Station Access for Future Development at Ashby and North Berkeley BART stations

Berkeley-El Cerrito Corridor Access Plan

Advisory Committee/Community Meeting

March 9, 2022
Agenda

• Introductions and Zoom guidance (6:00 PM)
• Presentation (6:10 PM)
  • Why BART plans to develop at Ashby and North Berkeley BART Stations
  • On-site BART rider parking
  • Preliminary access strategies
  • Next steps
• Advisory Committee questions and discussion (6:50 PM)
• Community questions and answers (7:10 PM)
• Closing
• End (8:00 PM)

www.bart.gov/beccap
Zoom Logistics: Set Live Transcript

To enable live transcription:
• At the bottom of the screen, select Live Transcript.
• Click “Show Subtitle” to view captions.
• Click “View Full Transcript” to see transcripts in real time as a side bar.
Community Guidelines and How to Participate

• Q&A session following the presentation
  • 1-minute limit per speaker
  • Each person to have a chance to speak
  • Use raise hand button or *9 if calling in from a phone
  • Facilitator (Katie) will unmute you
Project Team & Collaboration

- **BART**
  - Rachel Factor, Principal Planner

- **Consultant Team**
  - EnviroIssues: Katie DeLeuw, Senior Associate
  - Fehr & Peers: Andy Kosinski, Project Manager

- **Berkeley-El Cerrito Corridor Access Plan Advisory Committee**
  - Sofia Zander, former Berkeley Transportation Commissioner
  - Kim Walton, Berkeley Transportation Commissioner
  - Karen Parolek, Berkeley Transportation Commissioner

- **City of Berkeley Staff**
Who is here in the meeting tonight?

Poll questions:

• What brought you to this meeting tonight?
• Which BART station do you use most frequently?
Why BART plans to develop at Ashby and North Berkeley BART Stations
Transit-Oriented Development (TOD)

TODs at or near BART stations lead to:

- More homes close to high-quality transit
- BART ridership increases
- Greenhouse gas emissions reductions
- Better integrate stations into the surrounding neighborhood
- Lower household transportation costs

BART TOD policy: “Strive for no or limited parking replacement...” at Ashby and North Berkeley (Both of which are classified as Urban with Parking in BART’s Station Typology)
Regional and City Policies support TOD
Berkeley TODs
City/BART Draft Joint Vision and Priorities (Access)*

• Housing and community benefits
  — Favor affordable housing and other community benefits over parking

• Non-automobile access
  — Increase the share of BART riders who access the stations by walking, biking and taking transit

• Equitable access
  — Provide safe and secure options for all people

• Parking options
  — Maximizing the use of available parking capacity (Downtown garages, on-street parking)

• Parking and traffic impacts
  — Limit impacts of driving and parking

* Full text of the Draft Joint Vision and Priorities on affordable housing, civic and public space, land-use, building form and station access can be found at: [https://www.cityofberkeley.info/bartplanning/](https://www.cityofberkeley.info/bartplanning/)
Berkeley TODs
Planning Process to transform parking lots to housing

2022 → 2023 and Beyond

**Preliminary Planning**
- Joint Vision and Priorities
- Zoning
- Corridor Access Plan (this plan)
- Flea market locations (Ashby)
- Adeline corridor roadway reconfiguration

**Developer Solicitation & Selection**
- Request for Qualifications (RFQ)
- Developer awards

**Project Design & Construction**
- Station-specific access plans
- Design process with community
- Entitlements
- Financing
- Construction

*Illustrative Timeline – Subject to Change*
Berkeley TODs

Corridor Access Plan Process

Illustrative Timeline – Subject to Change

Spring/Summer 21
- TOD priorities

Summer/Fall 21
- Define needs & BART access options

Fall 21/Winter 22
1. Identify prelim. access strategies
2. Set BART rider parking maximums

Spring/Summer 22
- Confirm access options & Funding

Summer/Fall 22
- Finalize Corridor Access Plan

Community Participation
- Community Meetings
- Online Open Houses
- Office Hours
- In-person events
- Stakeholder Engagement
- Boards & Commissions
- City Council & BART Board

BART Board action

Berkeley solicitation process for Developers
### Berkeley TODs

#### BART Surveys Inform Access Strategies

<table>
<thead>
<tr>
<th>Source</th>
<th>Total</th>
<th>Ashby</th>
<th>North Berkeley</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2015 Station Profile Study</strong></td>
<td>~24,000</td>
<td>599</td>
<td>636</td>
</tr>
<tr>
<td><strong>2018 Customer Satisfaction Survey</strong></td>
<td>5,294</td>
<td>136</td>
<td>147</td>
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<tr>
<td><strong>2020 Customer Satisfaction Survey</strong></td>
<td>2,969</td>
<td>77</td>
<td>68</td>
</tr>
<tr>
<td><strong>2021 Berkeley-El Cerrito Corridor Access Plan Survey</strong></td>
<td>1,968</td>
<td>186</td>
<td>723</td>
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</table>

*Photo Credit: BART*
Berkeley TODs

Access-Focused Community Process*

Berkeley-El Cerrito Corridor Access Plan (began early 2021)

- BART Bicycle Advisory Task Force
- Meeting with walk-bike & housing groups
- BART Board meeting
- Online open house & survey
- Farmer’s markets / Flea Market
- 8 Berkeley-focused office hours
- Berkeley Community Advisory Group 8**

2020
- Feb 1
- Feb 24
- Apr 5
- Apr 29
- Jun 24
- Jun 26
- Jul 2 – Aug 20
- Jul 21
- Jul 31 – Aug 14
- Aug 5
- Jul 26 – Aug 11
- Sep 7
- Dec 6

- BART Accessibility Task Force
- BART-AC Transit Interagency Liaison Committee
- Berkeley Community Advisory Group 6**
- Berkeley Community meeting**
- Berkeley Transportation Commission Subcommittee
- Meeting for people with disabilities
- BART Title VI/Environmental Justice Advisory Committee

*Details about community engagement efforts can be found at www.bart.gov/beccap

** Community Advisory Group meetings with agendas including station access/parking
Berkeley TODs
How all the feedback is being used

- Recommendation for maximum levels of BART rider parking provided on-site
- Preliminary access strategies for riders getting to and from BART without parking
- Other potential options for BART rider parking
TOD priorities and on-site BART rider parking
TOD priorities and on-site BART rider parking

- Housing & vibrancy
- Equitable investments
- Prioritize sustainable access
- Invest in flexible, adaptable options
- Increase BART riders
TOD priorities and on-site BART rider parking

<table>
<thead>
<tr>
<th>Housing &amp; vibrancy</th>
<th>Equitable investments</th>
<th>Prioritize sustainable access</th>
<th>Invest in flexible, adaptable options</th>
<th>Increase BART riders</th>
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</table>

**Fruitvale**

BEFORE TOD

AFTER TOD

**Pleasant Hill**

BEFORE TOD

AFTER TOD
TOD priorities and on-site BART rider parking

Housing & vibrancy
Equitable investments
Prioritize sustainable access
Invest in flexible, adaptable options
Increase BART riders

- Low-income riders are almost half as likely to drive as high-income riders
- 82% of riders get to/from Ashby without parking
- 75% of riders get to/from North Berkeley without parking
- 80% of those with a disability get to BART by walking, biking, taking the bus, or getting dropped off

Source: BART Station Profile Survey, 2015

Low income = less than 200% of Federal poverty-level, which for 2015 data is <$50k based on a household of 4.

North Berkeley station (March 2022 weekday, 10AM)
TOD priorities and on-site BART rider parking

- Ashby and North Berkeley stations were candidates to have no on-site BART rider parking
- However, we heard about barriers getting to the stations:

Housing & vibrancy | Equitable investments | Prioritize sustainable access | Invest in flexible, adaptable options | Increase BART riders

- Dark Streets
  Photo Credit: James Stout

- Difficult crossings (Adeline/Ashby)
  Photo Credit: Google Maps

- Steep inclines
  Photo Credit: Google Maps
TOD priorities and on-site BART rider parking

- Ridership is rebounding much faster than parking demand

- ~70% of office workers will go to the office 3 days a week or less

Source: BART Ridership and Parking data (2019, 2021). Ridership based on tagged entries and parking is based on fee transactions

Source: Bay Area Council (January 2022)
https://public.flourish.studio/story/1114459/
Process for Determining the Maximums

Priorities

• Maximize housing
• Equitable investments
• Prioritize sustainable access
• Invest in flexible, adaptable options
• Increase BART riders

Analysis

Q1: Who are impacted riders & what are their alternatives?
Q2: How will BART pay for parking?
Q3: What are the tradeoffs?

Recommendation

Recommended BART Parking Maximums
Determining the recommended maximum

- **Objective**
  - Provide enough parking to reasonably accommodate those who may not have other options to get to BART

- **Data used**
  - BART ridership and travel pattern data
  - Community input/survey responses: people with limited choices who would need spaces close to the station
    - Mobility challenges
    - Pick up/drop off duties or combined trips with errand

- **Results**
  - **Ashby**: 85 spaces (16% of the 535 spaces)
  - **North Berkeley**: 120 spaces + 80 spaces in the auxiliary lots = 200 spaces total (29% of 700 total spaces*)

* North Berkeley will have a total of 700 spaces after the Active Access project improvements are complete in 2023
Of the BART riders who park at **Ashby** on a typical weekday...

81% live within a 15-minute walk/bike/bus range

7 in 10 could get to BART in a different way

1 in 3 high-income riders could park at Downtown Berkeley garages (~80 spaces in 2 garages)

1 in 5 are parking dependent (i.e., mobility challenges, complex journeys, etc.)

Resulting parking max: 85 spaces (16% of the 535 spaces)

1 in 5 would work remotely

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Source: BART Station Profile Survey, 2015

5% of drivers live north and 5% live south of extent shown
Of the BART Riders who park at North Berkeley on a typical weekday...

- 64% live within a 15-minute walk/bike/bus range
- 5 in 10 could get to BART in a different way
- 1 in 4 are parking dependent (i.e., mobility challenges, complex journeys, etc.)
- 1 in 5 would work remotely

1 in 2 high-income riders could park at Downtown Berkeley garages (~125 spaces in 2 garages)

Resulting parking max: 200* spaces (29% of the 700 spaces)

*80 spaces in auxiliary lots between Acton St and Virginia Gardens included

Source: BART Station Profile Survey, 2015

10% of drivers live north of extent shown (El Cerrito & Richmond)
**Access investment scenarios**

We can reasonably assume a total of **$80M** for all access investments at both stations.

<table>
<thead>
<tr>
<th>Recommended Maximums</th>
<th>Example: Replacing 50% of Parking</th>
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</thead>
<tbody>
<tr>
<td>205 (85 + 120) spaces at Ashby and North Berkeley</td>
<td>600 total spaces at Ashby and North Berkeley</td>
</tr>
<tr>
<td><strong>$16M</strong> benefitting parkers</td>
<td><strong>$19M</strong> funding gap for parking</td>
</tr>
<tr>
<td><strong>$6M</strong> funding gap for parking</td>
<td><strong>$10M</strong> for parking</td>
</tr>
<tr>
<td><strong>$64M</strong> for improvements benefitting riders who walk, bike, and bus</td>
<td><strong>$31M</strong> for parking</td>
</tr>
<tr>
<td><strong>$6M</strong> for parking</td>
<td><strong>$30M</strong> for improvements benefitting riders who walk, bike, and bus</td>
</tr>
<tr>
<td><strong>$10M</strong> for parking</td>
<td><strong>$50M</strong> benefitting parkers</td>
</tr>
</tbody>
</table>

**Assumptions**
- Cost to build structured parking = **$80,000+/space**
- Known grant program will only cover 50%, leaving a funding gap of **$30,000+/space**
Q3 WHAT ARE THE TRADEOFFS?

Parking has spatial/design tradeoffs

- Amount of Housing
- Design Elements (Height, massing)

Source: Opticos “Guiding Design Principles + Massing Scenarios” (Berkeley City Council meeting May 9, 2019)
Recommended On-Site BART Rider parking maximums

- Staff will recommend BART rider parking maximums for Board adoption
- Once adopted, maximums will be included in Request for Qualifications

**Ashby**
Maximum of 85 BART parking spaces*

**North Berkeley**
Maximum of 200 spaces (including 80 spaces in auxiliary lots)*

* Accessible parking will be provided consistent with American Disabilities Act requirements
On-Site BART Rider Parking

Next steps to confirm final number of spaces
• Advance TOD Design (2023-2024) considering:
  • Input by community, city and developers
  • Access funding opportunities
  • Community benefits
  • Design tradeoffs
• Identify mix of on-and off-site access improvements, including parking
Preliminary access strategies
Hundreds of access ideas from dozens of sources

- Adopted City plans
- Community advisory committees
- Boards and commissions
- Technical advisory committee
- In-person and virtual community events
- Office hours
- Online Open House #1
  - Idea map
  - Survey

South Berkeley Farmer’s market, August 10
Open House #1
Map Comments

1,398 comments and upvotes received

- Bike: 578
- Car/Dropoff: 40
- Parking: 66
- Transit: 230
- Walking: 357
- Other: 127

Source: [https://enviroissues.mysocialpinpoint.com/bart-berkeley-el-cerrito-corridor#/](https://enviroissues.mysocialpinpoint.com/bart-berkeley-el-cerrito-corridor#/)
Access: Examples of What’s Being Studied, Planned or Implemented

**Corridor (benefits more than 1 station)**
- Shared Electric Micromobility (scooters)
- San Pablo Avenue Corridor Project (Study)
- Pivot Point Commuter Hub at I-80/Buchanan
- Addison Bike Blvd. (Sacramento to Milvia)

**Affects Ashby Riders**
- Ashby BART Access Improvements
  - East-west bikeway through station area
  - Fulton-Wheeler bikeway
  - Wayfinding and bus stop upgrades
- Adeline Corridor Roadway Reconfiguration (Study)
- Adeline South bikeway (Fairview to Stanford)

**Affects North Berkeley Riders**
- Hopkins Corridor Traffic and Placemaking (Study)
- Sacramento Complete Streets
- North Berkeley BART Active Access Improvements
  - Ohlone Greenway
  - Bikeways on Delaware Street and in station area
  - Secure parking for larger bikes
**Sample Strategies to further evaluate:**

**Walking, rolling, and biking**

- **Improve Lighting**
  - Pedestrian paths, bike parking, bus stops
  - Surrounding streets

- **Secure bike parking**
  - For all types of bikes (cargo, adaptive, etc.)

- **E-Bike Subsidies and Lending Library**
  - Provide incentives and test-ride opportunities

**Safer, more comfortable walking and biking facilities**

- Prioritize pedestrians, cyclists
- Improved crossings
- Improved pavement conditions

**Adeline Roadway Reconfiguration**

- Cycle track installation
- Intersection realignment and safety improvements
- May include potential relocation of the Flea Market

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*BART/Developer to implement improvements that are on BART property. BART will work with city, agencies and regional partners on potential funding sources and the implementation feasibility of off-site strategies.*
Sample Strategies to further evaluate:*

Bus and New Mobility

**Improve Local Bus Service**
- Restore pre-pandemic service levels
- Better West Berkeley, Ashby Avenue corridor, Hills
- Increase frequencies
- Downtown connections

**Bay Area Transit Transformation Action Plan**
- Coordinate transfers
- Reduce transfer costs
- Improve customer experience

**Increase Transbay Service**
- Direct alternative in areas further from BART

**Car Share Services**
- Expand car share services, like Gig Car Share, to reduce reliance on privately-owned vehicles

* BART/Developer to implement improvements that are on BART property. BART will work with city, agencies and regional partners on potential funding sources and the implementation feasibility of off-site strategies.
Sample Strategies to further evaluate:

**Parking**

- **City to Better Manage On-Street Parking**
  - Better manage ~4,000 spaces within a 10-min walk of Ashby and ~3,000 spaces within a 10-min walk of North Berkeley

- **Manage On-site Parking**
  - Encourage carpool
  - Explore demand-based pricing

- **Share Parking**
  - Potential use of private parking spaces, including personal driveways, through apps like ParkStash

- **Use Downtown and New Park & Ride lot**
  - Center Street and Allston Garage

* BART/Developer to implement improvements that are on BART property. BART will work with city, agencies and regional partners on potential funding sources and the implementation feasibility of off-site strategies.
Concept for City On-Street Parking Management

Concerns
• New TOD residents and more BART riders parking in the neighborhood

Goals
• Address existing residents’ and stakeholders' concerns
• Encourage more people to use transit, walk, and bike to help to reduce emissions
• Provide a parking alternative for those who don’t have other options
• Earn revenue to cover enforcement costs

Strategies
• Not allow residents of TOD to get Residential Parking Permits (RPPs)
• Expand where and when RPP is used
• Allow non-residents (BART riders) to pay to park in RPP areas using pricing to manage demand to ensure availability for all
• Use new revenue to pay for expanded enforcement of RPP
Sample Strategies most likely not feasible

On-Demand/circulator shuttle
- Primary desire from residents in hills
- No clear funding source to operate
- High costs
  - Cost per person per trip can be up to $70
  - More expensive for lower density areas like the hills
- Low demand
- No clear operator

Ride Apps (TNC) subsidy
- Same considerations for shuttle and on-demand transit
- Cost per person per trip can range from ~$5 to ~$10+
Next Steps
Next steps for strategies

Initial screening
- Ideas
- Input from Technical Advisory Committee

Evaluation (Spring/Summer 2022)
- Scoring

1. Public Support
2. Shift to Environmentally Sustainable Access Options
3. Ensure a Transportation Network for People of all Abilities/Disabilities, Ages, and Income Levels
4. Strengthen Transit Ridership
5. Engage in Financially Responsible Decision-making
6. Support Feasible Strategies

Plan (Summer/Fall 2022)
- Projects
- Funding plan
- Implementation plan (who and when)
- Finalize

Community Participation
- Community Meetings
  - Online Open Houses
- Office Hours
- In-person events
- Stakeholder Engagement
- Boards & Commissions
- City Council & BART Board
Committee Questions and Discussion
Advisory Committee Questions & Discussion

• Committee questions
• On-street parking discussion
• Access strategies discussion
Concept for City On-Street Parking Management

Goals
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• Use new revenue to pay for expanded enforcement of RPP
Advisory Committee Discussion: Access strategies

Walking, rolling, biking, bus and new mobility strategies

• Did any of the strategies we presented stand out to you as more or less useful to the Berkeley community?

• What questions or concerns do you have about these strategies?
Common Questions

Community Questions & Comments
Common Questions and Comments

• How else will people get to BART if there is less parking?
Community Guidelines and How to Participate

Q&A session

- 1-minute limit per speaker, focus on new questions
- Each person to have a chance to speak
- Use raise hand button or *9 if calling
- Facilitator (Katie) will unmute you
Thank you!

Please fill out the exit survey once you leave this meeting.

To learn more about the Ashby and North Berkeley TOD planning process:  
https://www.cityofberkeley.info/bartplanning/

For more information on the access planning efforts, go to:  
www.bart.gov/beccap

To share additional station access comments or questions and sign-up for emails, go to:  
www.bart.gov/beccap/comment