



Station Access

Ashby & North Berkeley BART Stations

April 29, 2021

CAG Meeting #6

FEHR & PEERS



Jay Primus
Consulting



Meeting Notices

- Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, this meeting of the City's BART Community Advisory Group will be conducted exclusively through teleconference and Zoom video conference. Please be advised that pursuant to the Executive Order and the Shelter-in-Place Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, there will not be a physical meeting location available.
- Please be mindful that this meeting will be recorded, and all other rules of procedure and decorum will apply for the City's BART Community Advisory Group meetings conducted by teleconference or videoconference.

Tonight's Agenda

Welcome and Introductions

Process Refresh

Policy Background

Planning for Better Station Access Once New Housing is Built

How Do People Currently Access the Two Stations?

Q&A and Discussion #1

BART Station Access: Tradeoffs

CAG Poll and Discussion/Breakout Groups #2

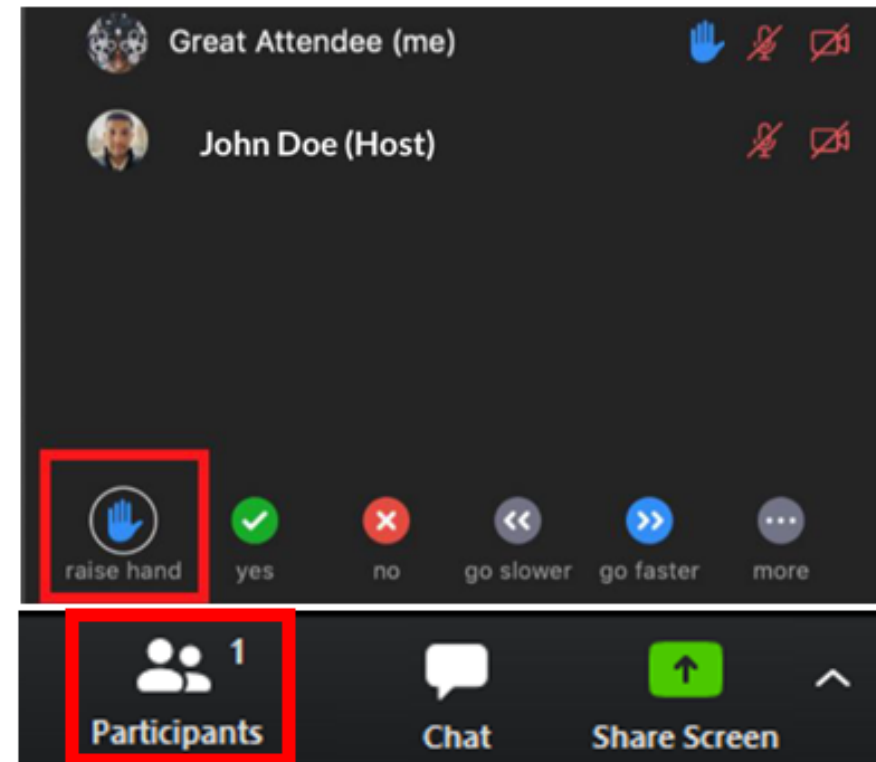
Next Steps

Public Comment

Meeting Logistics + Facilitation

- Via Raise Hand feature (either on computer or by dialing *9 on your phone). The meeting facilitator (Dave) will recognize you and unmute your mic.
one minute per speaker
- Comments received via mail or email before the meeting and through May 7 will be part of the public record and included in the meeting summary.

Raise Hand Feature

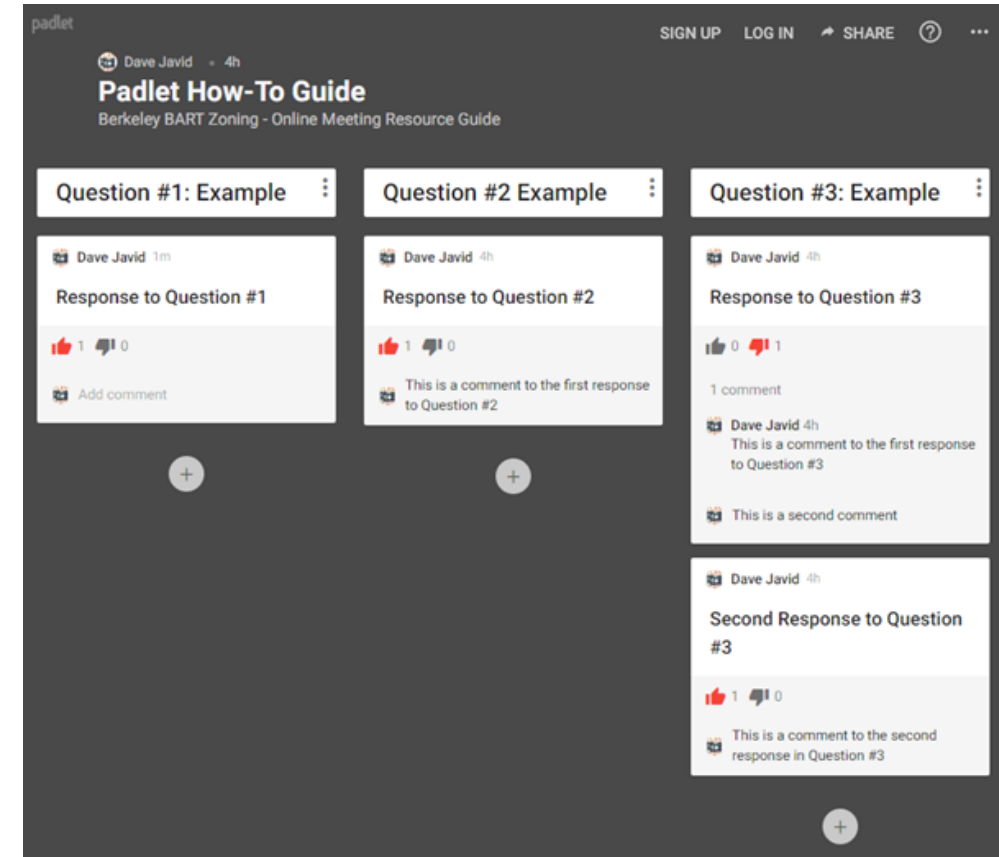


CAG Small Group Discussion: Interactive Online Feedback

Padlet How-to Guide

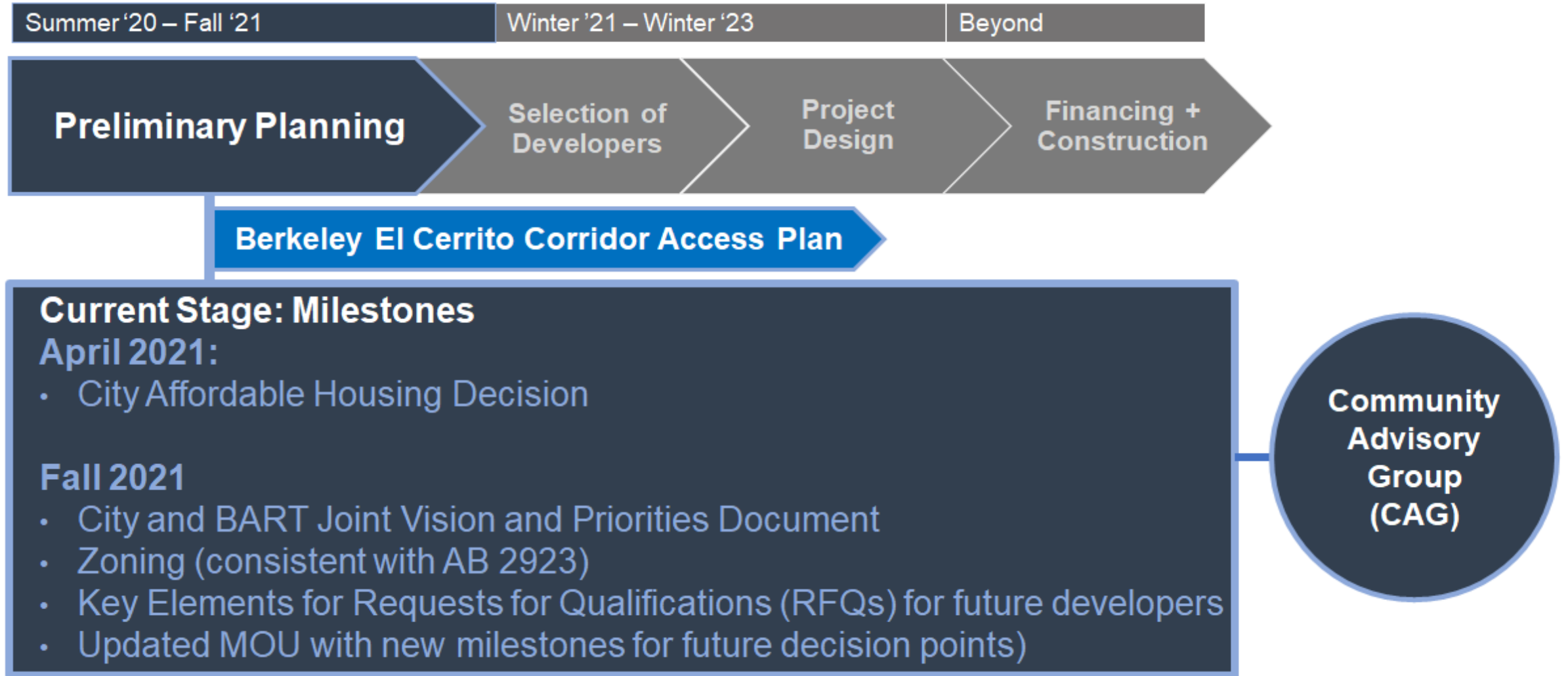
- 1) Log in to Padlet.com to access the platform and contribute.
- 2) Use the “+” icon to add your response to questions.
- 3) Add a comment to other CAG member responses, and/or “up or down vote” responses.

CAG members: For questions about how to access or navigate Padlet, please ask your facilitator in the discussion.



Process Recap

Process Recap



*Illustrative Timeline – Subject to Change

Process Recap

City – BART Joint Vision & Priorities Document Topics:

- ✓ Affordable Housing
- ✓ Civic & Public Space
- ✓ Land Use
- ✓ Urban Form
- **Station Access**

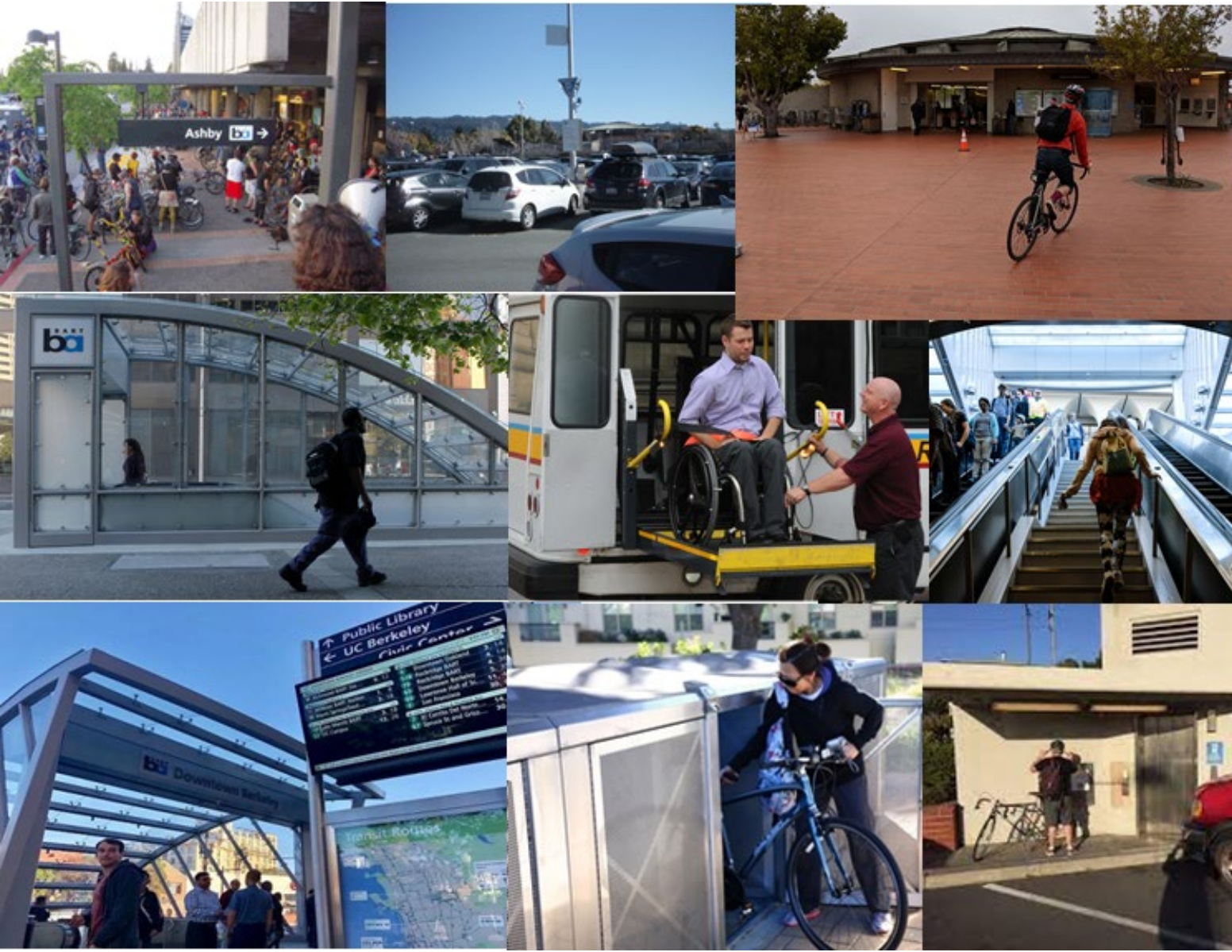
Objectives of Tonight's Meeting

1. CAG helps create Joint Vision & Priorities statements for BART Station Access
2. Learn about upcoming work to plan for station access options to BART when the station sites are developed with other uses



Policy Background

What does "station access" mean?

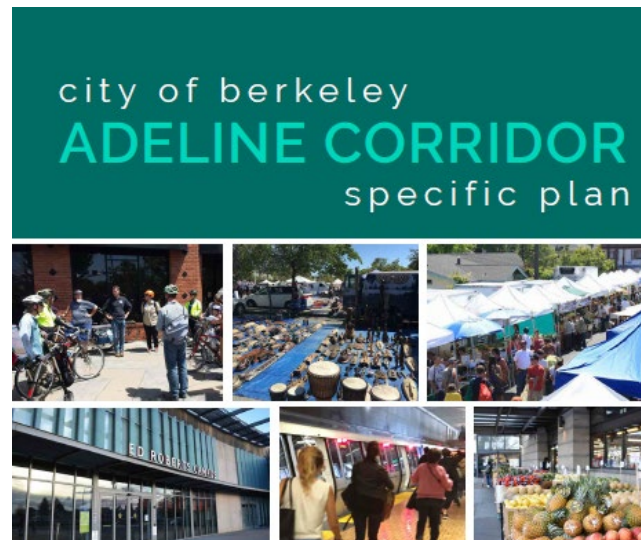


How people get to and from BART

The ***act of travel*** between BART and home, work, school, or other activities.

and the ***infrastructure*** that allows all ages and abilities to travel by:

- walking
- rolling
- biking
- riding transit
- carpooling
- driving alone & parking
- etc.



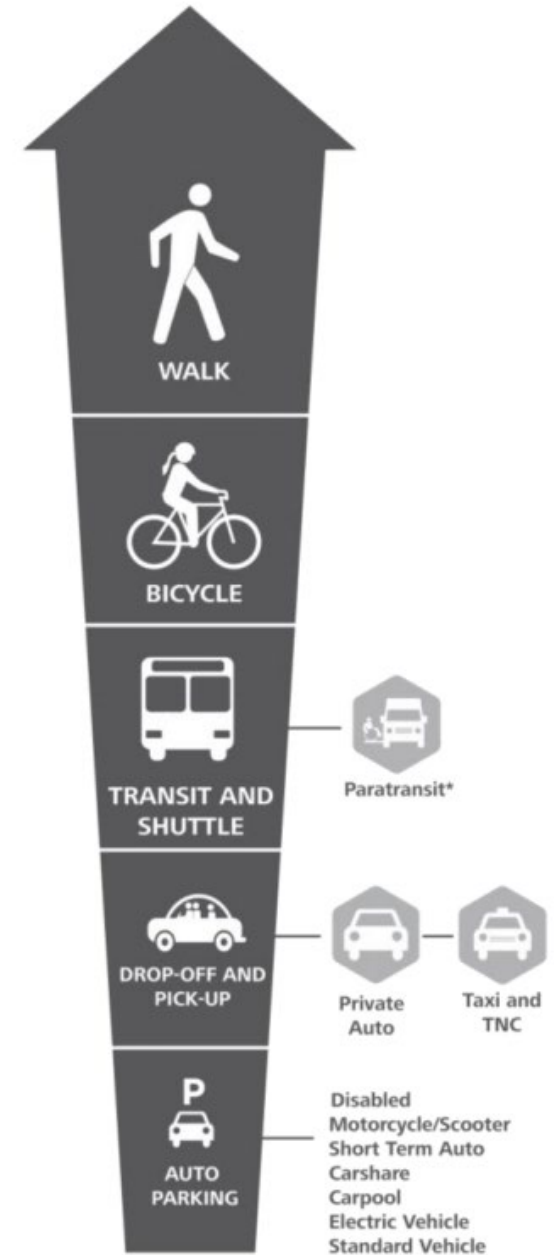
Regional & City of Berkeley Policies



BART's Station Access & Transit-Oriented Development Policies (TOD)

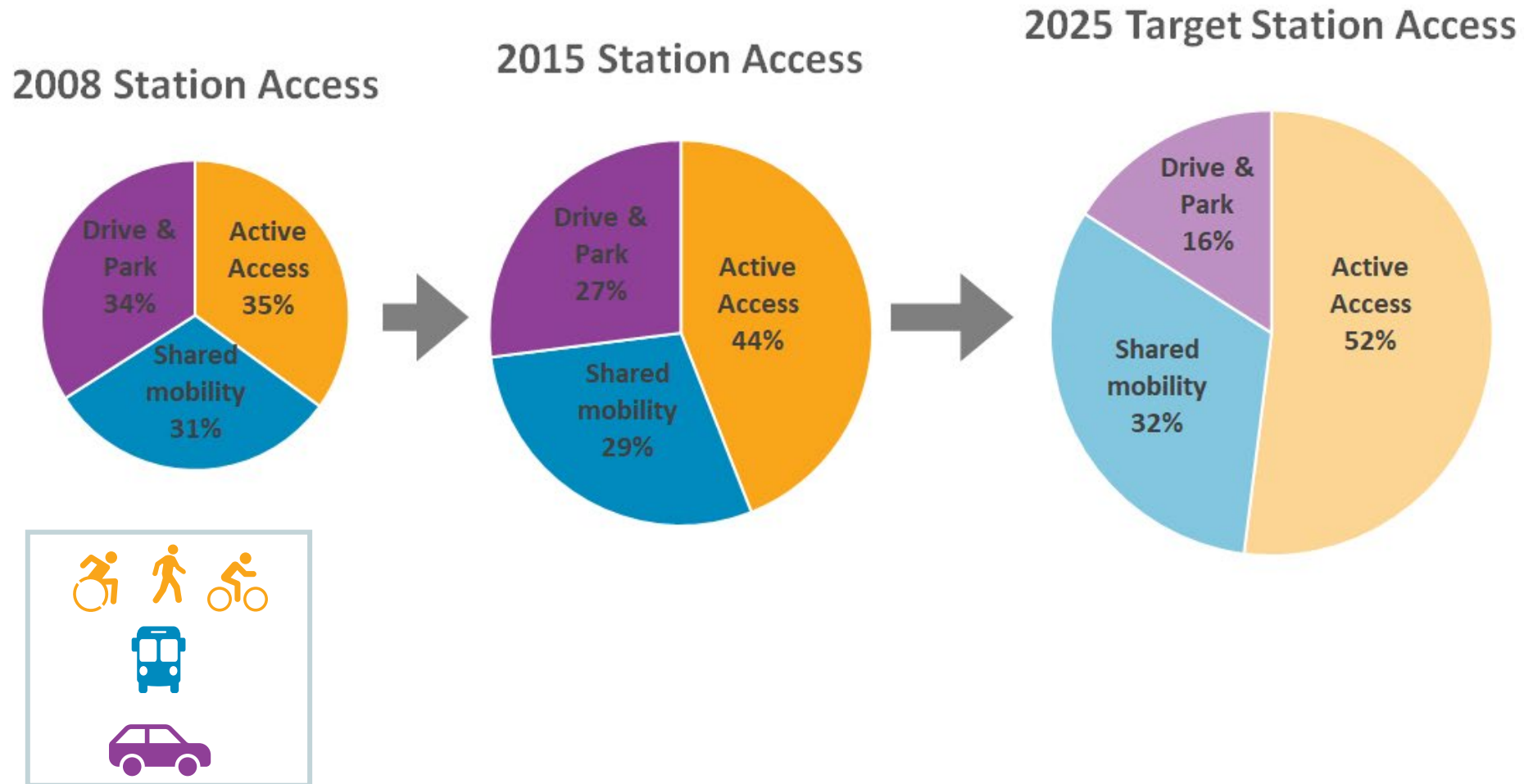
- Prioritize housing
- Increase ridership
- Prioritize sustainable access options
- Maximize the use of off-site and on-site parking
- Benefit the majority
- Allow for flexibility over time

Source: www.bart.gov/TOD
<https://www.bart.gov/about/planning/station-access/policy>



Note: All stations must always remain accessible to and usable by persons with disabilities

BART's Station Access Policy Performance Targets

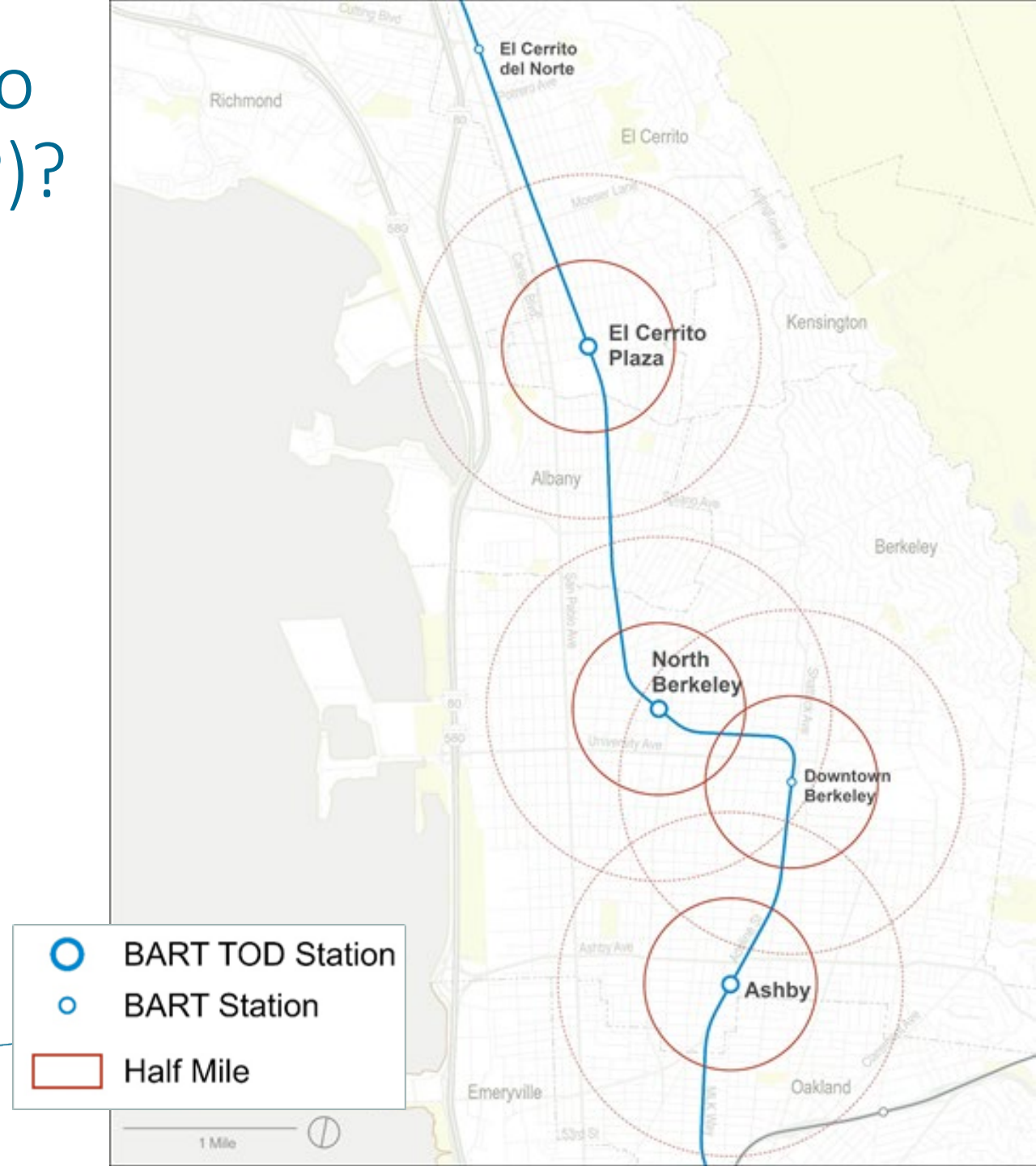


Source: 2008 and 2015 Station Profile Survey Data (home-based trips)

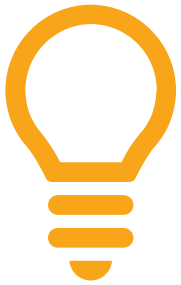
Planning for Better Station Access Once New Housing is Built

What is the Berkeley-El Cerrito Corridor Access Plan (BECCAP)?

- A coordinated plan for improving ways to get to the 3 stations where development is planned
 - Responsive to public input from an area spanning multiple jurisdictions
 - Establishes and addresses station access and parking needs
 - Develops strategies that can be implemented when TOD is built



Plan Goals



Identify future station
access investments









Evaluate their
effectiveness

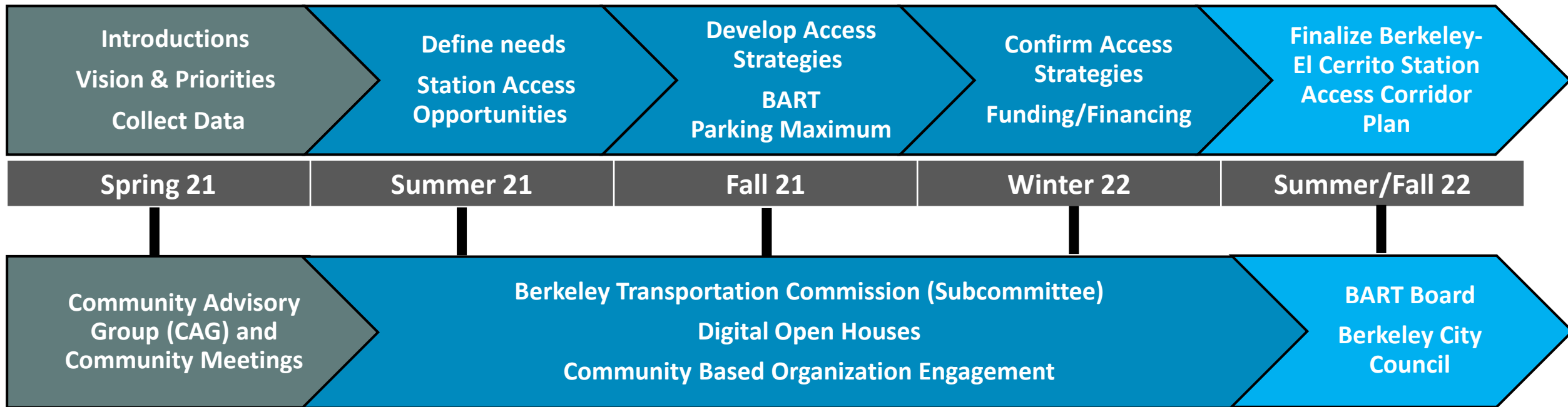


Prioritize and plan for
these with cities and
regional agencies

Access Toolbox: Illustrative Strategies (multijurisdictional)

Mode	Illustrative Strategies
 Walk	Sidewalk widening and/or repair, street lighting, curb bulbs
 Bike	Protected bike lanes, station bike parking (cargo bikes, tricycles)
 Bus	Bus service/reliability enhancements, fare policy, shuttles, bus stop improvements
 Drop-off	Designated curb space adjacent to station
 On-site BART rider parking	Dedicated to BART riders or shared with the TOD, parking for persons with disabilities, market-rate pricing, driving to other stations with parking
 Off-BART site parking	On-street managed parking, municipal garages and lots, shared with other privately-owned parking (retail, religious institutions, etc.)

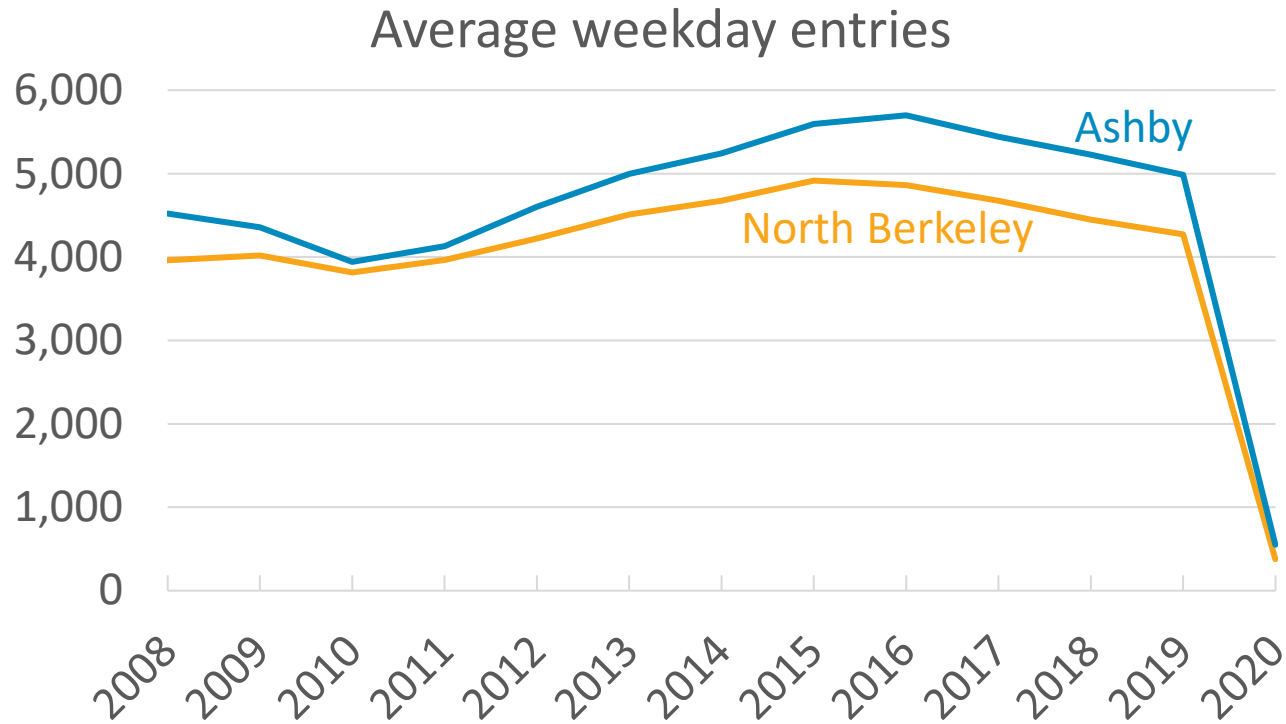
Where are we going and how can you stay involved?



*Illustrative Timeline – Subject to Change

How Do People Currently Access
the Two Stations?

COVID affected North Berkeley & Ashby ridership more than the typical station



Source: BART



Riders during the pandemic:

- 53% have household income below \$50,000
- 51% don't have access to car in household

North Berkeley & Ashby have relatively low ridership share from drive-and-park

	Share as a ranking among the 34 stations with a BART parking lot		
	Ashby	North Berkeley	
Walk	1 st	4 th	Top third
Bike	5 th	4 th	Middle third
Public Transit	27 th	33 rd	Bottom third
Taxi/Rideshare	17 th	10 th	
Pick-up/Drop-off	33 rd	34 th	
Drive and Park	30 th	25 th	

North Berkeley Station



Who lives near North Berkeley station?



50% of households make less than \$75,000



42% of residents are people of color



20% of households don't have a vehicle



7% of residents have a disability

20% Asian
6% Black/African American
10% Hispanic/Latinx
6% Other people of color

Source: American Community Survey 2017 5-year estimates.
Residents within 15-minute bicycling range (i.e. up to 2.2 miles) with North Berkeley as closest station.
85% of riders within this range.

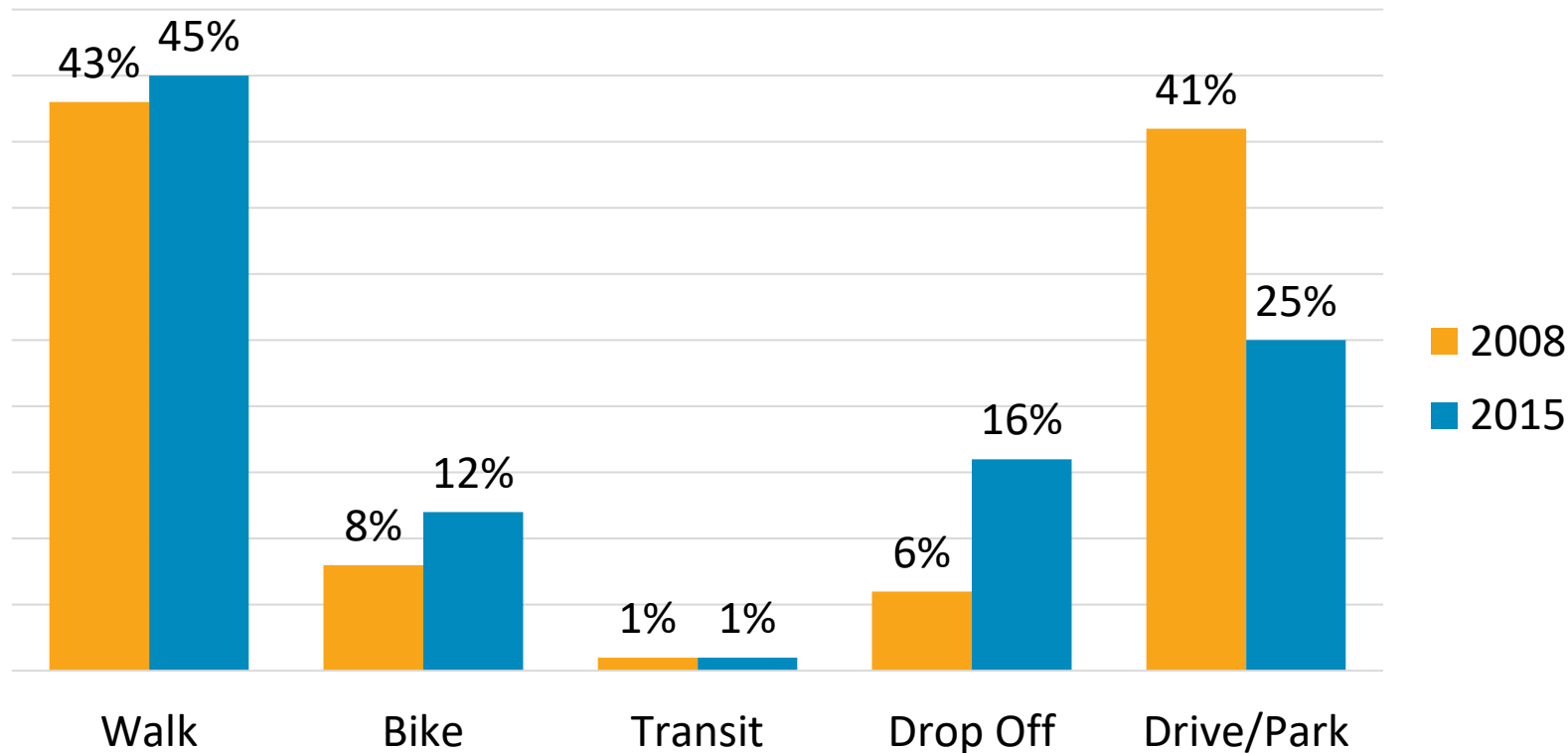
BART riders generally represent the community, with the exception of:

- lower representation of people with disabilities (2%)

Source: BART Station Profile Survey, 2015.

3 in 4 North Berkeley riders do not drive-and-park

Station Access



Source: BART Station Profile Survey, 2008 & 2015. Home-based trips.

Auto Parking

Spaces	701*
Fill Time	9:30 AM
Median Drive/ Park Distance	1.4 miles

Bike Parking

Spaces	438*
--------	------

* Auto and bike parking spaces include BART's North Berkeley Active Access Project:

www.bart.gov/about/planning/station-access/north-berkeley-bike

Access to North Berkeley varies by income



A low income rider is **half as likely to drive and park** as a high income rider



A low income rider is **50% more likely to bike** as a high income rider

(All other ways to access are fairly even)

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

Source: [BART Station Profile Survey, 2015](#).

Many North Berkeley BART parkers are not driving far

8% within walking range

19% within walk/bus range

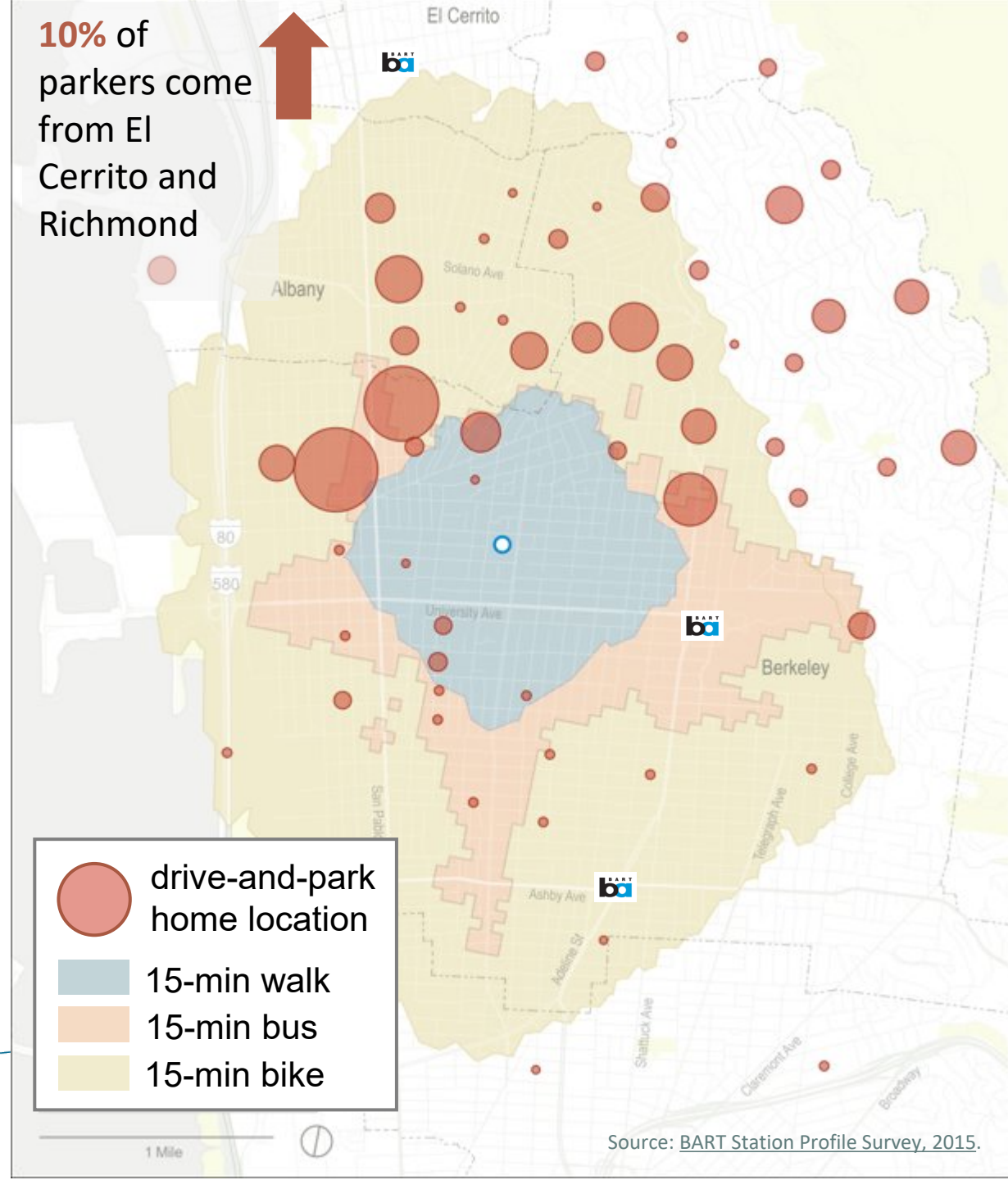
64% within walk/bus/bike range

36% outside of biking range

25% of surveyed drivers justify driving through a necessity... therefore

Source: BART, El Cerrito Plaza Rider Survey, 2019

47% of drivers within range of viable alternative without obvious deal-breaker to switching from driving



We've heard several community priorities for broadening station access to North Berkeley station



Ohlone Greenway



Bicycle amenities



Bus access



Resident parking



Rider parking



Ashby Station



How does access vary by disability status systemwide?



A rider with a disability is **one third less likely to drive/carpool** as a rider without a disability



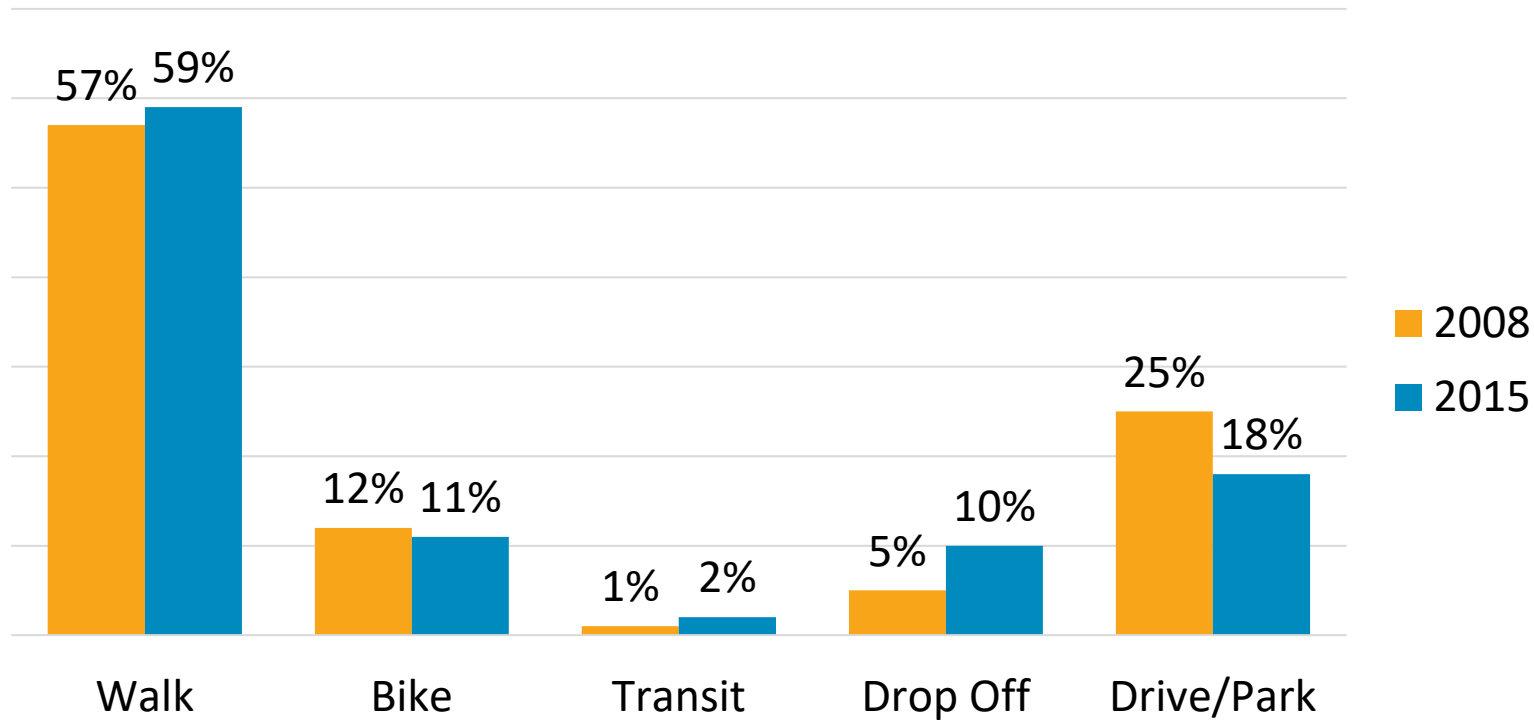
A rider with a disability is **two-to-three times more likely to take transit** as a rider without a disability

(All other ways to access are fairly even)

Source: [BART Station Profile Survey, 2015](#).

4/5 of Ashby riders walk/bike/are dropped off

Station Access



Auto Parking

Spaces	535
Fill Time	9:00 AM
Median Drive/ Park Distance	1.0 miles

Bike Parking

Spaces	334
--------	-----

Source: [BART Station Profile Survey, 2008 & 2015](#). Home-based trips.

How does access to Ashby vary by income?



A low income rider is **half as likely to drive and park** as a high income rider



A low income rider is **six times more likely to access on the bus** as a high income rider

(All other ways to access are fairly even)

Low income = <\$50k based on 200% of Federal poverty-level for household of 4

Source: [BART Station Profile Survey, 2015](#).

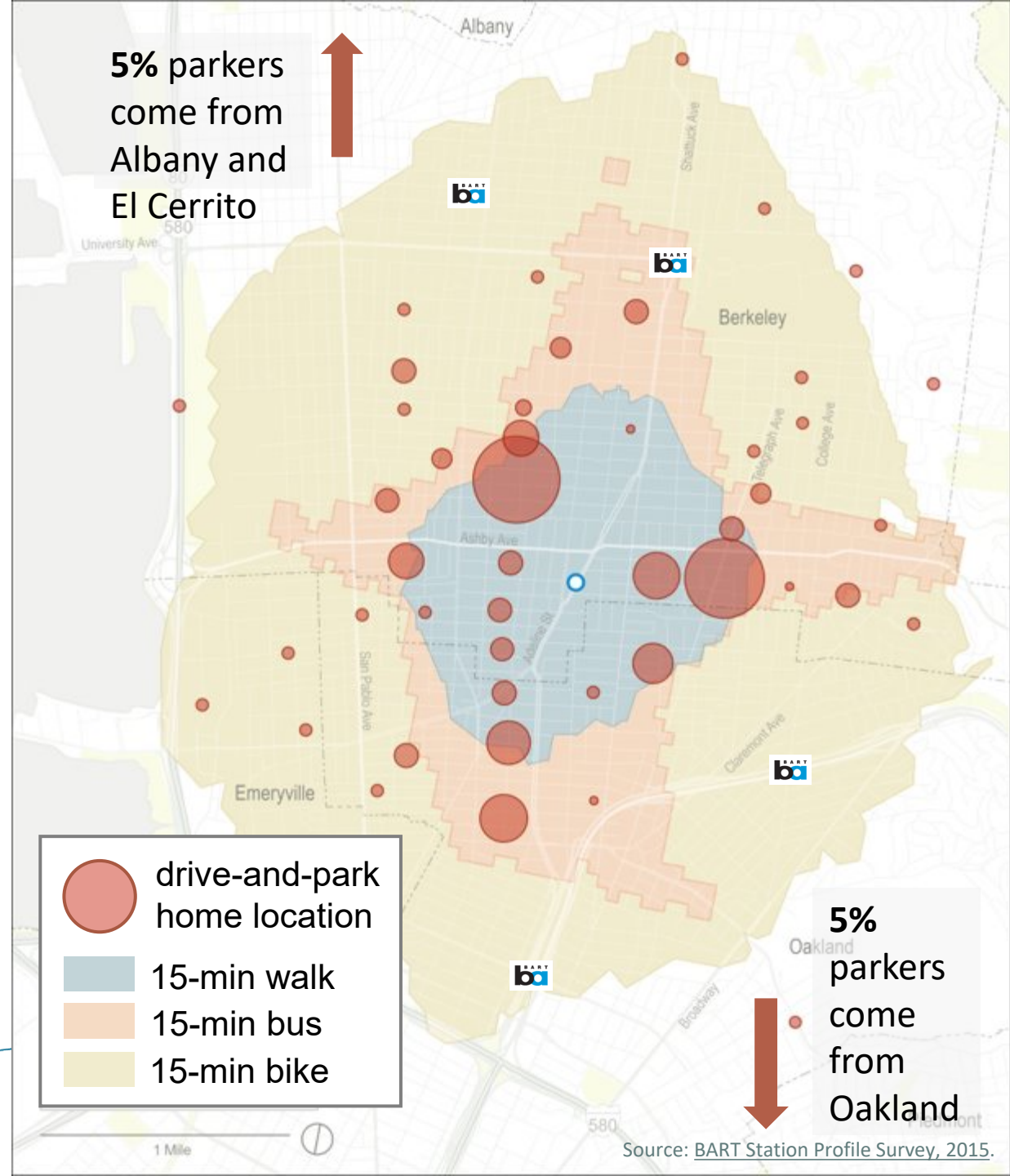
Most Ashby parkers are not driving far

- 38%** within walking range
- 59%** within walk/bus range
- 81%** within walk/bus/bike range
- 19%** outside of biking range

25% of surveyed drivers justify driving through a necessity... therefore

61% of drivers within range of viable alternative without obvious deal-breaker to switching from driving

Source: BART El Cerrito Plaza Rider Survey, 2019



We've heard several community priorities for broadening station access to Ashby station



Adeline Street



Universal accessibility



Shared mobility



Walk connections



Bike connections



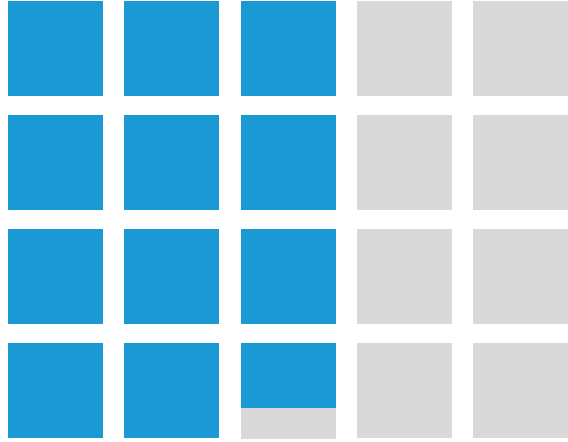
Civic space



Who Benefits from the Current Station Access Options?

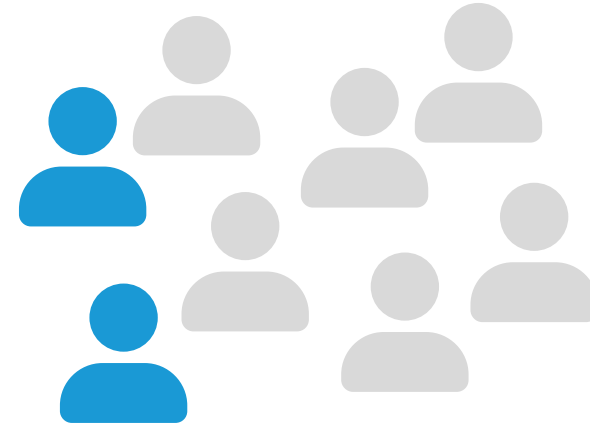


At North Berkeley...



58% of the land is used
for driving & parking...

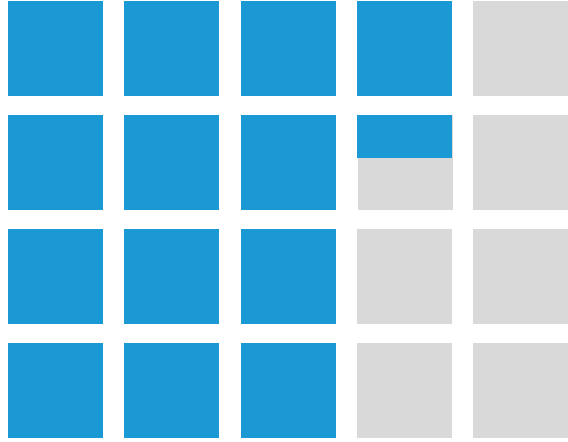
Source: BART, 2021



... benefiting 25% who
use the station

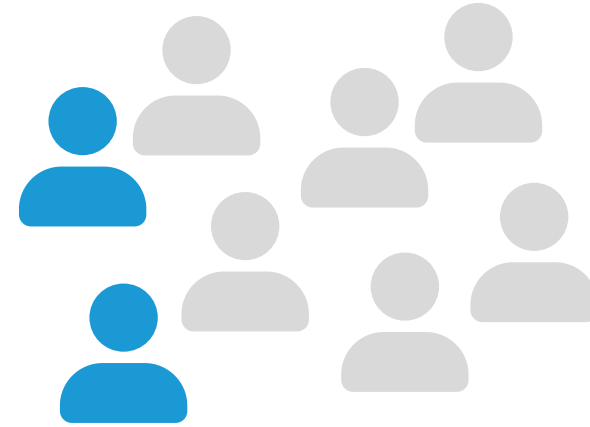
Source: [BART Station Profile Survey, 2015](#).

At Ashby...



67% of the land is used
for driving & parking.....

Source: BART, 2021



... benefitting 18% who
use the station

Source: [BART Station Profile Survey, 2015.](#)

Q&A

EQUITABLE ACCESS. Provide safe and secure station access options for people of all ages, abilities, and income levels.

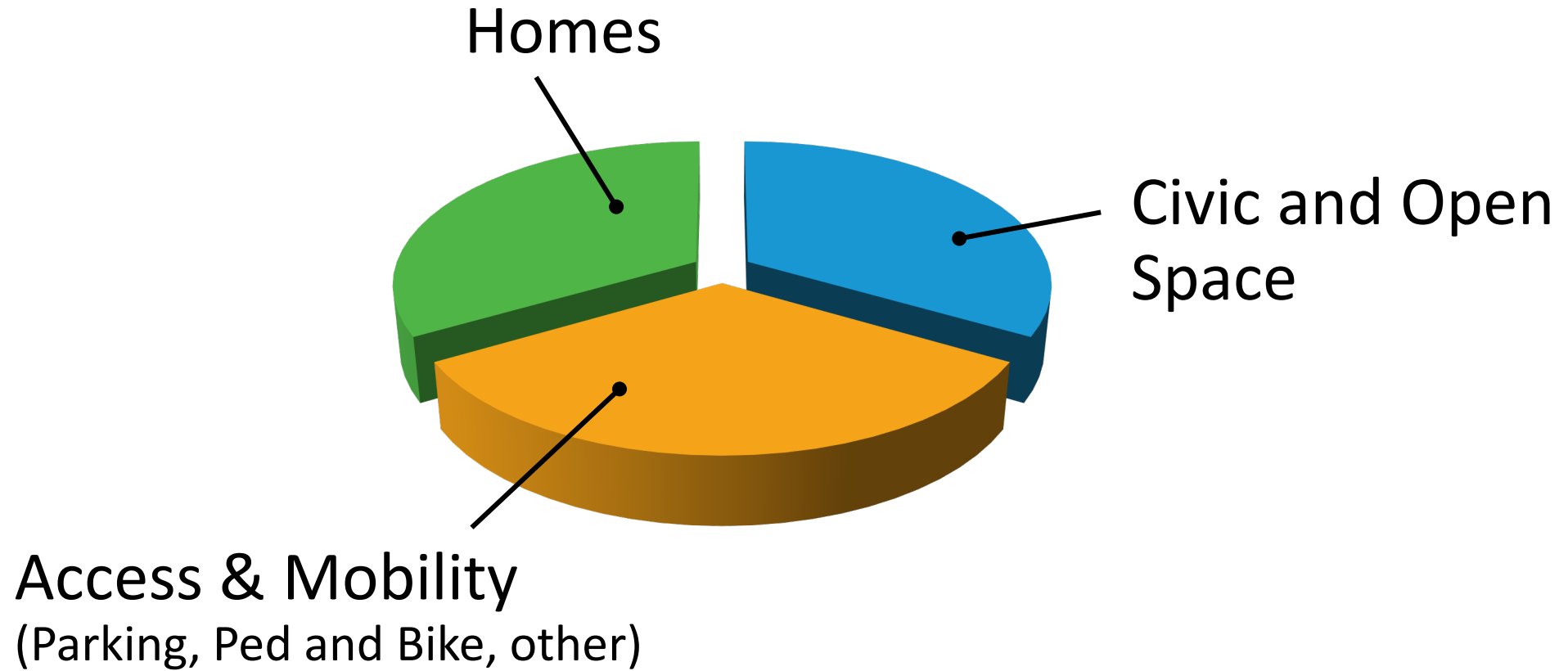
1. What groups or persons do you feel are not being served or are being underserved by current options for station access?
2. What changes should be made to provide more equitable access to the stations?

Discussion #1



BART Station Access: Tradeoffs

How to allocate limited resources (money and real estate) to balance the Joint Vision & Priorities?



Changing priorities have affected BART's approach to replacement rider parking

BART's previous TOD priorities:

Replace most/all BART rider parking, ridership growth



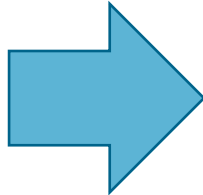
BART's current TOD priorities:

Station Access, equitable development, BART operations (safety and capacity), ridership growth

BART has developed an approach to determining replacement parking parameters

BART's policies & needs provide investment framework:

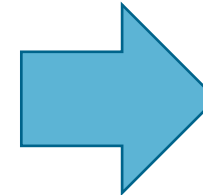
- Prioritize housing
- Increase ridership
- Prioritize walk/bike/transit station access
- Equitable use of public money
- Maximize off-site parking opportunities
- Reinvest TOD revenues back into BART system



Who is impacted by parking loss, what are their alternatives?

How will BART parking be paid for?

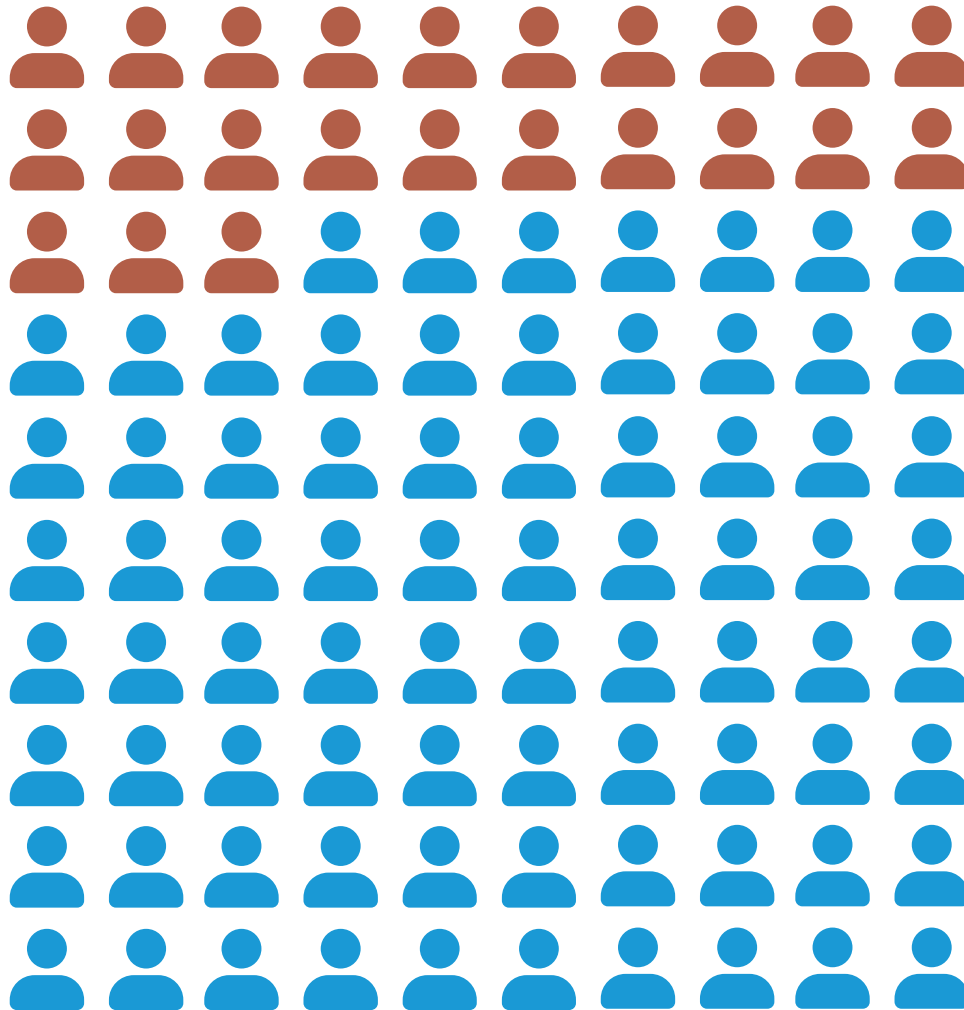
What are the tradeoffs?



Maximum BART replacement parking

Q1

BART will study who is impacted by parking loss & what their alternatives are



Pre-COVID:

Riders who drive and park

Riders who do not drive and park

Note: Comparative proportions are illustrative only

Q1

BART will study who is impacted by parking loss & what their alternatives are

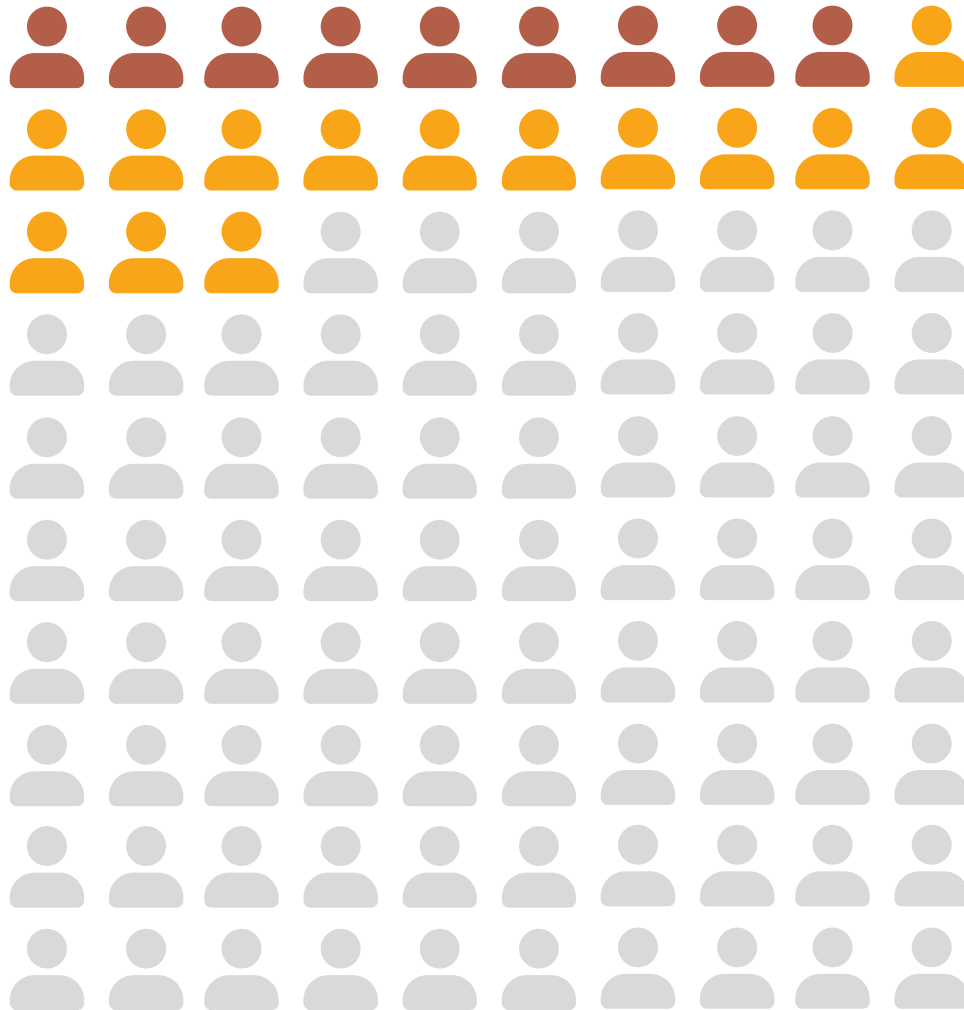


Here are the pre-COVID drive-and-parkers

Note: Comparative proportions are illustrative only

Q1

BART will study who is impacted by parking loss & what their alternatives are



TOD is constructed:

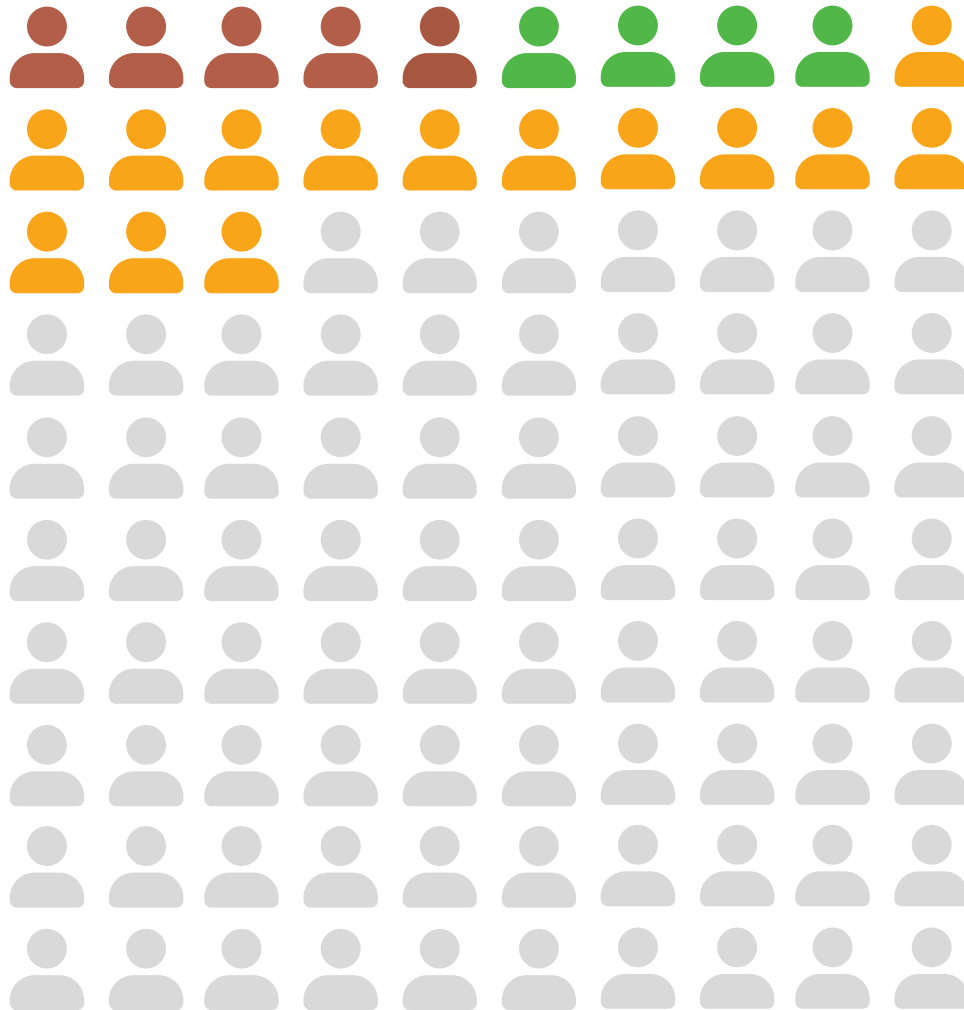
Some drive-and-parkers remain dependent on the parking

Others may have ready access to alternatives

Note: Comparative proportions are illustrative only

Q1

BART will study who is impacted by parking loss & what their alternatives are



TOD is constructed:

Some drive-and-parkers are dependent on the parking

Others may have ready access to alternatives

Still others would be served by investment in new access alternatives

Note: Comparative proportions are illustrative only

Q2

Changing funding sources have affected BART's approach to replacement rider parking

Previous parking funding sources:

Redevelopment, state grants,
BART TOD rent revenue



New parking funding sources:

Very limited (1 state grant program)

Q3

WHAT ARE THE TRADEOFFS?

A hypothetical \$40 million grant could pay for...

BART parking replaced across both stations

	50%	20%	0%
Parking spaces built	580	230	-
Additional units of affordable housing (instead of market rate)	-	240	400

Assumptions

- Construction cost per structured parking space: \$70,000 (does not include costs to maintain or operate)
- A \$100,000 local subsidy/unit = BART land discount + market rate developer contribution

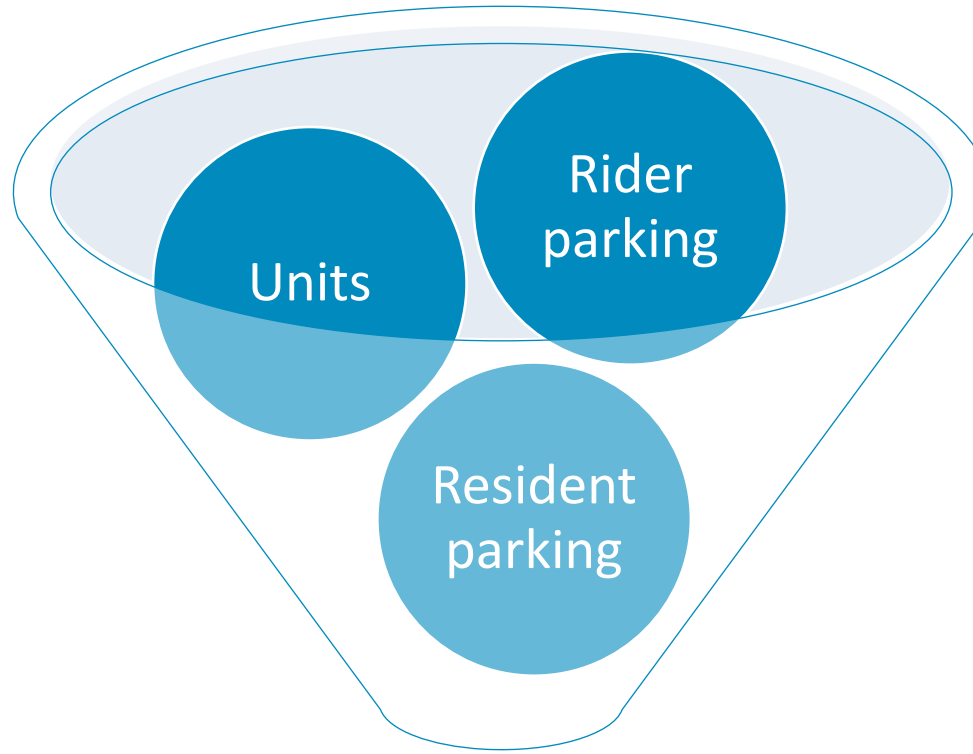
Source: "Estimating the Need for Housing Subsidy for the Ashby and North Berkeley BART Stations", Rick Jacobus

Q3

WHAT ARE THE TRADEOFFS?

A net ridership increase is essential for the TOD

BART ridership model:

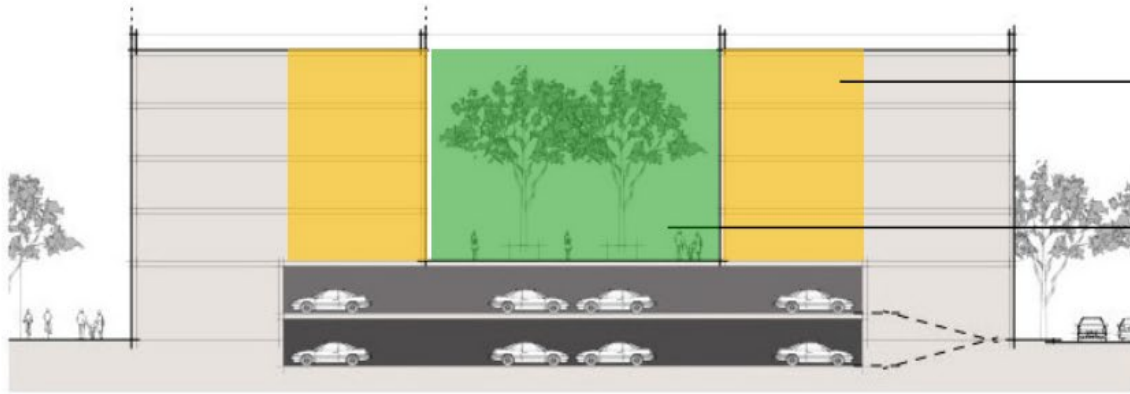


Change in ridership
Change in revenue

Q3

WHAT ARE THE TRADEOFFS?

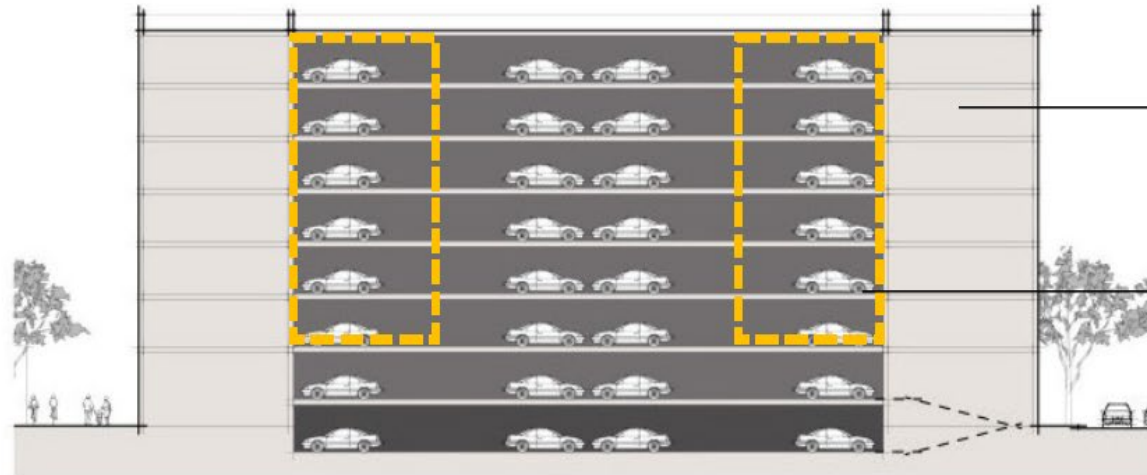
Accommodating additional parking has spatial/design tradeoffs



Upper 4 floors are double-loaded (more units)

Top of 2-level parking podium can be a private open space

Podium building with ~180 parking spaces



Building gets taller and bigger

Upper 6 floors are single-loaded (fewer units per floor)

Podium building with ~620 parking spaces

BART wishes to build BART ridership back equitably

Meaning investments in:

- Transportation infrastructure improvements that serves the majority (78%)
- Civic space (e.g., reconfiguration of Adeline Corridor)
- Other community benefits (lighting, etc.)

17% of surveyed riders during pandemic drove to the stations (down from 29% in 2018)

57% of riders either rode the bus or walked

Source: BART, Customer Satisfaction Survey, 2020



Q3

WHAT ARE THE TRADEOFFS?

In this time of shifting trends, BART prefers to invest in options that maintain flexibility

- Post-COVID evolution of urban area & travel patterns
- Needs of essential workers
- An unknown future of mobility options



Neighborhood Parking



We've heard several neighborhood parking concerns related to BART station surroundings

- BART riders parking on neighborhood streets
- Parking availability for nearby store employees and customers
- Ashby-specific concerns:
 - Flea market impacts
 - Church parking



How BART intends to approach neighborhood parking

1

Improve non-driving options for people trying to get to BART

2

Parking on BART property

- On-site dedicated BART rider parking
- Better manage demand for on-site BART rider parking
- Explore shared parking with TOD

3

Other options to be explored for BART riders

- Off-site parking (municipal garages, shared opportunities)
- On-street parking near the station

POLL

Hypothetical Question on Your Priorities for Development

Let's say we have \$40 million to spend on this project. How much money would you like to see spent on BART rider replacement parking compared with more affordable homes, sustainable access (walking, biking, rolling, and transit to BART), and civic/open space? Select the option that feels most aligned with your priorities.

- ☐ \$0 for BART replacement parking and \$40 M for more affordable homes, sustainable access, and civic/open space
- ☐ \$10 M for BART replacement parking and \$30 M for more affordable homes, sustainable access, and civic/open space
- ☐ \$20 M for BART replacement parking and \$20 M for more affordable homes, sustainable access, and civic/open space
- ☐ \$30 M for BART replacement parking and \$10 M in more affordable homes, sustainable access, and civic/open space
- ☐ \$40 M for replacement parking and \$0 for more affordable homes, sustainable access, and civic/open space

Lead into the Discussion #2

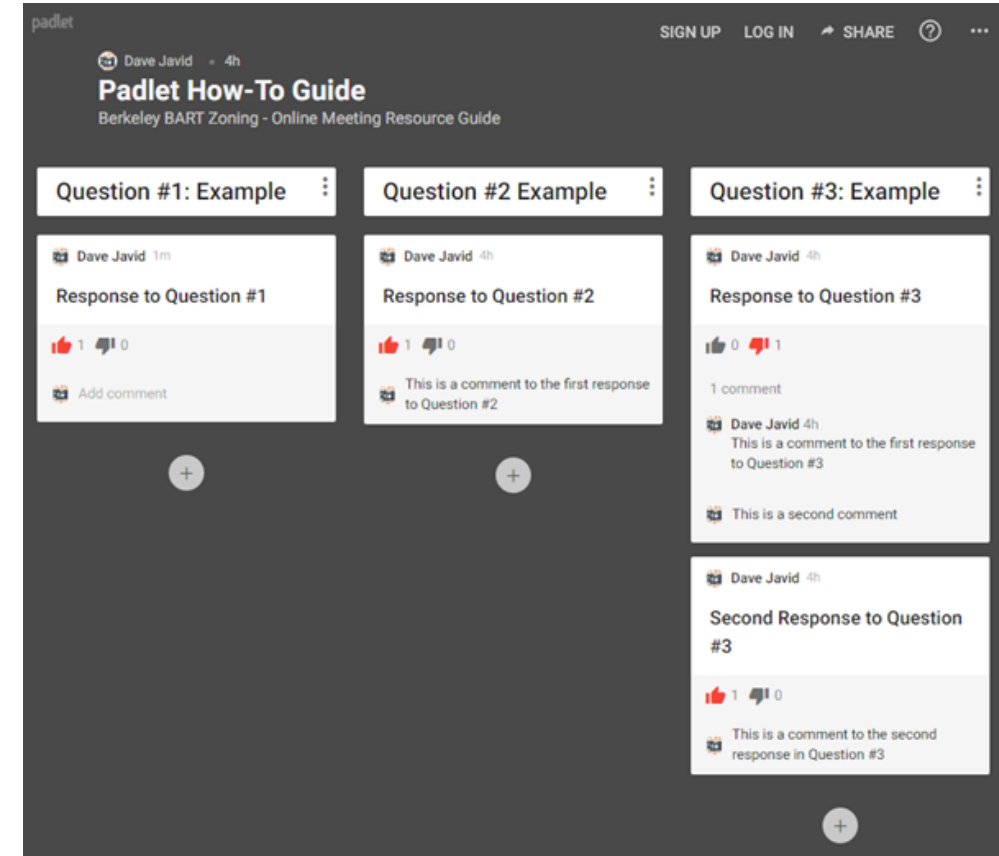
- Breakout groups
- Part A: Housing, community benefits, and active access
- Part B: Building the Joint, Vision and Priorities for Station Access

CAG Small Group Discussion: Interactive Online Feedback

Padlet How-to Guide

- 1) Log in to Padlet.com to access the platform and contribute.
- 2) Use the “+” icon to add your response to questions.
- 3) Add a comment to other CAG member responses, and/or “up or down vote” responses.

CAG members: For questions about how to access or navigate Padlet, please ask your facilitator in the discussion.



Discussion/Breakout Groups #2

Discussion #2: Housing, community benefits, and station access

1. How do you feel about the housing and community benefits statement, which prioritizes housing over BART rider parking?
2. How would you balance public spending that improves safety and comfort for people who walk, roll, bike, take transit, and get dropped off with spending on BART rider parking? Examples of expenditures that could improve safety and comfort include lighting, sidewalk improvements, bus shelters, bike parking, and drop off areas.
3. What trade-offs would you consider to provide BART rider parking? Examples of possible trade-offs include additional residential building height, larger building width, or fewer residential units.

Part A



Discussion #2: Building the Joint Vision and Priorities for Station Access

3. What other feedback do you have on the draft Joint Vision + Priority station access statements?
4. What else do you feel should be added to the draft Joint Vision + Priority station access statements?

Part B

Building the Joint Vision & Priorities



Next Steps

Office Hours and Comments

1. Office Hours #1:

Monday, May 3, 2021 5:30pm - 6:30pm

2. Office Hours #2:

Thursday, May 6, 2021 5:30pm - 6:30pm

Office hours will be held via Zoom. We will prioritize CAG member discussion during office hours. For more info, visit: www.cityofberkeley.info/bartplanning

Written Comments:

- Please send in your comments about CAG #6 by Friday, May 7, 2021.
- Meeting summary will be available by Monday, May 17

Preliminary Planning: Future Meetings

Topics	Meeting(s)
Draft Joint Vision and Priority Statements and Draft Zoning	Late May/Early June - Dates will be posted soon
<ul style="list-style-type: none">• Draft Zoning and Draft EIR• Draft Joint Vision and Priorities and Other RFQ Elements	Planning Commission (July)
<ul style="list-style-type: none">• Draft Zoning and Final EIR• Draft Joint Vision and Priorities and Other RFQ Elements	City Council (October / November - TBD)

Station Access: Future Ways to be Involved

Venues (dates and times to be determined)

- Office Hours
- Transportation Commission (Subcommittee)
- Digital Open Houses
- Small Community/Stakeholder meetings
- City Council Meetings
- BART Board Meetings

Station Access Comments/Questions and Sign-Up for emails: www.bart.gov/beccap/comment

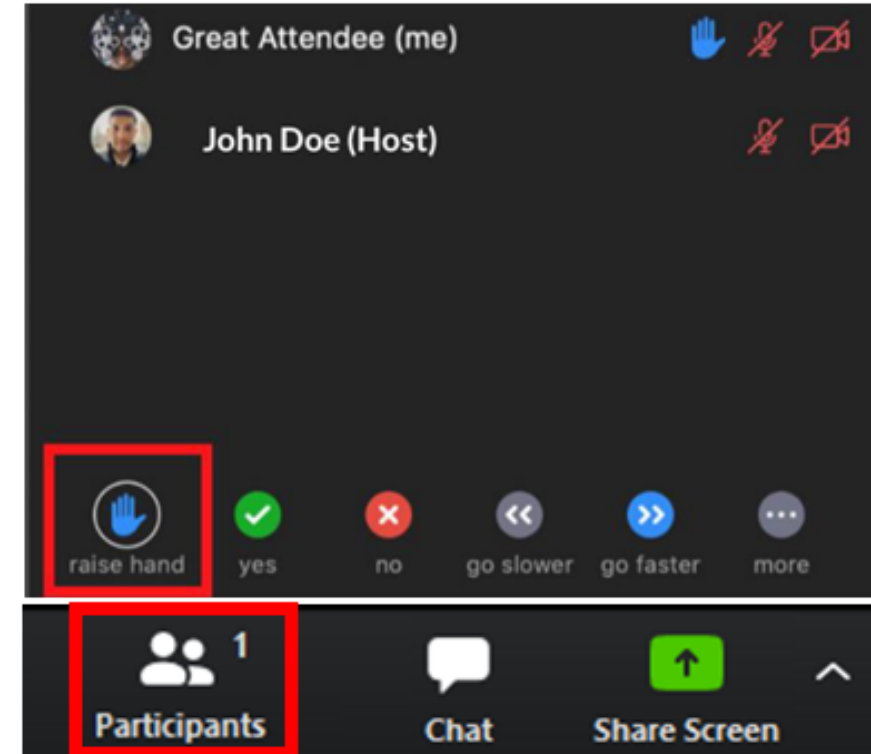
Public Comment

Public comment

- Via Raise Hand feature (either on computer or by dialing *9 on your phone). The meeting facilitator (Dave) will recognize you and unmute your mic. ***one minute per speaker.***
- Comments received via mail or email before the meeting and through May 7 will be part of the public record and included in the meeting summary.



Raise Hand Feature



* Sign up to for email list and submit comments at www.cityofberkeley.info/bartplanning

Thank You for Participating

- Questions or comments about what you heard tonight?
- Please send us your comments by Friday, May 7 to:
 - Email: bartplanning@cityofberkeley.info
 - Mail: City of Berkeley Planning and Building Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704
Attention: Alisa Shen
- For more information AND to sign up to receive emails about the City of Berkeley's overall planning process go to: www.cityofberkeley.info/bartplanning
- For more information AND to sign up to receive emails about BART's station access-related planning efforts go to: <https://www.bart.gov/beccap>

