



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

Other Outreach



4 Virtual Public Meetings
(Community, Council, Board)



752 Completed Surveys



23+ Interactions at
Four Virtual Office Hours



51 Station Access Strategies
Ranked by 327 Riders



1,252 Email Recipients



3 Social Media Posts
30 Likes/Tweets



57 Website Comments Received



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 TOD¹ 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



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 Design²

- 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.



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.



BERKELEY-EL CERRITO CORRIDOR ACCESS PLAN



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

Station Area Design³

- 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

Ashby and North Berkeley Stations

Getting riders to and from BART after development



Advisory Committee/Community Meeting for the Berkeley-El Cerrito Corridor Access Plan (via ZOOM)
 Wednesday, March 9, 2022
 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 Ashby and/or North Berkeley stations in 2025. This meeting is focused on station access for existing riders and will include:

- The recommended maximum number of BART rider parking spaces in the developments
- 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 transit-oriented development and station access planning processes, please visit CityofBerkeley.info/BARTplanning or bart.gov/beccap

If you need special accommodation, please email berkeleytd@bart.gov no later than noon on Monday, March 7.
 If you need language assistance services, please call (510) 464-6752 no later than noon on Monday, March 7.
 如果您需要中文翻譯服務, 請在3月7日, 星期一中午之前致電 (510) 464-6752。
 Si necesita servicios de asistencia lingüística, por favor llame al (510) 464-6752 antes del mediodía del lunes 7 de marzo.
 Para sa mga nangangailangan ng language assistance services o tulong sa wika, tumawag lang po sa (510) 464-6752 kung maari, bago ng 12 ng tanghal, Lunes, Marso 7.
 한국어 복음의 필요하신 분은, 3월 7일 오후까지, (510) 464-6752로 전화하시면 도움을 받을 수 있습니다.
 Nếu quý vị cần dịch vụ hỗ trợ ngôn ngữ, xin vui lòng gọi (510) 464-6752 trước trưa Thứ Hai, ngày 7 Tháng Ba.





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.

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.



BERKELEY–EL CERRITO CORRIDOR ACCESS PLAN



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

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 Design⁴

- 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.
如需語言協助服務，請於活動日期之前至少 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 m-ga asinbayo ng wika, palitawagan ang (510) 464-6752 hindi litt sa 72 na mga oras bago ang petas ng pangyayari.

언어 지원 서비스가 필요하시면, 행사 날짜로부터 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 lễ chức.



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

