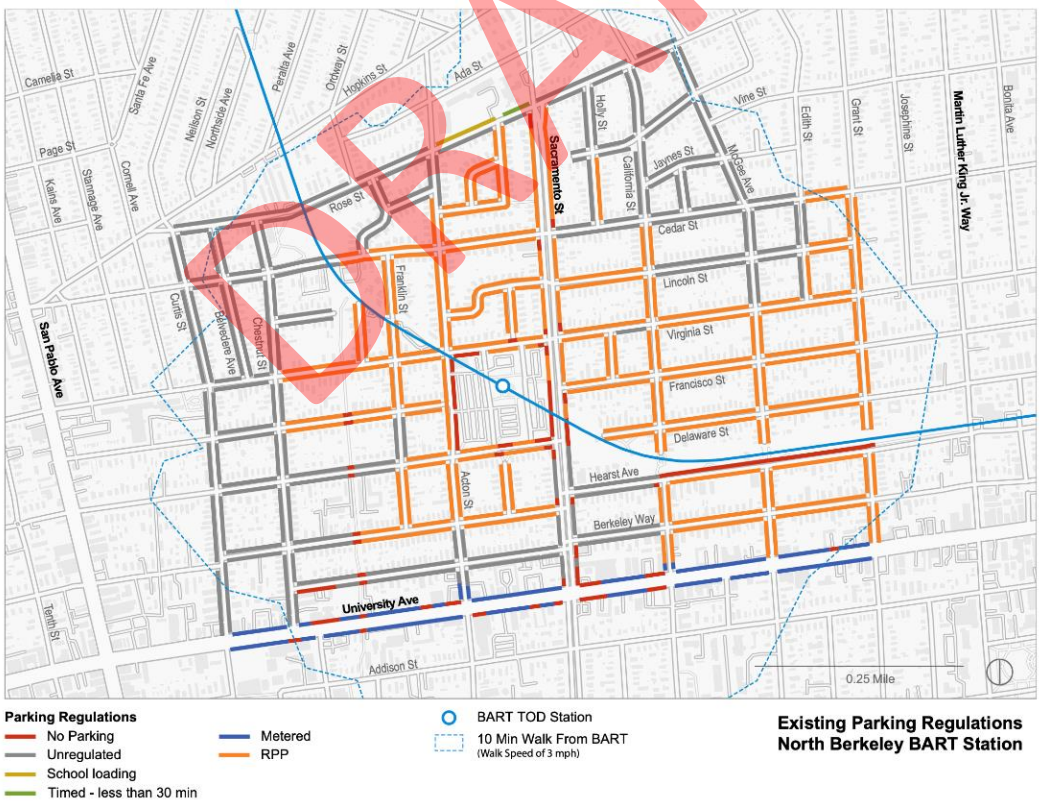


Figure 2: Existing City of Berkeley parking regulations around the North Berkeley BART station.

On-street parking occupancies around the Ashby station

Prior to the COVID-19 pandemic, based on a snapshot of an average weekday, between 65-70% of the roughly 4,200 on-street parking spaces in Berkeley within a 10-minute walk of the Ashby station were filled during an average weekday. These occupancies included BART riders who parked in the neighborhood, which is estimated to be 5% of all those who used the station on an average weekday.

Figure 3 shows this parking occupancy data block-by-block within a roughly 10-minute walk of the Ashby station only in the city of Berkeley (Oakland data not available). It uses goBerkeley's target of having 1 to 2 available parking spaces per block (around 65% to 84% occupancy during the busiest hours) to show which blocks are below the target (green), within the target (orange) or over the target (red). About 42% of blocks had parking occupancies below the target, meaning roughly 500 parking spaces that could be used to meet goBerkeley's target of 1 to 2 available parking spaces per block.

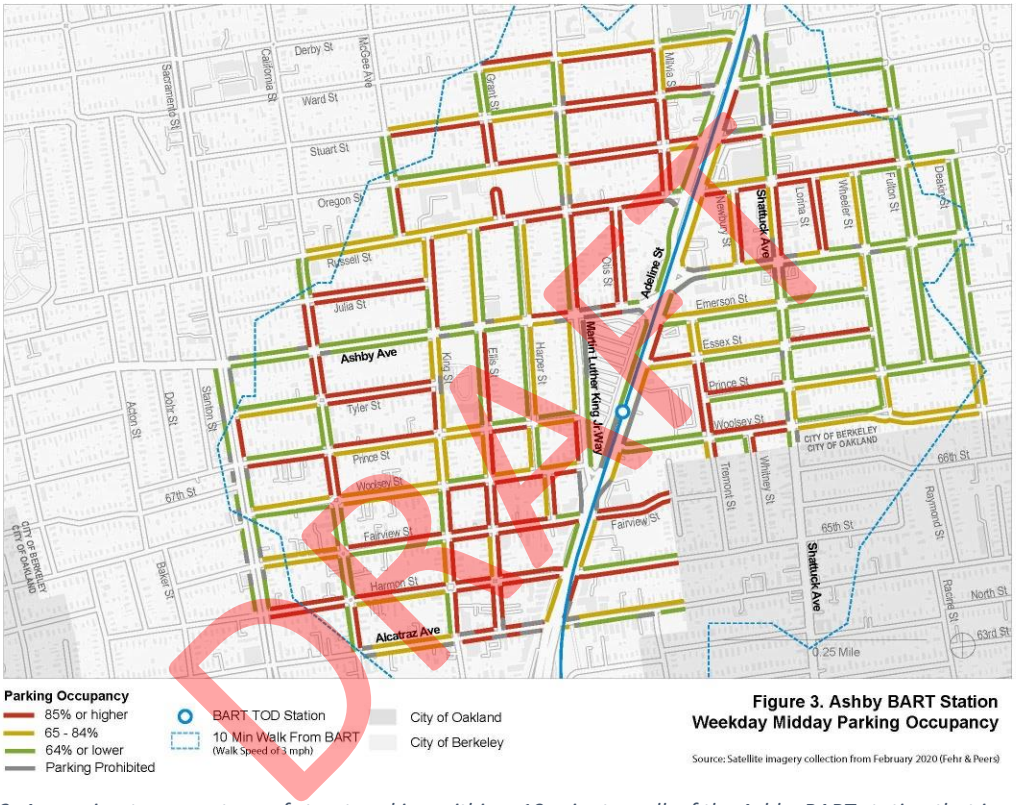


Figure 3: Approximate percentage of street parking within a 10-minute walk of the Ashby BART station that is occupied by parked cars during the midday on weekday before the COVID-19 pandemic. Blocks in green have the capacity to accommodate additional parked cars.

On-street parking occupancies around the North Berkeley station

Prior to the COVID-19 pandemic, based on a snapshot of an average weekday, between 55-60% of the roughly 2,900 parking spaces within a 10-minute walk of the North Berkeley station were filled during an average weekday. These occupancies included BART riders who parked in the neighborhood, which is estimated to be 4% of all those who used the station on an average weekday.

Figure 4 shows this parking occupancy data block-by-block within a roughly 10-minute walk of the North Berkeley station. It uses goBerkeley's target of having 1 to 2 available parking spaces per block (around 65% to 84% occupancy during the busiest hours) to show which blocks are below the target (green), within the target (orange) or over the target (red). About 58% of blocks had parking occupancies below the target, meaning roughly 650 parking spaces that could be used to meet goBerkeley's target of 1 to 2 available parking spaces per block.

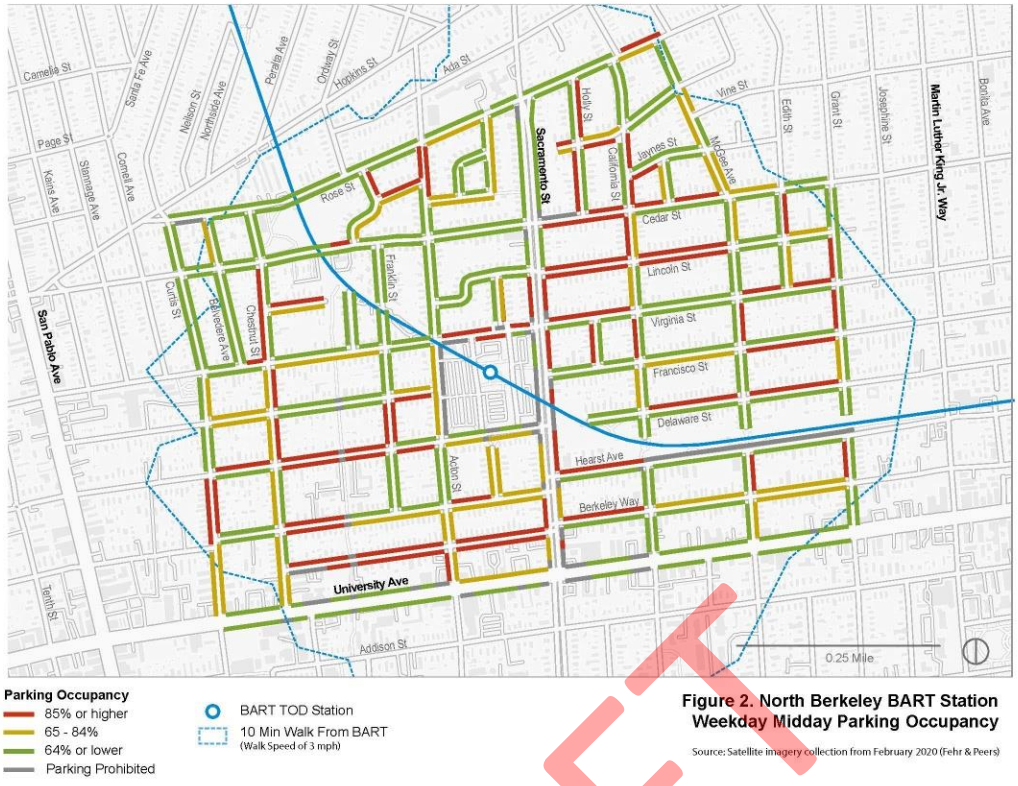


Figure 4: Approximate percentage of street parking within a 10-minute walk of the Ashby BART station that is occupied by parked cars during the midday on weekday before the COVID-19 pandemic. Blocks in green have the capacity to accommodate additional parked cars.

When do BART riders arrive and leave these stations?

Prior to the COVID-19 pandemic, most BART riders tended to arrive early in the morning and return from their trip by late afternoon/early evening, before the peak demand for on-street parking by residents occurred, as shown in **Error! Reference source not found.** and Figure 6. This demonstrates that the time of use for BART parkers and residents provides an opportunity to share public street space for resident and non-resident parking.

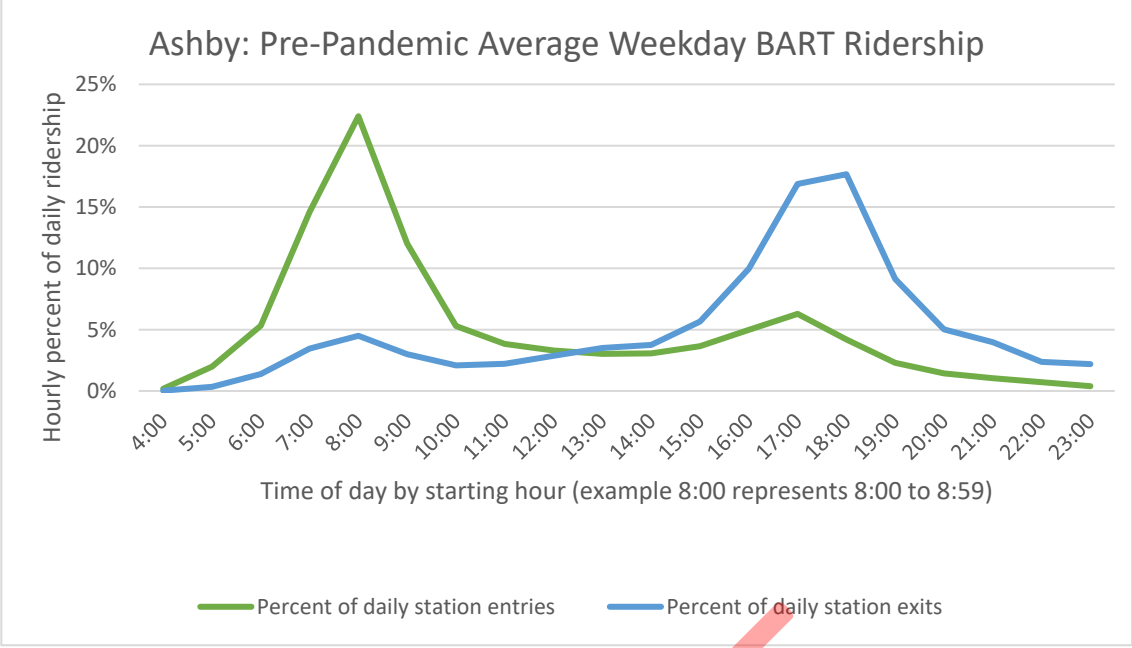


Figure 5: Prior to the pandemic, on a typical weekday, 56% of the daily riders who entered the Ashby BART station do so by 10AM (22% by 8AM plus 22% 8AM -8:59AM and 12% 9AM-9:59AM). Conversely, 60% of the daily riders who exited this station did so by 6 PM (33% by 4PM plus 10% 4PM-4:59PM and 17% 5PM-5:59PM).

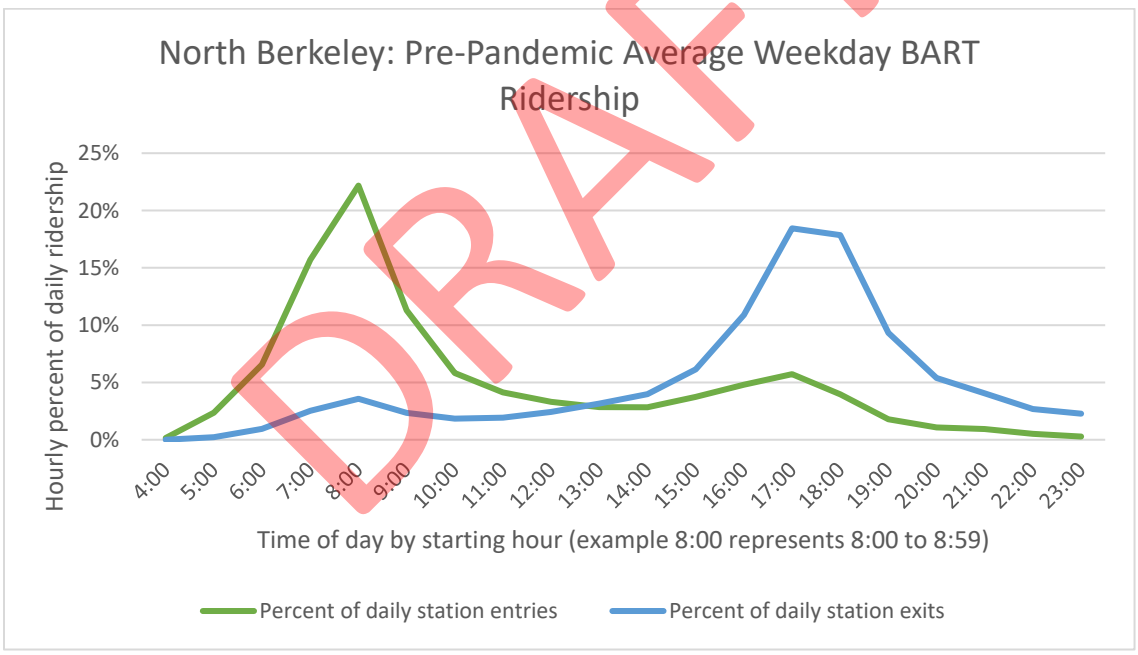


Figure 6: Prior to the pandemic, on a typical weekday, 58% of the daily riders who entered the North Berkeley BART station do so by 10AM (25% by 8AM plus 22% 8AM -8:59AM and 11% 9AM-9:59AM). Conversely, 58% of the daily riders who exited this station did so by 6 PM (29% by 4PM plus 11% 4PM-4:59PM and 18% 5PM-5:59PM).

Why improve parking management around these stations?

There is generally a lot of concern from residents, workers, and BART riders about parking on streets around BART stations. These initial goals have guided our thinking about how to manage on-street parking:

- **Help address the concerns of nearby residents and businesses and institutions** about not being able to find parking quickly and easily near home or work.
- **Provide a parking alternative** near the stations since BART rider parking at the stations will be reduced with future developments.

- Encourage people to walk, bike, or take transit to the station to **reduce greenhouse gas emissions and traffic** in the neighborhoods around the stations by charging for on-street parking.
- Earn revenue to cover the city's costs to **expand and improve enforcement** of RPP around these stations.

What are possible on-street parking management strategies to achieve these goals?

To achieve these goals, we have considered the following three strategies (described in more detail below):

- Ensure that all on-street parking in the station area is managed by residential parking permits (RPP) and/or time limits.
- Expand where and when RPPs are used to manage parking around the station.
- Allow non-residents (BART riders) to pay to park in RPP areas using demand-based pricing to ensure availability for all.

STRATEGY: Ensure that all on-street parking in the station area is managed by residential parking permits (RPP) and/or time limits.

This would apply to the area within approximately a 10-minute walk to the BART stations, as shown in Figure 7 and Figure 8. Having a consistent approach to on-street parking management will make it easier for drivers to understand the regulations and reduce their search for available parking, reduce collisions, congestion, and associated emissions. [12]

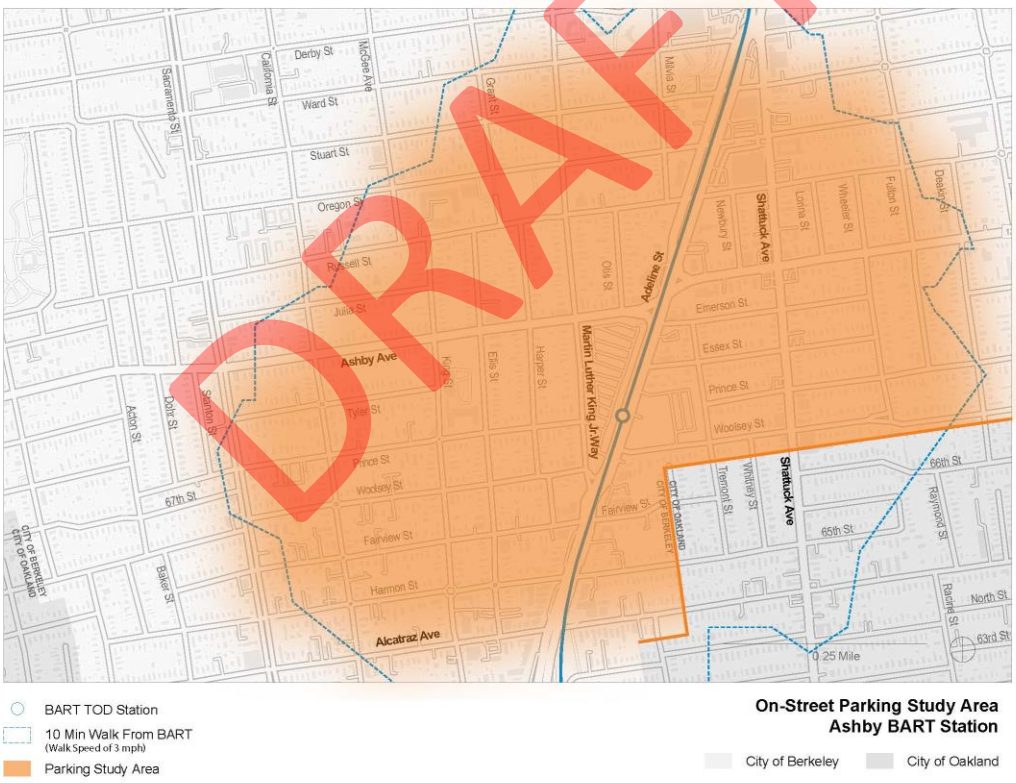


Figure 7: This map shows the parking area within a roughly 10-minute walk of the Ashby station. Exact boundaries will be determined as the City of Berkeley advances more detailed outreach and analysis.

[1] Litman, T. (2021) *Parking Pricing Implementation Guidelines*. November 5, 2021. p. 29 Source: https://www.vtpi.org/parkpricing.pdf Date Accessed: 2/3/22

[2] UK Energy Research Centre Technology and Policy Assessment (n.d.) *What Policies are Effective at Reducing Carbon Emissions from Surface Passenger Transport? Parking evidence table*. https://d2e1qxpsswcpgz.cloudfront.net/uploads/2020/03/transport-report-evidence-table-parking.pdf Date Accessed: 2/3/22

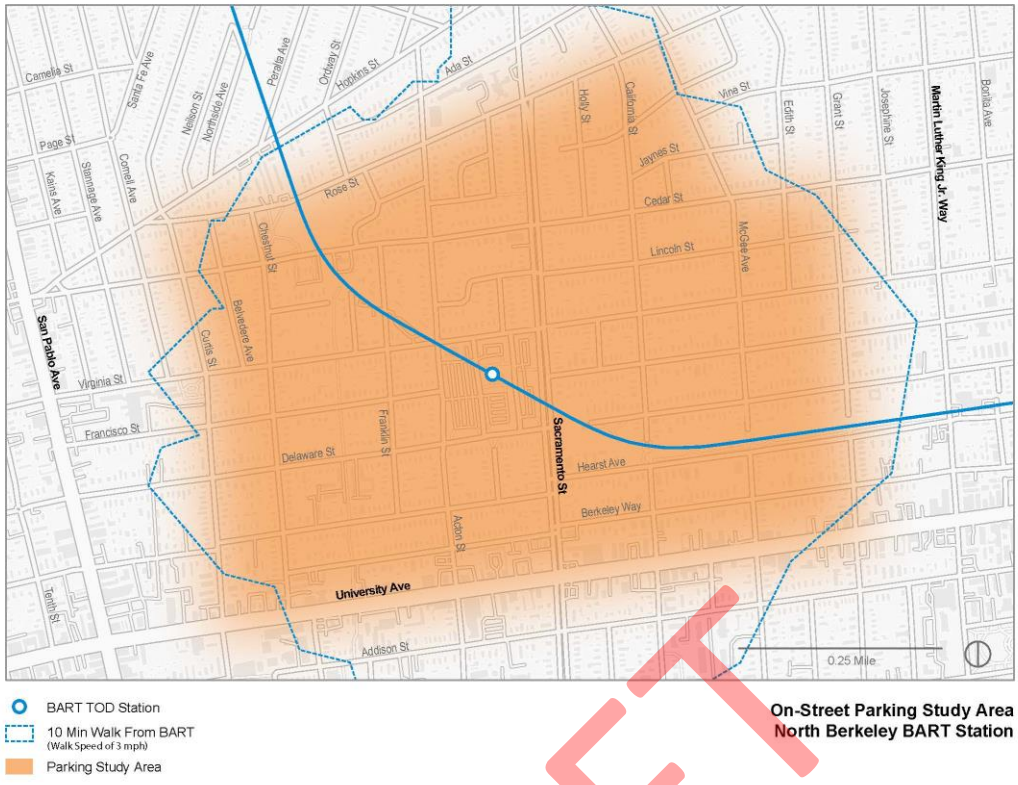


Figure 8: This map shows the parking area within a roughly 10-minute walk of the North Berkeley station. Exact boundaries will be determined as the City of Berkeley advances more detailed outreach and analysis.

STRATEGY: Expand where and when RPPs are used to manage parking around the station.

A goal is to ensure that nearby residents and their guests can continue to easily find on-street parking throughout the day and evening. How it could work:

- Maintain regulations in the Berkeley Municipal Code that **prohibit residents of the new BART developments** from getting RPP permits.
- **Expand current RPP zones** to include all non-metered blocks within about a 10-minute walk of these stations, as shown in Figure 9 and Figure 10.
- **Continue RPP enforcement days** of Monday through Friday.
- **Expand RPP enforcement hours** until 8PM.

Figure 9: This map shows potential parking regulations for streets around the Ashby station. There is opportunity to expand parking management programs around this station in a way that more equitably balances demand for parking in the public right of way by residents, employees, and BART riders.

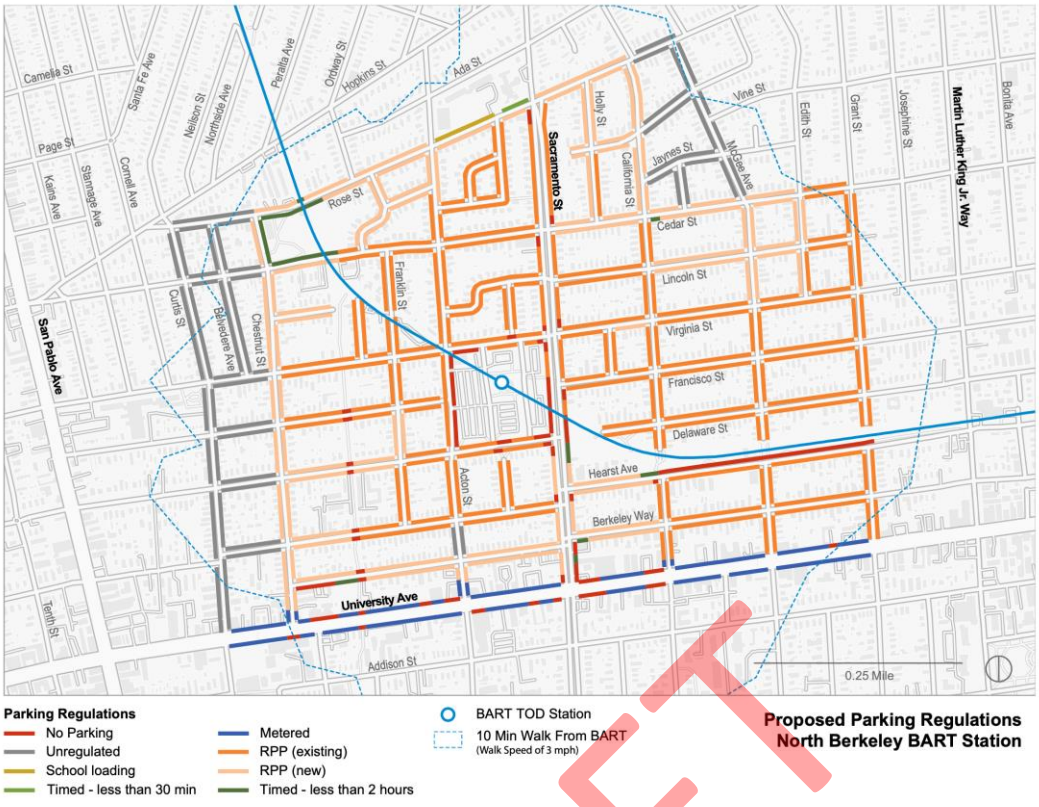


Figure 10: This map shows potential parking regulations for streets around the North Berkeley station. There is opportunity to expand parking management programs around this station in a way that more equitably balances demand for parking in the public right of way by residents, employees, and BART riders.

STRATEGY: Allow non-residents (including BART riders) to pay to park in RPP areas using demand-based pricing to ensure availability for all.

Allowing non-residents to park on blocks with RPP but charging them to do so would be a way for the city to pay for expanding when and where RPP is enforced. It would also make it easier for people from outside the neighborhood to park on-street to get to BART who may not have another option. How it could work:

- **Continue the 2-hour grace period** for non-residents when parking on RPP block faces to provide flexibility for short-term parking and guests.
- **Charge non-residents hourly rates** for parking after the 2-hour grace period during RPP enforcement hours.
- The city would periodically collect parking occupancy data and then adjust hourly parking fees up or down, as needed, to **ensure 1 to 2 parking space availability** for every block at the busiest times.
- **Time-of-day pricing** to enable the city to set parking rates when demand from BART riders is highest to ensure parking availability for every block. For example, rates in an RPP zone could be set at $2 per hour from 9AM—2PM (when demand from BART is highest) and then $0.50 per hour from 2—8PM. Time-of-day pricing requires more detailed analysis and community feedback.
- **Enable pay-for-parking by non-residents** by mobile phone apps (currently ParkMobile provides this option in Berkeley), at pay stations in the neighborhood, and/or at BART stations.
- The city could use the revenue generated by non-residents to pay for **expanded RPP enforcement**. BART would not receive revenue from the on-street parking.

What's next for parking management near the Ashby and North Berkeley stations?

The on-street parking management concept presented here is just a starting point. BART and the City of Berkeley will be further collaborating on a parking management proposal. BART has taken some initial steps to collect data and input, but more analysis and input from residents, workers, and BART riders must happen before settling on a specific proposal.

Using public input and data, the city will continue more detailed outreach and analysis to determine the approach to managing parking around the stations. Any changes will need to be approved by City Council prior to the anticipated construction of the North Berkeley and/or Ashby developments in 2025.

Appendix H

AGENDA

BERKELEY CITY COUNCIL MEETING

Tuesday, November 29, 2022
6:00 PM

JESSE ARREGUIN, MAYOR

Councilmembers:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – KATE HARRISON
DISTRICT 5 – SOPHIE HAHN
DISTRICT 6 – SUSAN WENGRAF
DISTRICT 7 – RIGEL ROBINSON
DISTRICT 8 – LORI DROSTE

PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH VIDEOCONFERENCE AND TELECONFERENCE

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting of the City Council will be conducted exclusively through teleconference and Zoom videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of attendees. Therefore, no physical meeting location will be available.

Live captioned broadcasts of Council Meetings are available on Cable B-TV (Channel 33) and via internet accessible video stream at http://berkeley.granicus.com/MediaPlayer.php?publish_id=1244.

To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device: Please use this URL https://us02web.zoom.us/j/82196348694. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen.

*To join by phone: Dial **1-669-900-9128 or 1-877-853-5257 (Toll Free)** and enter Meeting ID: **821 9634 8694**. If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair.*

Please be mindful that the teleconference will be recorded as any Council meeting is recorded, and all other rules of procedure and decorum will apply for Council meetings conducted by teleconference or videoconference.

To submit a written communication for the City Council's consideration and inclusion in the public record, email council@cityofberkeley.info.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting. Questions regarding this matter may be addressed to Mark Numainville, City Clerk, (510) 981-6900. The City Council may take action related to any subject listed on the Agenda. Meetings will adjourn at 11:00 p.m. - any items outstanding at that time will be carried over to a date/time to be specified.

Office of the City Manager

INFORMATION CALENDAR
November 29, 2022

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Liam Garland, Director, Public Works

Subject: City Policies for Managing Parking Around BART Stations

SUMMARY

This report provides an overview of the parking management programs and policies the City of Berkeley will use to manage parking demand around the Ashby and North Berkeley BART stations as new housing is built. In residential areas, the City will evaluate new resident and/or Council initiated requests to join the Residential Preferential Parking (RPP) Program. In commercial areas, the City will consider the use of demand-responsive pricing to generate parking availability for local customers and/or accommodate some BART parking demand under the goBerkeley program.

CURRENT SITUATION AND ITS EFFECTS

BART's planned housing at the Ashby and North Berkeley stations is expected to significantly affect parking conditions around the stations. While BART has been conducting a planning process for station access needs—the Berkeley-El Cerrito Corridor Access Plan (BECCAP)[1] with anticipated completion in Winter 2022/23 —the City seeks to mitigate future parking demand using existing parking programs, including the Residential Preferential Parking (RPP) Program in residential areas and goBerkeley demand-responsive pricing in commercial areas.

Planned Changes to Parking Supply and Demand

As part of the new housing developments, BART will not provide 100% replacement of existing BART rider parking spaces. After BART presented recommended BART rider parking maximums for the two stations to the BECCAP Advisory Committee and Community in March 2022, [2] in June 2022, the BART Board approved a maximum of 85 rider parking spaces (16% of the current 535 spaces) for Ashby and 200 rider parking spaces (29% of the current 700 spaces, including 80 spaces in the two auxiliary lots) for North Berkeley).[3] Based on the analysis and outreach from the BECCAP, BART expects that those who historically parked at the two stations will: 1) walk, bike, bus or rideshare to access BART, 2) work from home, or 3) park at Downtown Berkeley

[1] BECCAP Project website: http://bit.ly/3NSm6C1
[2] BECCAP Advisory Committee/Community Meeting, March 9, 2022, p. 22: https://bit.ly/3BTdR2W
[3] BART Board Meeting, June 9, 2022: https://bit.ly/3DTT8gK

parking garages or other off-street options.[4] Yet, there may still be spillover parking into surrounding neighborhoods. Note: BART has not determined the final amount of on-site rider parking at the two stations. The final parking number will be determined after the future development teams advance design together with the community, and BART, the City and the Developer teams have a better understanding of funding opportunities for access/parking improvements, design considerations, and community benefit tradeoffs.

The amount of on-site parking for residents at the new housing developments is still under consideration. Regardless, per City policy, residents of the new developments will not be eligible for RPP permits and could seek parking on nearby residential streets.

Managing Parking in Residential Areas

Residential parking in the immediate vicinity of the Ashby and North Berkeley BART stations is within the boundaries of the RPP Program, though the number of streets that have "opted-in" to the Program, i.e., streets that are signed and enforced for RPP time limit restrictions, vary between the two stations.[5] The City expects resident-initiated opt-in requests around Ashby BART and North Berkeley BART to grow over the next several years, particularly after new housing is built. Residents may choose to petition for RPP to mitigate demand from residents of the new housing developments as well as partially displaced BART patrons.

To accommodate these requests, the City will follow existing guidelines for RPP Opt-Ins, summarized in Berkeley Municipal Code (BMC) Section 14.72.050.[6] The BMC also allows for Council to initiate opt-in requests if so desired. Streets that are outside of the RPP Program boundary are not eligible to opt-in; Council action would be required to allocate additional funding for Parking Enforcement staff and equipment to expand the Program.

Managing Parking in Commercial Areas

Parking on Adeline Street across from the Ashby BART station and along University Avenue south of the North Berkeley BART station is managed under the goBerkeley parking program. Parking on Ashby Avenue and MLK Jr Way fronting Ashby BART is either controlled by RPP, time limits, or unregulated. Adeline Street south of Woolsey Street is time limited, though the City is evaluating whether to install metered parking in this area as part of a parking benefit district. There is no parking on the periphery of the North Berkeley BART site, but this could change with future housing development.

Based on outreach with merchants and/or other stakeholders, the City could convert existing time limited or unregulated parking in commercial areas or on the periphery of station areas to goBerkeley metered parking. Consistent with on-street parking

[4] BECCAP Advisory Committee/Community Meeting, March 9, 2022, p. 23-24: https://bit.ly/3BTdR2W
[5] City of Berkeley RPP Web Map: https://bit.ly/3LLDpDY
[6] Berkeley Municipal Code 14.72.050: "Designation of a residential permit parking area" https://berkeley.municipal.codes/BMC/14.72.050

elsewhere in the City, the goals will be to ensure customer parking availability and turnover by periodically observing parking behavior and adjusting prices for optimum availability – 65-85% occupied, or 1-2 open spaces. goBerkeley features "Premium" zones with prices driven by customer demand and shorter time limits that encourage turnover, and in the vicinity of Ashby and North Berkeley, could exclude BART patrons. If there is surplus capacity, some areas may be designated as Value zones with longer time limits that could be used by BART patrons, but priced to maintain adequate turnover.

goBerkeley allows the City to be flexible in the face of changing conditions. Pending further discussion, the City could implement an escalating price scale that starts at low prices for short stays, but scales up to higher prices for all-day parking, potentially providing parking for local customers while accommodating some BART patrons. In the vicinity of Ashby BART, this could provide a new source of revenue supporting a Lorin parking benefit district.

BACKGROUND

In September 2018, Governor Jerry Brown signed Assembly Bill (AB) 2923,[7] state legislation that affects zoning requirements on existing BART-owned property within one-half mile of stations in Alameda, Contra Costa and San Francisco Counties.

The City of Berkeley has been working closely with BART to develop the zoning and site planning parameters that meet the requirements of AB 2923, the goals of the City and the community, and the goals of BART as the property owner. The City and BART executed a Memorandum of Understanding (MOU) in March 2020 that established a framework for development of the Ashby and North Berkeley BART stations, including a community advisory process and other community engagement; milestones and a timeline to develop zoning that complies with AB 2923; solicitation of developer(s); and further studies/planning for the two station areas.[8]

In June 2022, the City Council adopted zoning at the North Berkeley and Ashby BART stations that complies with AB 2923. As outlined in the original City-BART Memorandum of Understanding (MOU) and the new Memorandum of Agreement (MOA), the planning effort moving forward will build upon separate community engagement efforts that have been underway for several years relating to the Ashby and North Berkeley BART stations, and other adopted plans and policies of the City and of BART. The MOA establishes a timeline for milestones regarding the addressing of potential spillover impacts to parking around the North Berkeley and Ashby BART stations that includes this City Council update regarding use of existing tools for on-street parking strategy in November 2022.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

[7] AB 2923: https://bit.ly/3DYji3m
[8] Current City of Berkeley/BART Memorandum of Understanding (MOU): https://bit.ly/3CfJFR8

Incremental expansion of the RPP Program to include additional blocks may have a minor beneficial environmental effect, and may make alternative transportation options more attractive. A modal shift by commuters to walking, bicycling, public transportation, or carpooling may also lead to a decrease in greenhouse gasses. However, based on expansion of RPP to other areas, the "two-hour shuffle" (i.e., moving a vehicle every two hours to avoid a ticket) may also begin to occur in new RPP areas among commuters who continue to drive. This behavior would have an adverse impact on traffic congestion, air quality, and excess fuel consumption.

Parking management in commercial areas using demand-responsive pricing under the goBerkeley parking program should improve parking management and lessen traffic congestion and vehicle emissions, as drivers are anticipated to spend less time searching for available parking spaces. Reducing greenhouse gas emissions produced by vehicular traffic is one of the City's 2009 Climate Action Plan goals.

POSSIBLE FUTURE ACTION

The City will continue to monitor parking demand in the vicinity of the Ashby and North Berkeley BART stations, processing RPP opt-in requests and/or discussing parking options in commercial areas with merchants and business groups as warranted.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

There are no immediate fiscal impacts. The parking management policies discussed in this report are baseline programs and the housing projects are still being planned.

Moving forward, each incremental expansion of RPP within the Program's current boundaries will incur costs for the procurement and installation of new signage. Depending on the geographic scope of new opt-in petitions, discussions with the Police Department's Parking Enforcement may be needed to verify that existing staffing and equipment levels are sufficient to absorb the new areas. Expansion beyond the existing boundaries of the RPP Program will require new staff and equipment.

Fiscal impacts of potential new goBerkeley parking meters in commercial areas near or fronting the BART stations are difficult to forecast as parking behaviors resulting from demand-responsive price adjustments may vary. However, as in other areas of the City, incremental parking revenue should be sufficient to cover expected expenditures of the program, including the purchase of new meter equipment.

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