



Berkeley City Council Special Meeting

BART's Berkeley-El Cerrito Corridor Access Plan

September 16, 2024



Berkeley-El Cerrito Corridor Access Plan (BECCAP) - Purpose

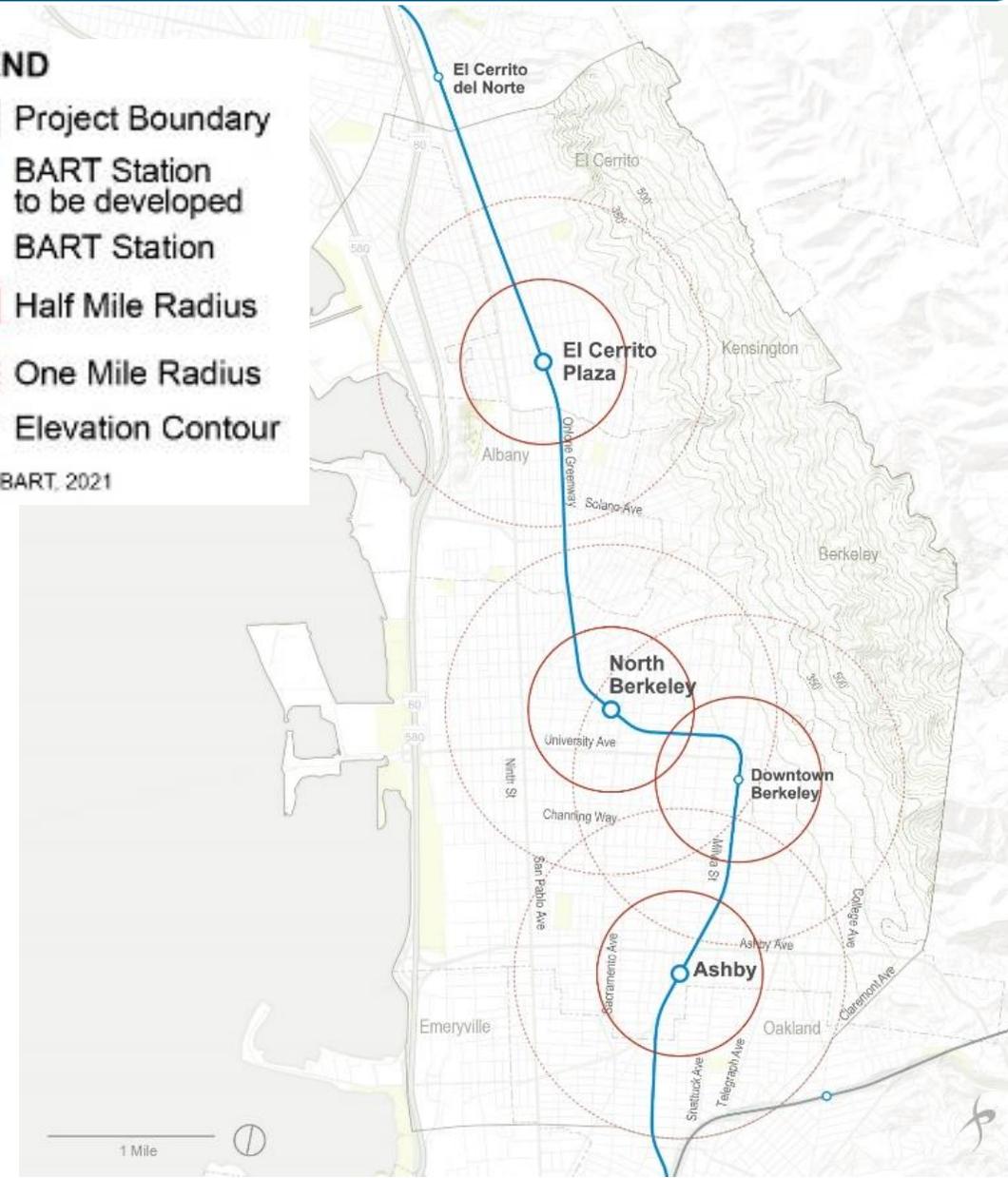
- Area encompassing 4 stations (3 with transit-oriented development - TODs)
 - Result in over 2,000 mixed-income homes
 - Be built on surface parking lots
- Focuses on needs of existing riders
- In addition to station-specific access plans
- Identifies larger-scale proposed multimodal access strategies for accessing BART after TOD
- Sets BART car parking maximums after TOD for 3 stations



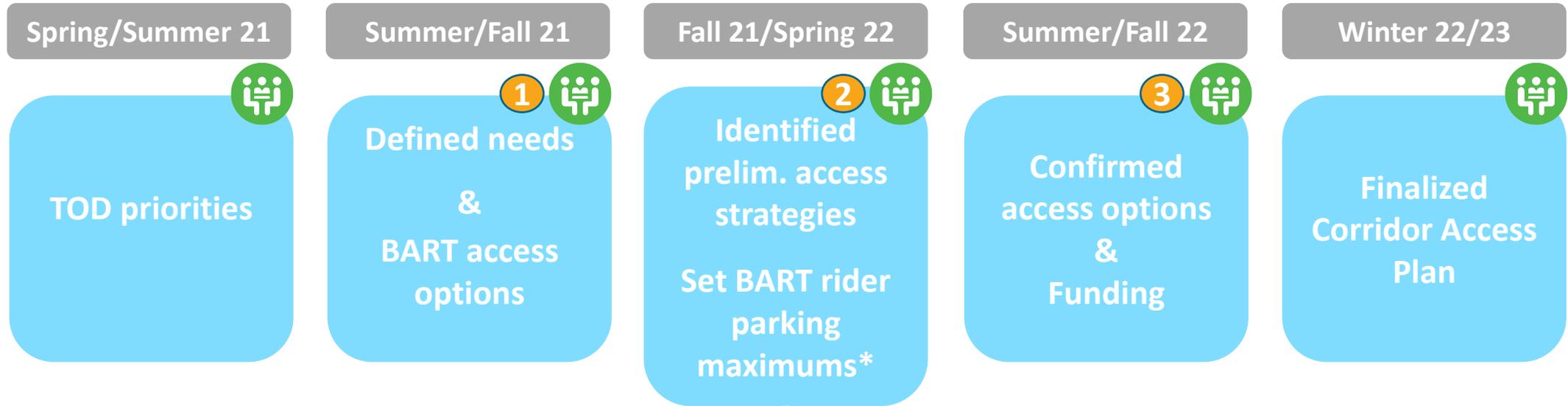
LEGEND

- Project Boundary
- BART Station to be developed
- BART Station
- Half Mile Radius
- One Mile Radius
- Elevation Contour

Sources: BART, 2021



Berkeley-El Cerrito Corridor Access Plan Process



Community Participation

Community Meetings

 Online Open Houses

Office Hours

In-person events

Community Advisory Group (CAG)

Technical Advisory Committee (TAC)

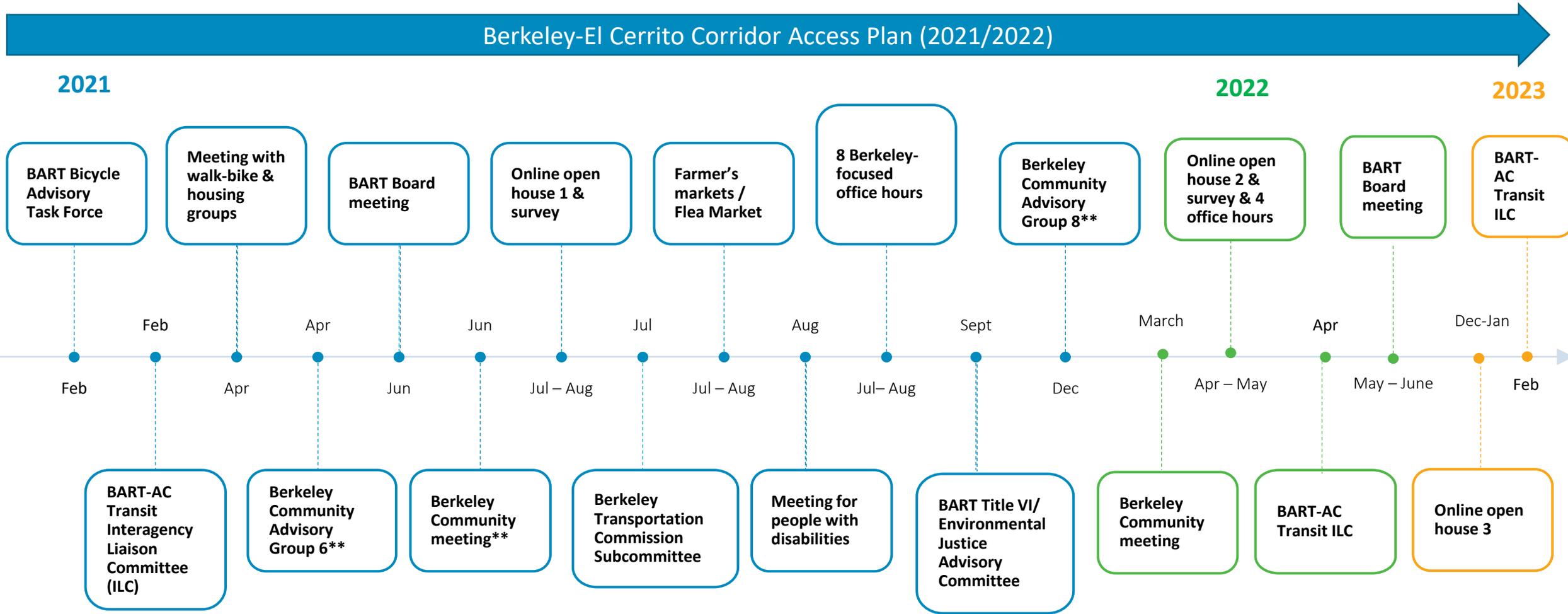
Boards & Commissions

City Council & BART Board

* BART Board approved BART rider parking maximums for North

Berkeley and Ashby stations in June 2022.

BECCAP Community Process*



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

** Community Advisory Group meetings with agendas including station access/parking

Plan Details

- Found at www.bart.gov/beccap
- Organized as follows:

Chapter 1: Introduction

Purpose and policy background supporting development of the Plan

Chapter 2: Context

Existing station access patterns and parking replacement decisions at the stations

Chapter 3: Developing the Strategies

Summary of how the recommended list of strategies was developed

Chapter 4: Recommended Strategies

Description of recommended strategies and potential impacts on ridership

Chapter 5: Implementation

Funding and financing strategies and implementation considerations

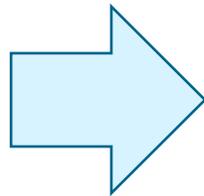
Appendices: A-H

Additional content on policy background, existing conditions, public engagement summaries, and parking management concepts

Framework for BART rider parking decision:

Priorities

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

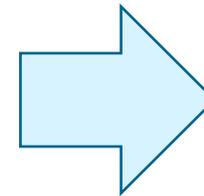


Analysis

Q1: What are the tradeoffs?

Q2: Who are impacted riders & what are their alternatives?

Q3: How will BART pay for parking?



Recommendation

Recommended
BART Parking
Maximums

1

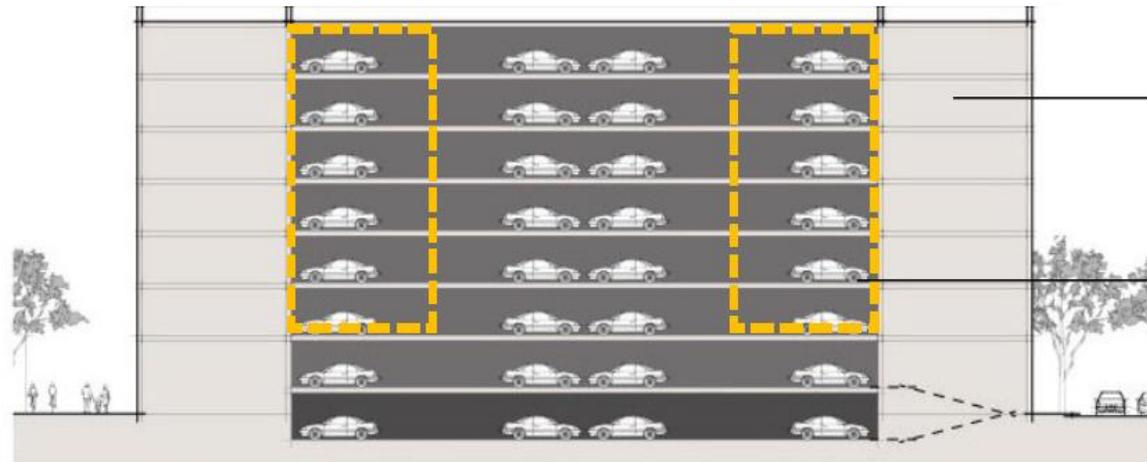
What are the Tradeoffs?

- Maximize Amount of Housing
- Design Elements (Height, massing)
- Cost to build structured parking = **\$80,000+/space**
- More \$\$\$ spent on parking means less available for other community benefits

Illustrative Example of design tradeoffs

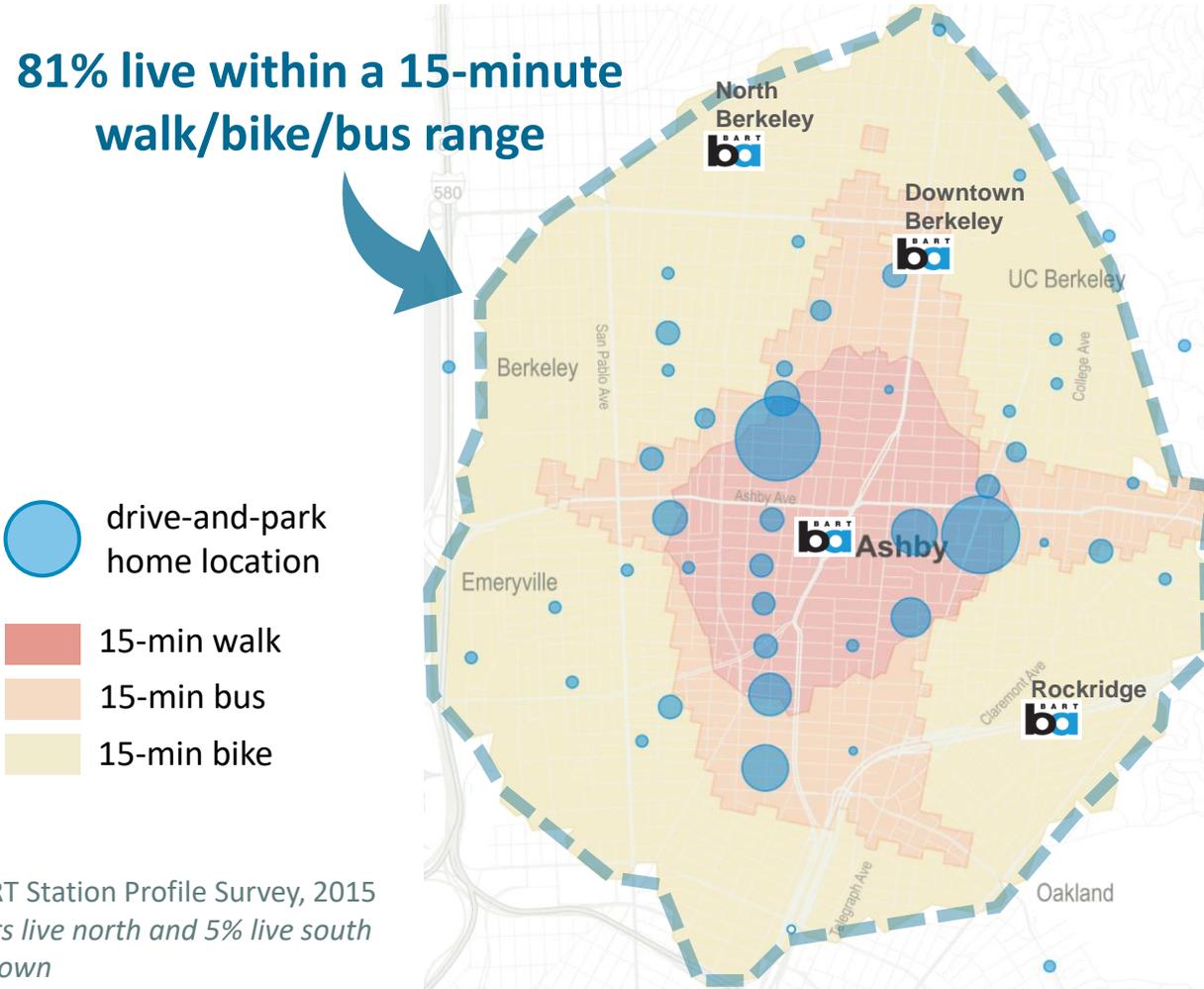


Podium building with ~180 parking spaces



Podium building with ~620 parking spaces

Ashby: Maximum of 85 spaces (16% of 535 current spaces)

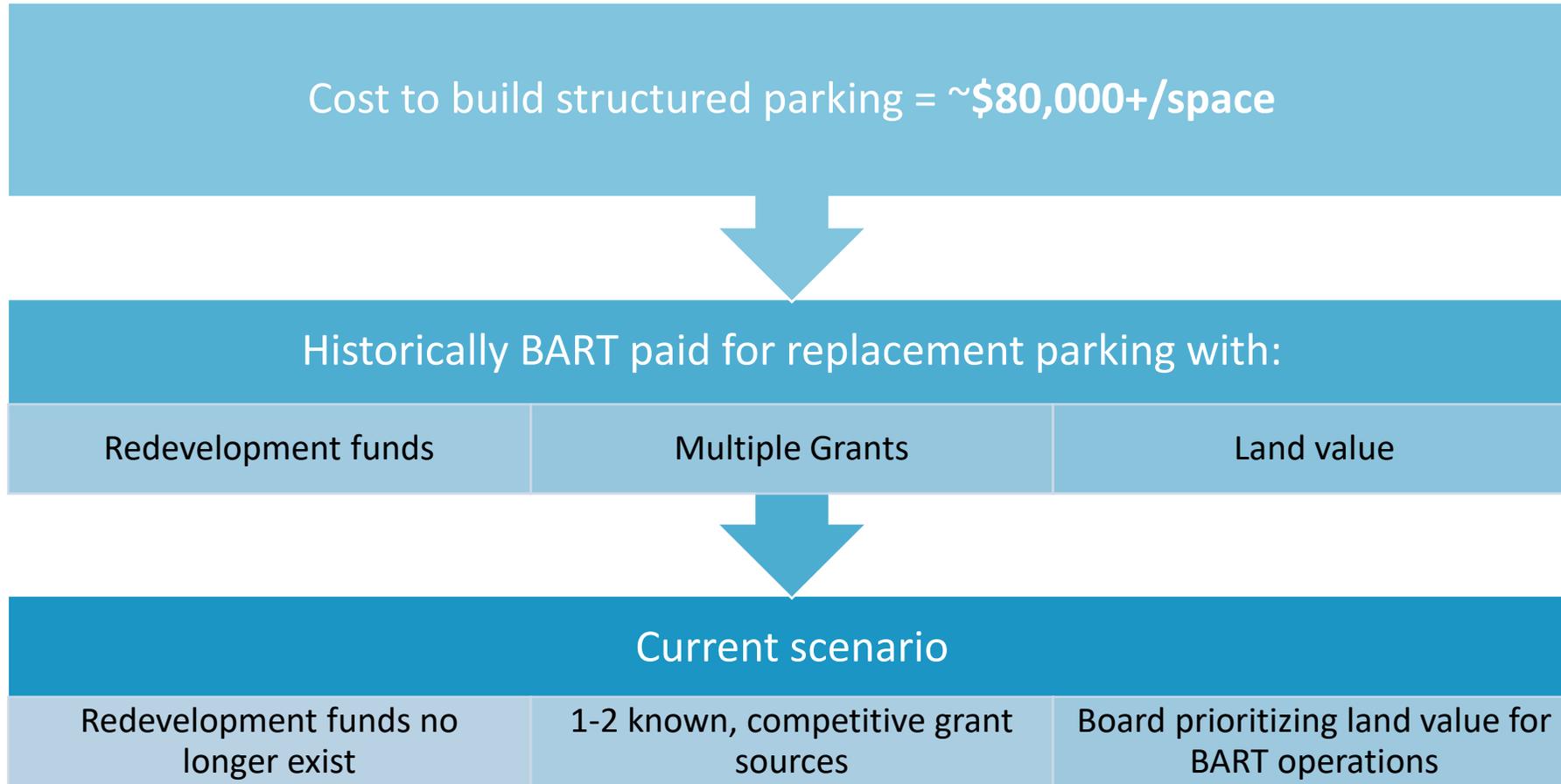


North Berkeley: Maximum of 200 spaces (29% of 700 current spaces)*



3

How will BART Parking be paid for?



Berkeley-El Cerrito Corridor Access Plan

Station Access Strategies

Ashby

Strategies Underway or Complete (solid line)

- Already on the ground or near-term implementation
- **Examples:** Ashby Bike Station (A-13), Ashby BART Access Improvements (A-12)

Strategies in Planning/Study Stage (dotted line)

- Priority and actively being advanced
- **Examples:** Adeline Corridor Reconfiguration (A15, A16)

Recommended Strategies (dashed line)

- Those identified in BECCAP process
- Many depend on other agencies leading
 - AC Transit Network Redesign (Realign)
 - Improvements off BART property
- **Examples:**
 - Restore pre-pandemic service along Ashby (A-01)
 - Intersection improvements around the station (A-02, A-03)
 - Biking and walking improvements along primary corridors (A04-A07)

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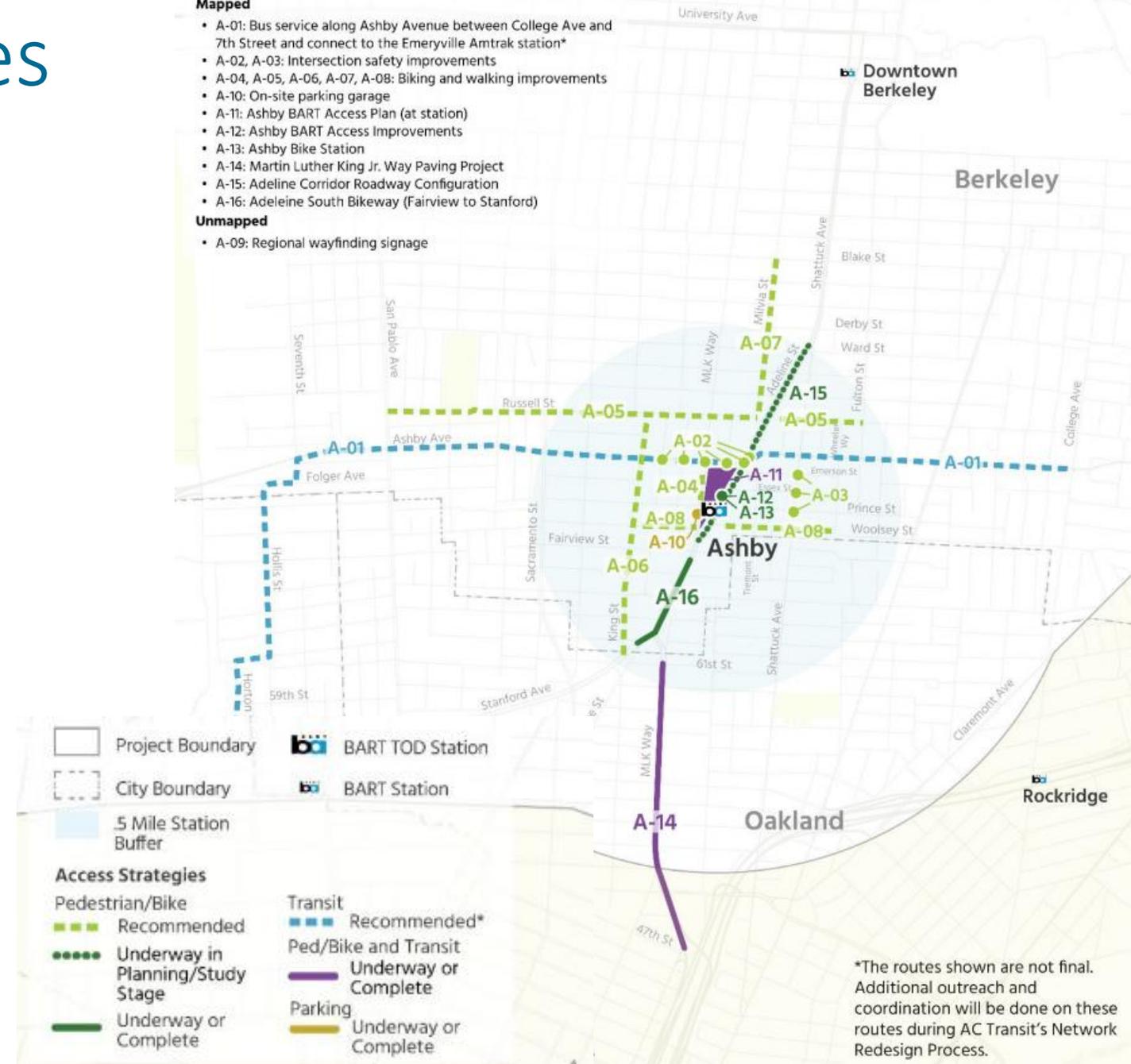
Ashby Access Strategies

Mapped

- A-01: Bus service along Ashby Avenue between College Ave and 7th Street and connect to the Emeryville Amtrak station*
- A-02, A-03: Intersection safety improvements
- A-04, A-05, A-06, A-07, A-08: Biking and walking improvements
- A-10: On-site parking garage
- A-11: Ashby BART Access Plan (at station)
- A-12: Ashby BART Access Improvements
- A-13: Ashby Bike Station
- A-14: Martin Luther King Jr. Way Paving Project
- A-15: Adeline Corridor Roadway Configuration
- A-16: Adeline South Bikeway (Fairview to Stanford)

Unmapped

- A-09: Regional wayfinding signage



Berkeley El Cerrito Corridor Access Plan North Berkeley & Downtown Strategies*

Strategies Underway or Complete (solid line):

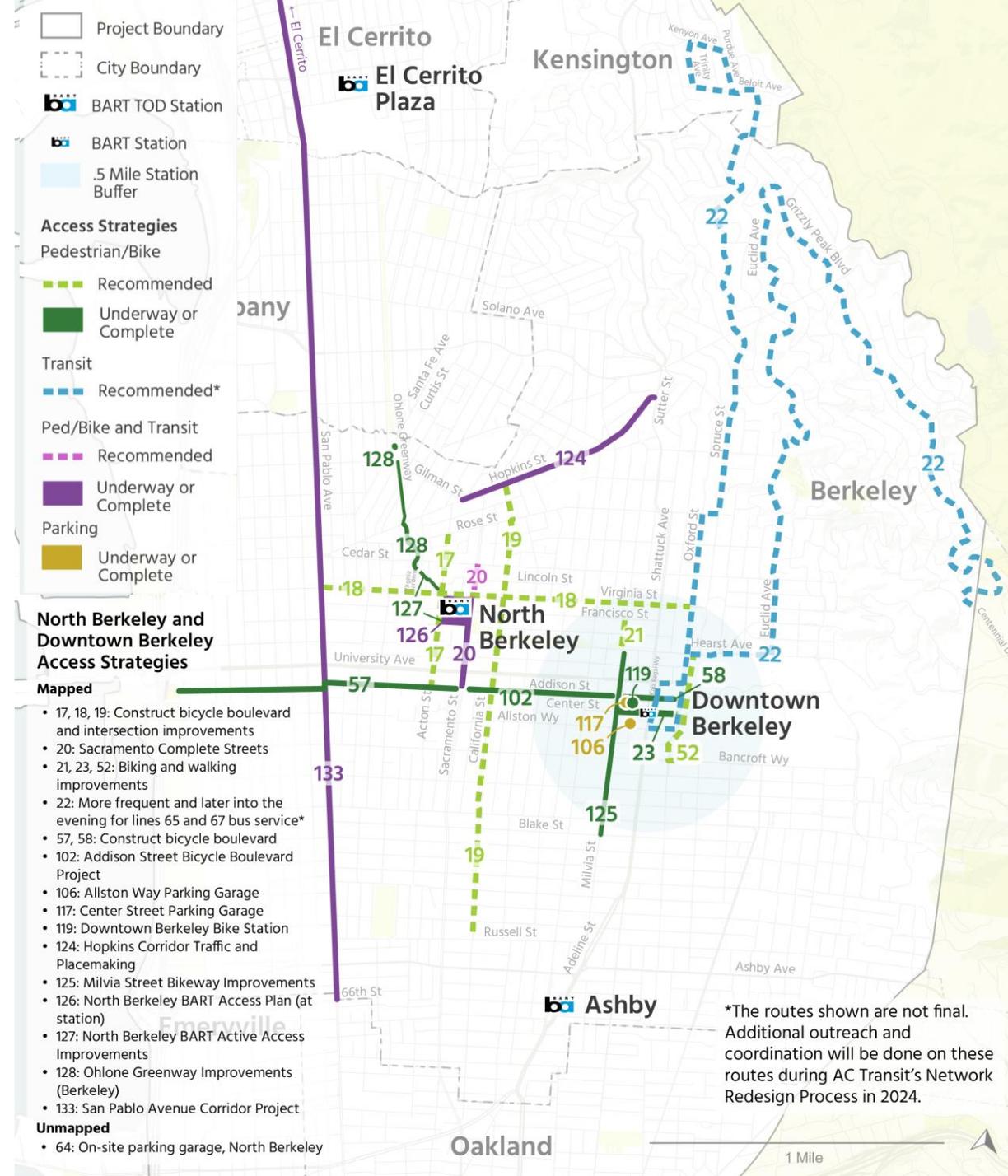
- Berkeley & Albany electric scooter and bike program (launched in 2022 (not mapped))
- Downtown Berkeley Bike Station (119)
- Bike parking for larger cargo bikes (part of 127)
- Ohlone Greenway Improvements (128)
- Addison St. Bike Blvd (57, 102)

Recommended Strategies (dashed line)

- Transbay & local bus routes service improvements, amenities** (22)
- Ped/bike improvements - California, Virginia, etc. (17, 18, 19, 21, 23, 52)
- Education/Marketing (carpooling, transit coaching, parking apps) (not mapped)
- Lighting improvements (not mapped)
- Electric bike lending library (not mapped)

* Map does not include all the numerous corridorwide, Ashby and El Cerrito Plaza strategies

**Subject to AC Transit's Realign currently underway

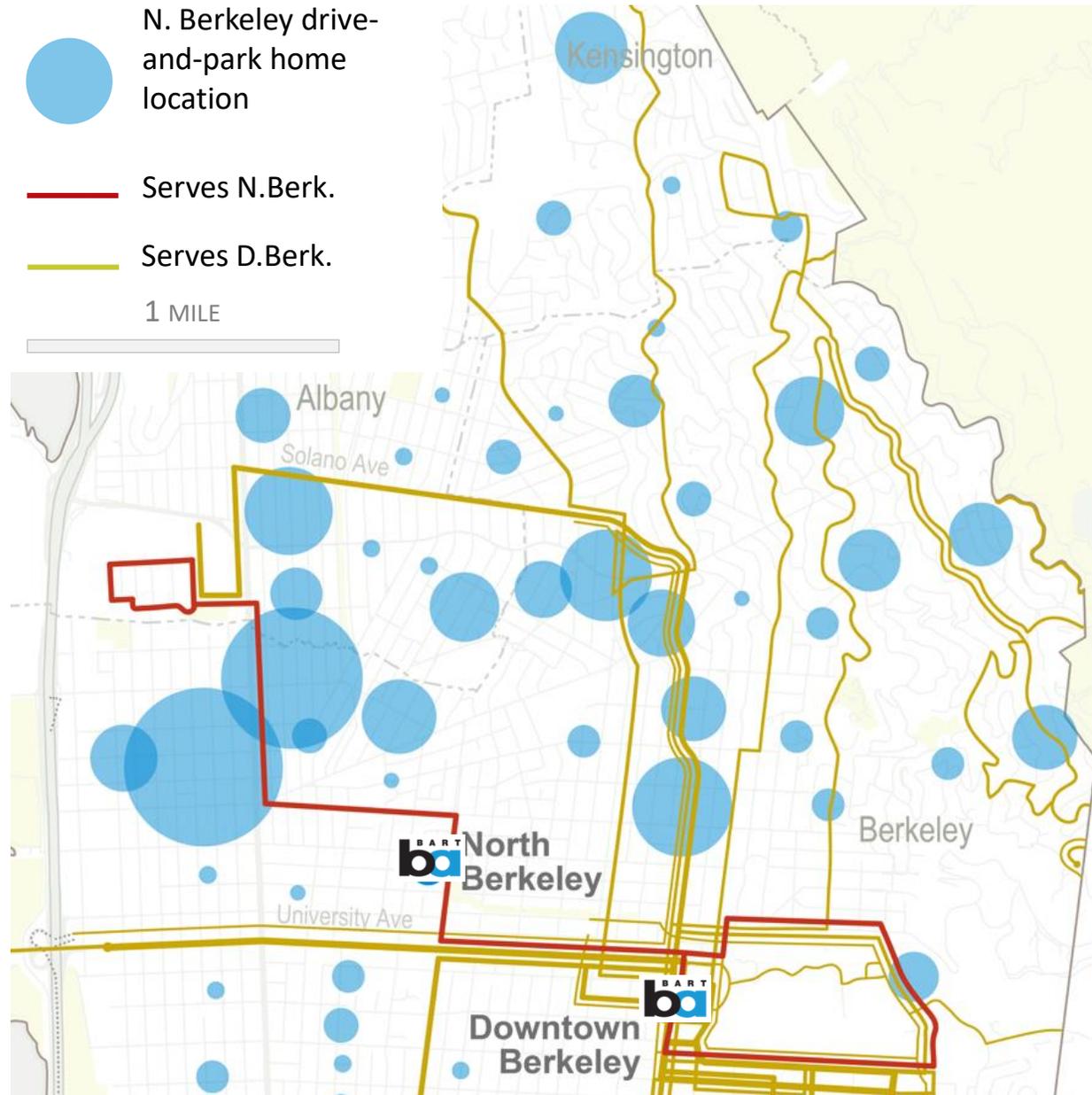


Berkeley El Cerrito Corridor Access Plan

Encouraging Transit Access & Connectivity

- Encourage Downtown connections
- Improve local service levels (frequencies, coverage)
- Promote Transbay Service as an alternative in areas further from BART
- Improved customer experience

North Berkeley & Downtown Transit Connections



Next Steps

- The BECCAP has helped enable BART, the cities, and the development teams to secure a significant of funding for access infrastructure and submit future applications
- BART will continue working with the city, developer team, and regional partners on prioritizing investments, potential funding sources and the implementation feasibility of off-site strategies
- BART/Developers to implement improvements that are on BART property

Station	Funding for Station Access Secured to Date	Amount
North Berkeley	Affordable Housing and Sustainable Communities (AHSC) Round 8	\$8.3M
	Safe Routes to BART Round 3 (City's Ohlone Greenway)	\$3M
	North Berkeley Total to Date	\$11.3M
El Cerrito Plaza	Transit Intercity Rail Capital Program (TIRCP)	\$24M
	AHSC Round 8	\$6.9M
	Infill Infrastructure Grant Program - Catalytic Qualifying Infill Area (IIGC)	\$6.6M
	State budget allocation	\$1M
	West County Subregional Transportation Mitigation Program (STMP)	\$800K
	El Cerrito Plaza Total to Date	\$39.3M

Station	Examples of Future Funding Opportunities for Station Access
North Berkeley	AHSC Round 9
	TIRCP (in progress)
	Alameda County Transportation Commission Capital Infrastructure Program (CIP)
	Transportation Fund for Clean Air (TFCA)

Thank you!

For more information on the Berkeley-El Cerrito Corridor Access Plan, go to:

www.bart.gov/beccap

To learn more about the North Berkeley TOD:

www.northberkeleyhousingpartners.com/home

To learn more about the upcoming Ashby TOD:

www.bart.gov/about/business/tod/ashby