

Berkeley–El Cerrito Corridor Access Plan

Let's go.



Overview

BART is advancing transit-oriented developments (TOD) on its property at three stations along BART's Richmond Line: El Cerrito Plaza, North Berkeley and Ashby. These proposed TODs will transform the transit corridor with roughly 2,500 additional mixed-income apartments and will change how BART riders get to the stations, particularly those who park and ride. This Caltrans-funded access plan provides BART—together with partner communities—a rare opportunity to comprehensively analyze how riders from Berkeley, El Cerrito, Richmond, Albany, Kensington, and Oakland could access BART along the corridor. BART will explore a range of strategies, focused especially on the needs of riders who have historically driven to these stations while taking into consideration the ability to utilize existing transportation options, such as local feeder and transbay bus service, as well as parking garages near the Downtown Berkeley and at El Cerrito del Norte stations.

Approach

This corridor access plan will be guided by BART's adopted TOD and Station Access policies, which aim to retain and enhance BART riders' access to stations while reducing the need for agencies to subsidize expensive on-site parking replacement. The plan will include community input and technical analysis of various strategies to get to/from BART, including pedestrian, bicycle, transit improvements, as well as micro-mobility (such as electric-assist bikes, electric mopeds and scooters). It will also set parameters for replacement BART parking, explore potential for shared parking, and work with the cities of Berkeley and El Cerrito to develop plans to better manage on-street parking in the vicinity of the three stations. This work won't focus on specific access and circulation plans for the new developments since the TOD developers will fund those planning efforts.

Objectives

- Determine a set of access and parking management strategies for communities along BART's Berkeley-El Cerrito Corridor that can be put in place at the time of TOD construction.
- Analyze how different access options perform to grow BART ridership and meet equity and sustainability goals
- Define BART parking replacement parameters
- Work with cities to better manage on-street parking near BART stations
- Explore shared parking options where parking could be used by commuters in the daytime and residents in the evening hours

Who Will Be Involved

- Community-based organizations (CBOs) and key stakeholders
- Community members
- Policy makers, commissioners and appointed officials

Funding Source

- Caltrans Sustainable Communities Planning Grant

Schedule

- Winter 2021–Fall 2022

Plan Guided by:

- BART's Station Access and Transit Oriented Development Policies 2016
- Berkeley-BART Memorandum of Understanding 2020
- El Cerrito Plaza TOD City-BART Goals & Objectives 2020
- Adeline Corridor Specific Plan 2020
- San Pablo Avenue Specific Plan 2014 (currently being updated)

Corridor Access Plan

- Multi-modal strategies for getting to/from stations
- Parking management strategies
- Cost estimates and effectiveness
- Funding & financing plan
- Organizational structure and implementation recommendations

Related Access Plans/Projects

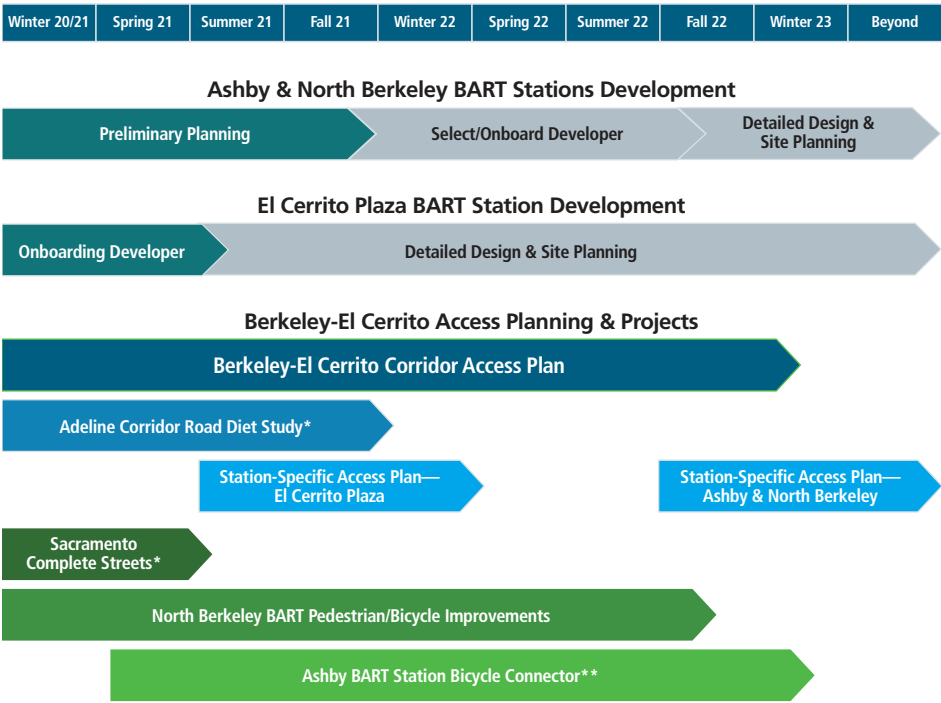
- Adeline Corridor Road Reconfiguration Feasibility study (in progress)
- BART Ashby Bicycle Connector Project (in design)
- BART North Berkeley Active Access Project (in design)
- Berkeley Sacramento Complete Street Project (in construction)
- El Cerrito San Pablo Avenue Specific Plan Multi-Modal Capital Improvements Program

For More Information:

Project Website:

bart.gov/Berkeley-el-cerrito-corridor-access

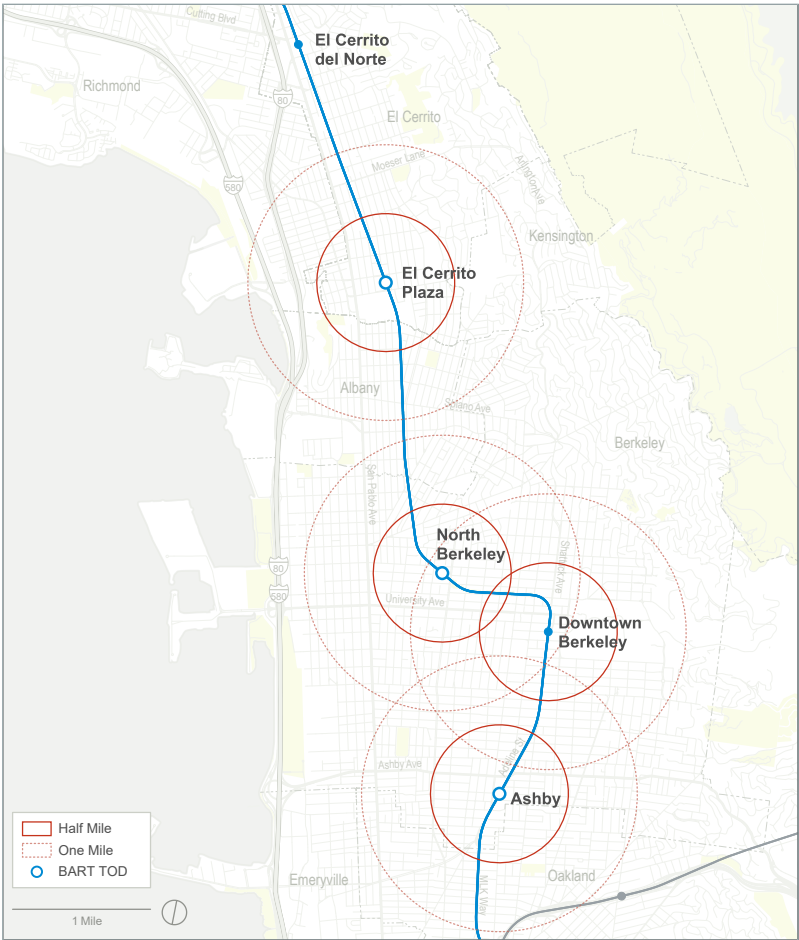
Timeline and coordination with other efforts



The graphic presents an overview of the conceptual timeline of the Berkeley-El Cerrito Corridor Access Plan in relation to the development process for the Ashby, North Berkeley and El Cerrito Plaza BART stations and the other access efforts taking place during this timeframe.

* Managed by the City of Berkeley
** City of Berkeley is planning for additional pedestrian and bike Improvements near Ashby BART Station by the end of 2023.

Berkeley-El Cerrito Corridor Access Plan Area



This map shows the BART corridor plan area with the three stations where TOD planning is underway, Downtown Berkeley station due to its overlapping area of influence with the TOD stations, and El Cerrito del Norte station due to its proximity and access opportunities.