

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 is 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 includes 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 includes recommendations for on-site BART rider parking maximums for BART Board approval, explores potential for shared parking, and works 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 separate access plans that will focus on those details in conjunction with the site design.

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 strategies perform to grow BART ridership and meet equity and sustainability goals
- Determine on-site BART rider parking maximums
- Work with cities to better manage on-street parking near BART stations
- Explore shared parking options

Who Will Be Involved

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

Funding Source

- Caltrans Sustainable Communities Planning Grant

Schedule

- February 2021 to December 2022

Plan Guided by:

- BART's Station Access and Transit Oriented Development Policies (2016)
- On-site BART rider parking maximums, as approved by BART Board
- Berkeley-BART TOD Joint Vision & Priorities (2022)
- El Cerrito-BART TOD Goals & Objectives (2021)
- Adeline Corridor Specific Plan (2020)
- San Pablo Avenue Specific Plan (2014 and its update)

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

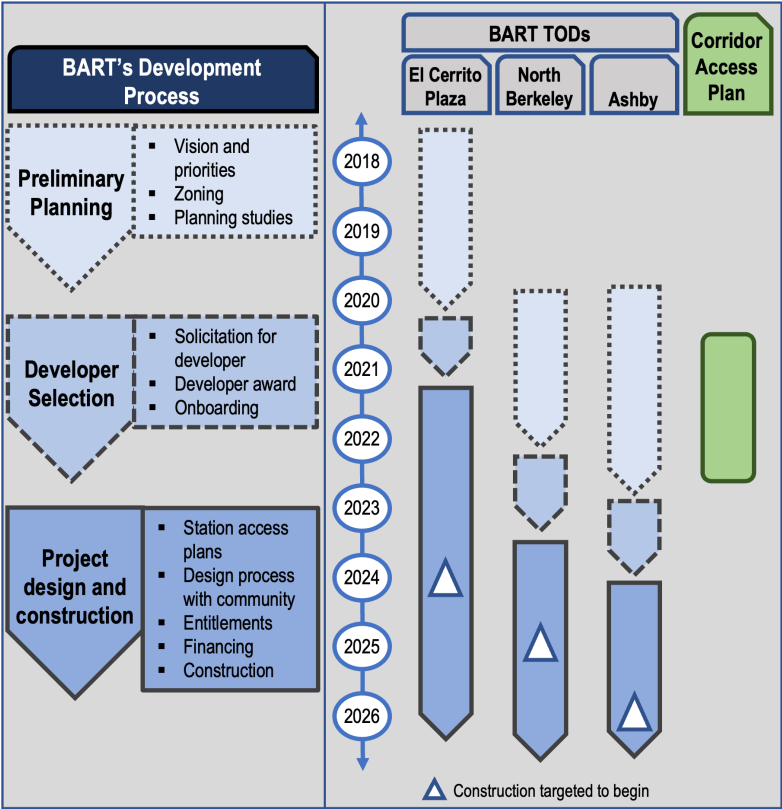
Related Access Plans/Projects

- Bicycle and pedestrian plans (Berkeley and El Cerrito)
- Street Lighting Master Plan (Berkeley)
- Adeline Corridor Reconfiguration Study (Ashby)
- Ashby BART Bicycle Connector Project
- North Berkeley BART Active Access Project
- Ohlone Greenway enhancements (El Cerrito Plaza and North Berkeley)
- New bikeways and bike parking (El Cerrito Plaza)
- On-street parking management program (El Cerrito Plaza)

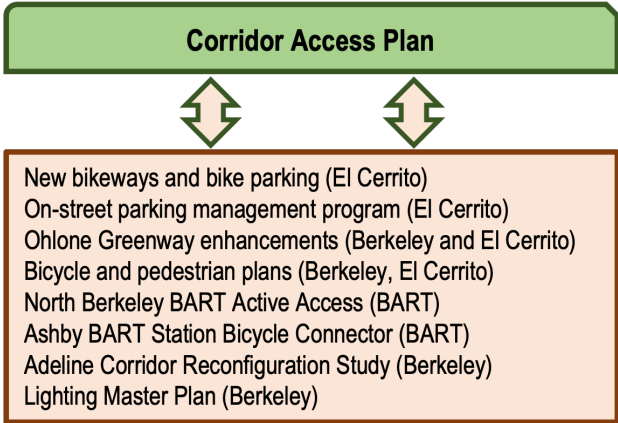
For More Information,

Please visit the project website at www.bart.gov/beccap

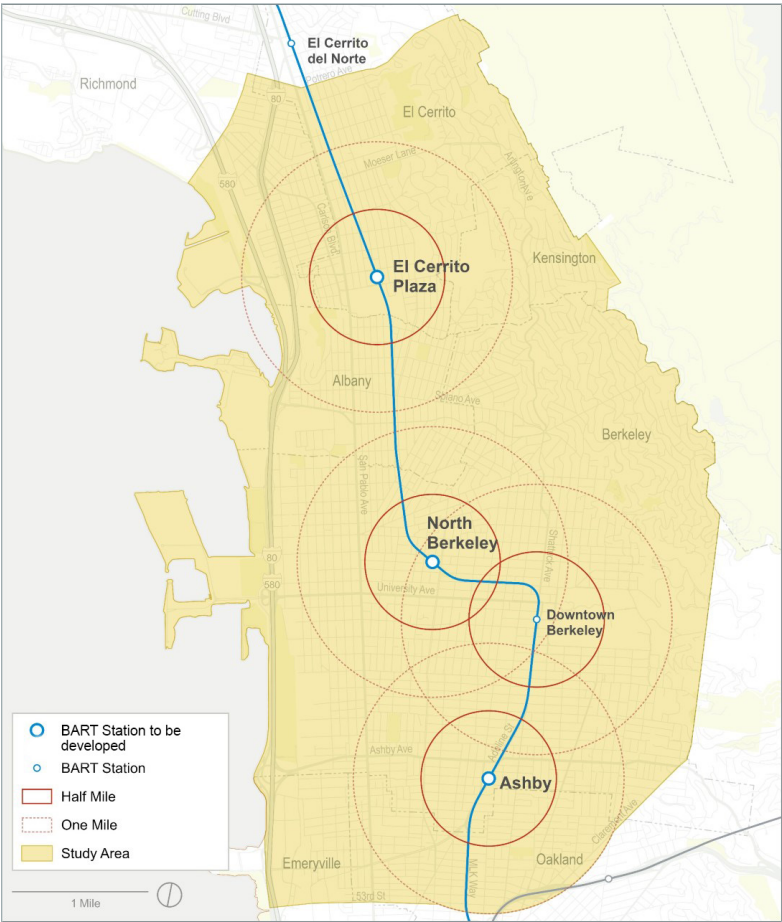
Development Process and Station Timelines with Corridor Access Plan



Corridor Access Plan's Relationship with Other Projects



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.