



Transit-Oriented Development (TOD): *Station Access and Parking*

Title VI/Environmental Justice Advisory Committee

September 7, 2021



Presentation Overview

- BART TOD program overview
- How TOD and Station Access Intersect
- Role of Replacement Parking
- Update on Berkely -El Cerrito Plaza Corridor Access Plan (BECCAP)



Proposed TOD at West Oakland Station

BART's TOD Opportunities

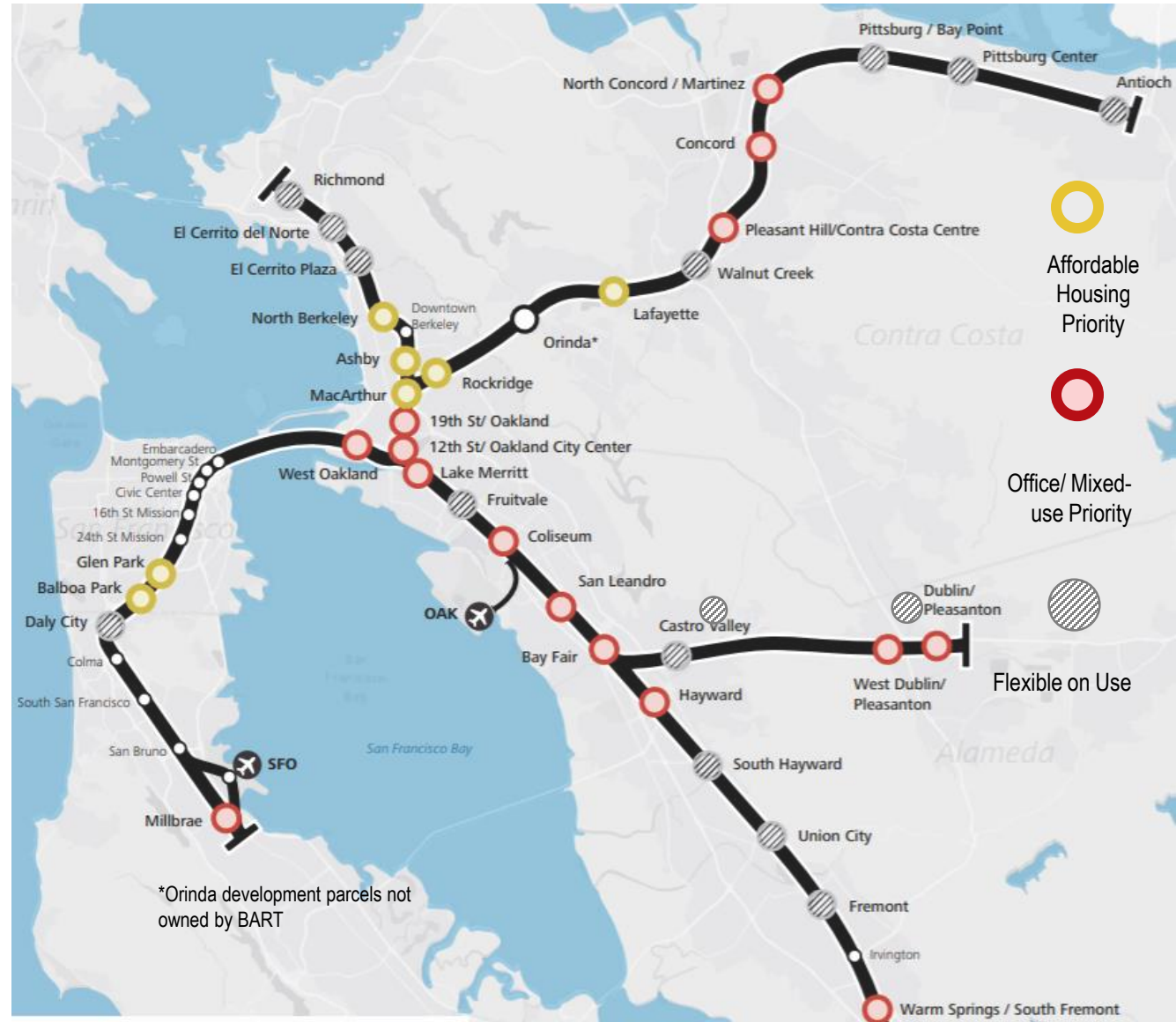
250 acres of land

27 stations

22 jurisdictions

Goal to build
20,000 homes and
4.5 million square
feet office by 2040

BART's Transit-Oriented Development Priorities by Land Use



Transit-Oriented Development (TOD) Policy Goals

A. Complete Communities

Contribute to neighborhood vitality

B. Sustainable Communities Strategy

Support greenhouse gas reduction

C. Ridership

Increase BART ridership

D. Value Creation and Value Capture

Enhance BART's financial stability

E. Transportation Choice

Encourage non-auto transportation choices

F. Affordability

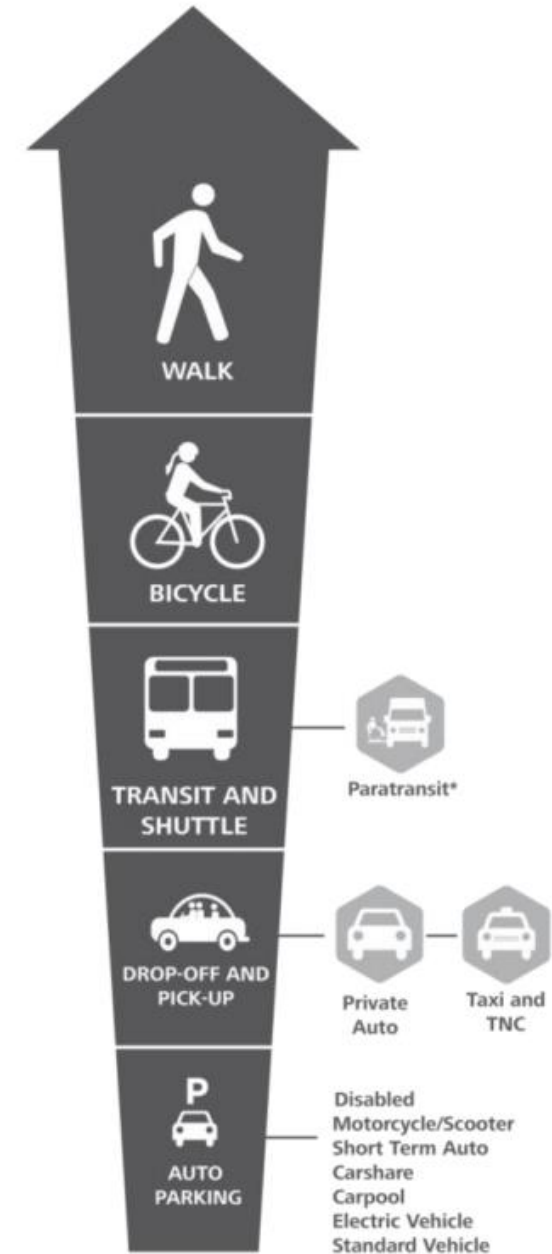
Link housing affordability with access to opportunity



BART's Station Access Policy

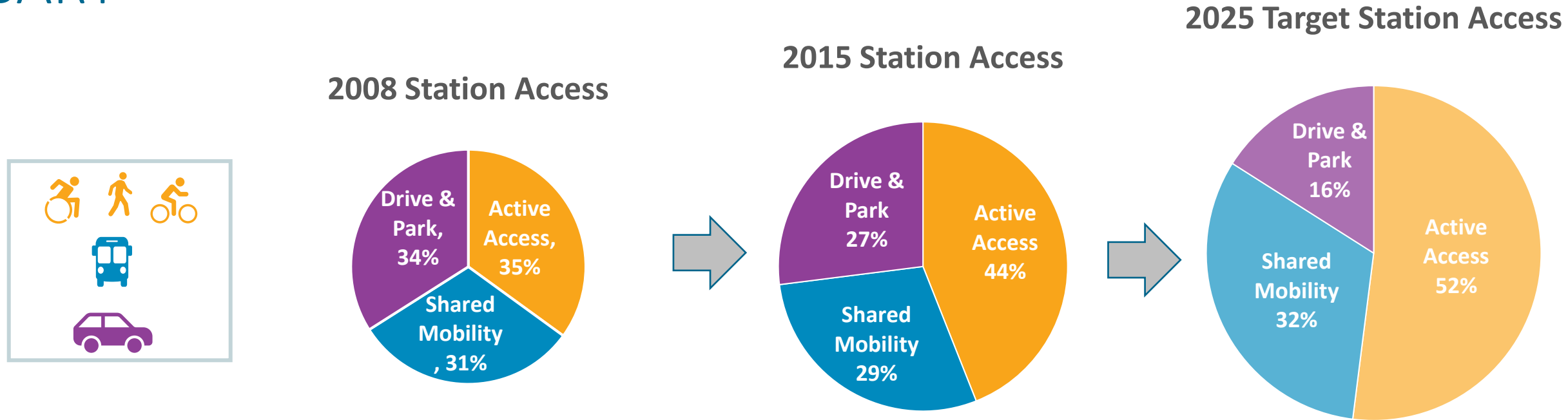
- Increase ridership
- Prioritize sustainable access options
- Allow for flexibility and promote off-peak ridership
- Access choices for all riders
- Focus on riders with the fewest choices
- Achieve goals at the least cost

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

Station Access Policy performance targets direct staff to increase passengers taking active and shared modes to BART



Sources: www.bart.gov/about/planning/station-access/policy
2008 and 2015 Station Profile Survey Data (home-based trips)

Possible Strategies to Meet Performance Targets

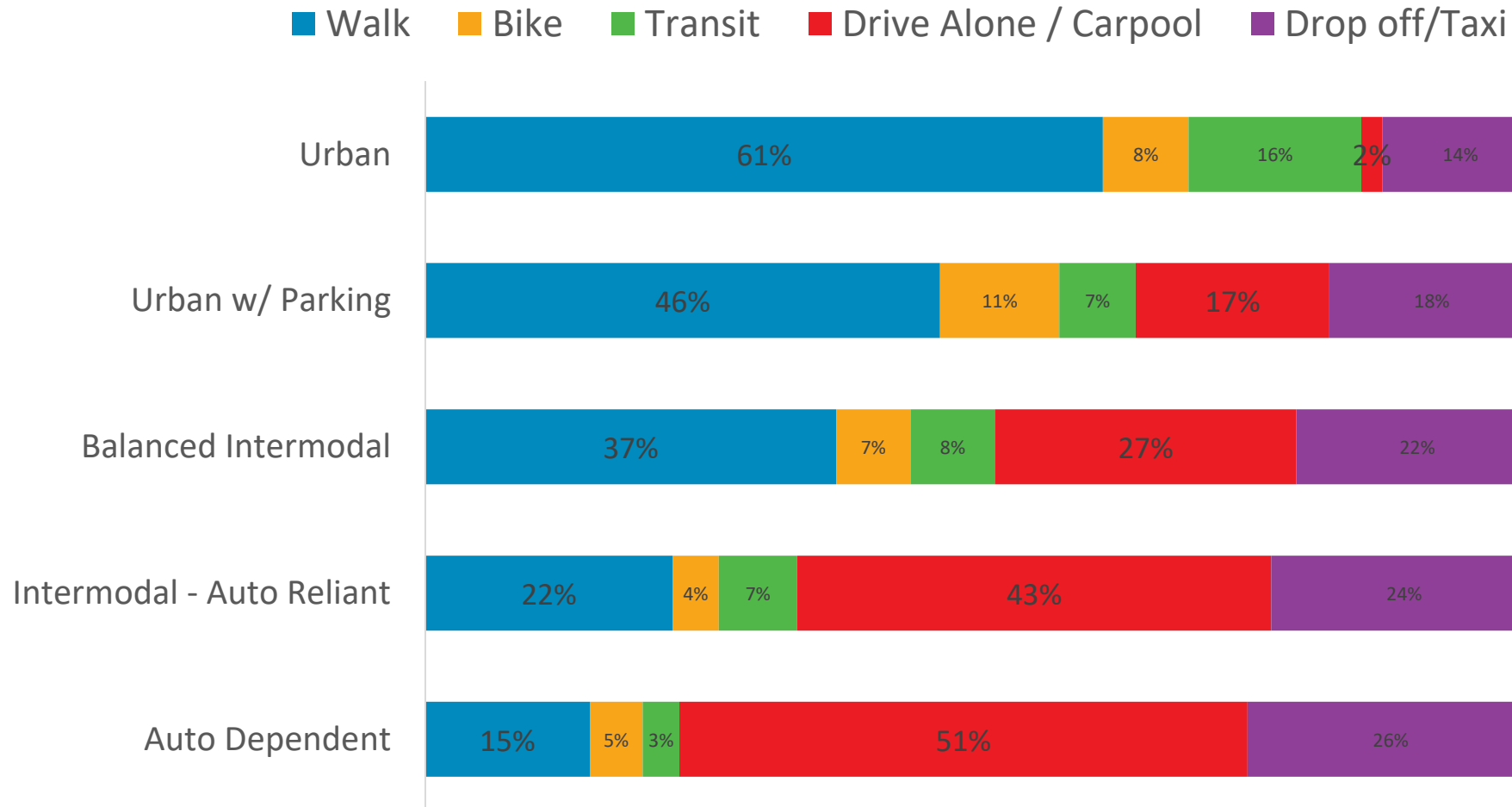


Investments and programs that improve walking, biking, taking transit & new mobility services (shared scooters, shared electric-bikes, etc.)



Stations support car-free access in different ways

Station Access Typology Mode Share (2015)



Station Access Typology guides how BART invests resources in different access modes

STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*
URBAN WITH PARKING	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*
BALANCED INTERMODAL	Walk Bicycle	Transit and Shuttle Drop-Off and Pick-Up	Taxi and TNC Auto Parking*	
INTERMODAL/AUTO RELIANT	Walk	Bicycle Drop-Off and Pick-Up Transit and Shuttle	Taxi and TNC Auto Parking*	
AUTO DEPENDENT	Walk	Bicycle Drop-Off and Pick-Up Auto Parking* Transit and Shuttle	Taxi and TNC	

*Parking Management is a secondary investment at all stations with parking.

*Parking replacement for transit-oriented development to be determined by BART's Transit-Oriented Development Policy.



Updated: 11/15/2018



Equity in Station Access:

As incomes rise, driving & parking increases while walking, biking and taking transit decreases



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



A low-income rider is **two times more likely to ride transit to BART** than a high-income rider



Drive & Park Mode to BART by Household Income (Home-Based Trips), 2015

Equity in Station Access:

Station access varies by disability status systemwide



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

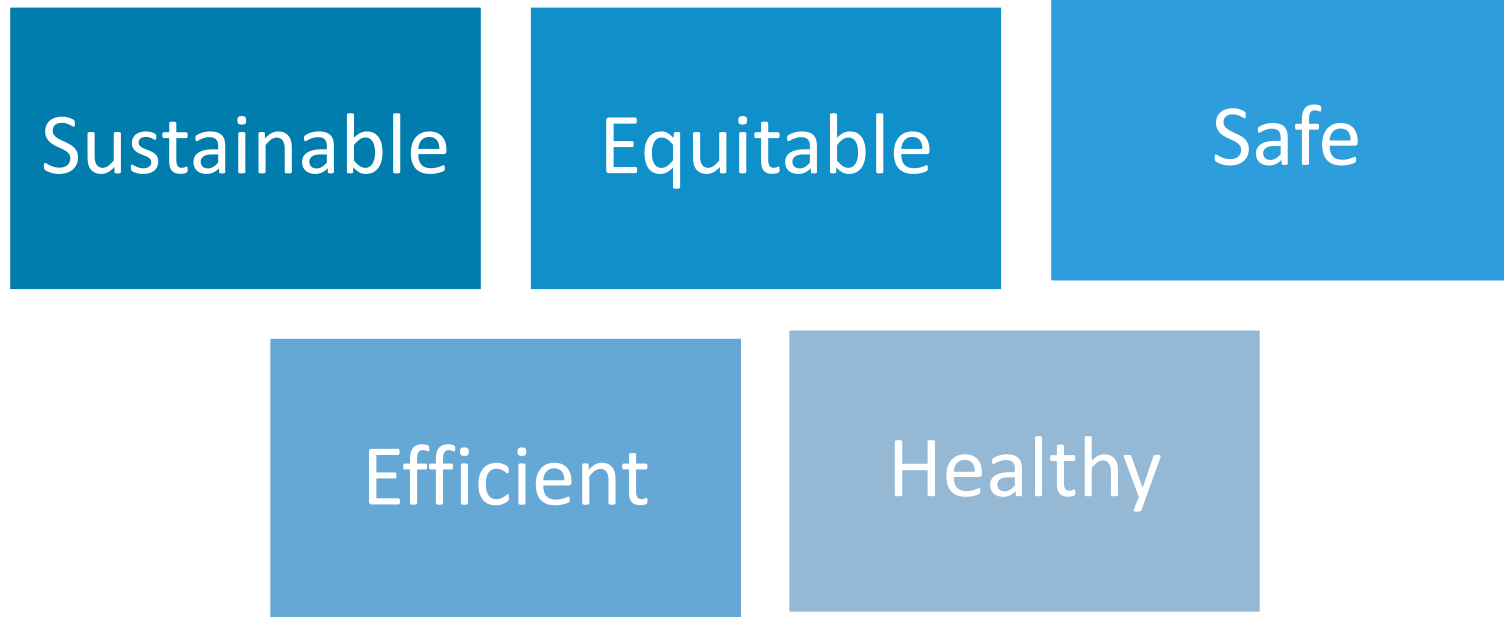


A person with a disability is **two-to-three times more likely to ride a bus to BART** as a rider without a disability

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

TOD is a critical strategy to achieve access policy goals and performance targets

With limited funds available, BART and partner cities have an opportunity to invest in access options that are:



TOD and Station Access

- TOD brings resources
 - Funds TOD Access Studies
 - Funds new TOD access infrastructure
- TOD is access infrastructure
 - People living and working near transit are more likely to take transit for one or more of their daily trips
- TOD often replaces existing surface parking
 - Requires a focus on alternatives and how much parking to replace
 - Impact to parking often elevates parking in stakeholder discussions



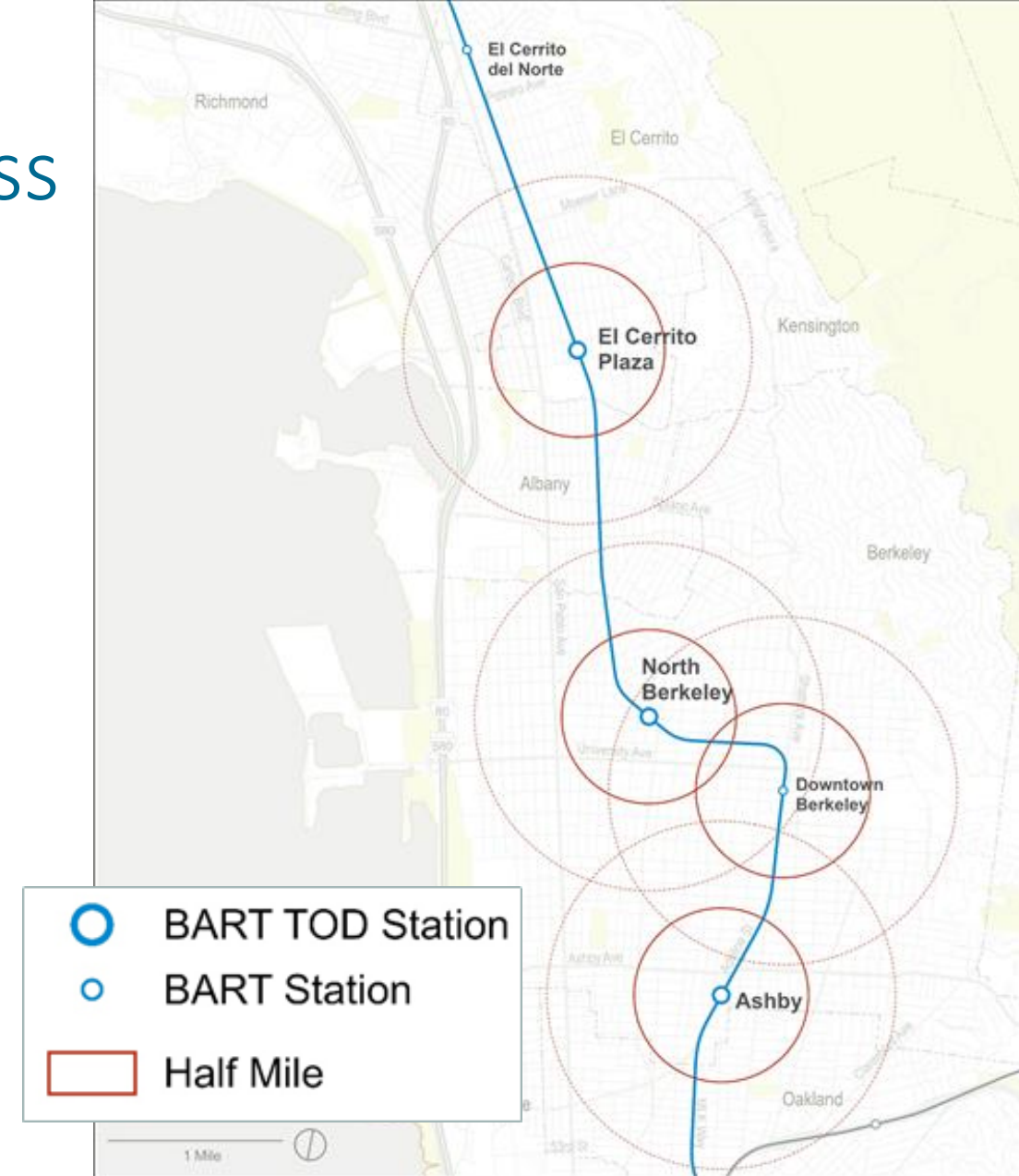
Considerations for Replacement Parking

- TOD Design Implications
 - Parking most land intensive of all access infrastructure
- Cost
 - TOD developments cannot carry the full cost of public parking
 - Opportunity cost of spending money on parking vs. other access improvements, civic space, or systemwide improvements
- Ability to Adapt to Changing Conditions
 - Difficult to adapt to changes in demand
 - Uncertainty with future technology and remote work
- Supply & Demand
 - Low parking prices may encourage riders with other choices to drive, artificially increasing demand

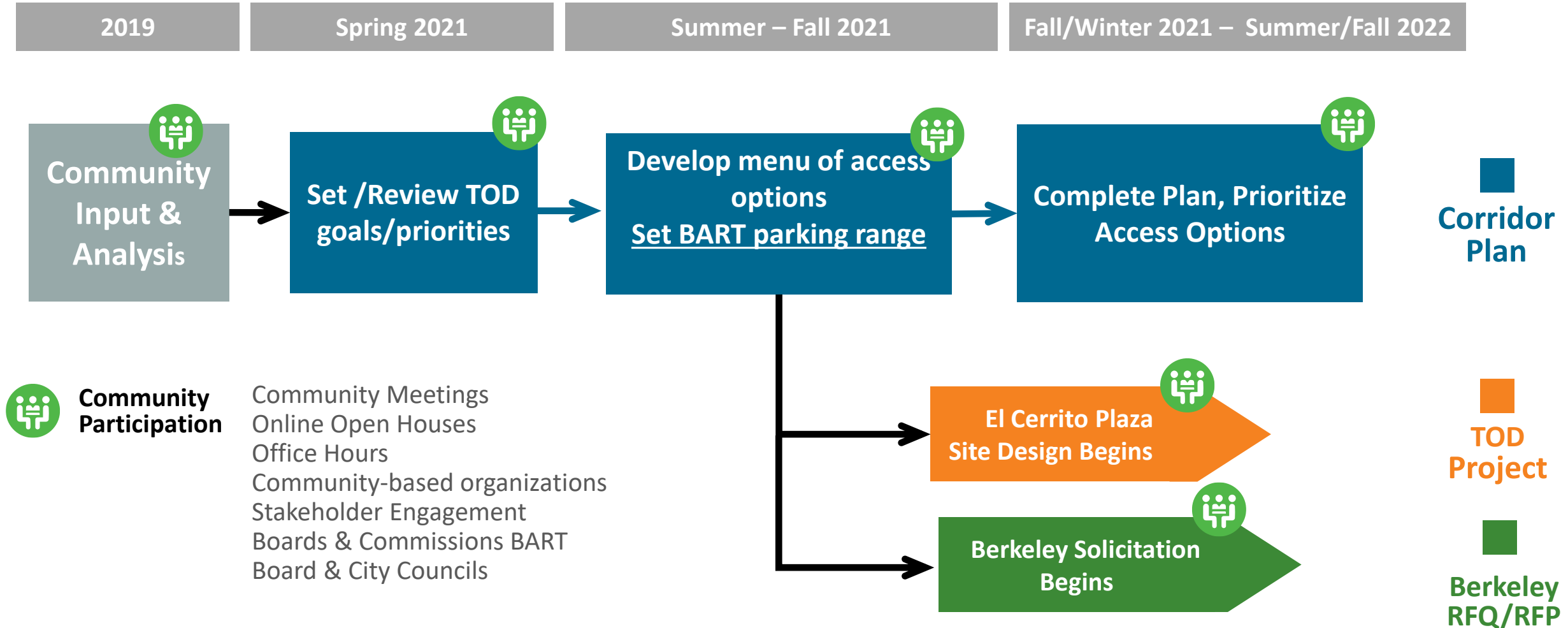
Berkeley-El Cerrito Corridor Access Plan

A Better Transportation Network: Berkeley-El Cerrito Corridor Access Plan

- Focus on needs of existing riders
- Identify transportation & mobility improvements to:
 - City streets
 - San Pablo Ave (State Highway)
 - AC Transit options
 - New technologies (on-demand microtransit, electric-bike share, adaptive bikes or scooters, etc.)
- Look at an area encompassing 4 stations (3 with development)
- Set BART rider parking replacement range



Berkeley/El Cerrito TOD/Access Planning Approach



*Illustrative Timeline – Subject to Change

Online Open House #1 from July 2nd to August 20th

Goals:

- **Inform the public** about the project, existing conditions, and decision tradeoffs
- **Gather input** on existing access barriers through a survey and interactive map
- **Translatable into any language**
- **Surveys & videos:** Chinese & Spanish
- **Stats**
 - **Visitors:** ~3550
 - **Survey responses:** ~ 2,050
 - **Map comments:** ~ 330

BART BERKELEY - EL CERRITO CORRIDOR ACCESS PLAN

Welcome Need Your input Outcomes and process Options Tradeoffs Stay connected

Welcome

Improving access to Berkeley and El Cerrito stations

BART and the cities are developing around 2,500 affordable and market rate homes on the El Cerrito Plaza, North Berkeley, and Ashby BART stations' parking lots. This could potentially change how some people get to those stations. In response, BART is leading the Berkeley-El Cerrito Corridor Access Plan (Corridor Access Plan), in collaboration with the cities of Berkeley and El Cerrito, to identify options for people to get to and from BART.

This Corridor Access Plan is funded by Caltrans and the Federal Transit Administration.

Overview video - 5 minutes

Español **正體字/繁體字**

Join us at our office hours and other upcoming events

BART is hosting virtual office hours during late July and into August. You can drop in to meet the project team, ask questions, and share input.

[Visit the project website](#) for

P Berkeley - El Cerrito Corridor Access Plan

Your participation in the survey and map will help us understand how current and future users will use the BART system.

bartberkeleyelcerritocap.participate.online





Framework for replacement parking range decision:

1. What are the tradeoffs?

- Financial tradeoffs w/ other TOD goals
- Design tradeoffs
- Community benefits
- Infrastructure tradeoffs

2. Who is impacted by parking loss, what are their alternatives

- Technical analysis
- Community input

3. How will BART parking be paid for?

- Grants
- BART land value
- Market solutions

Design Impacts of Replacement Parking

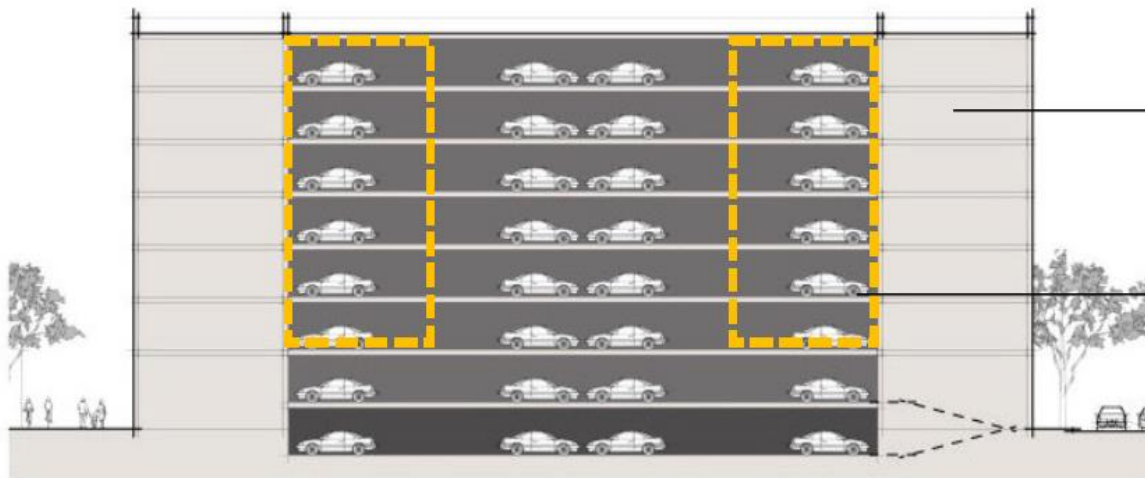
- Amount of Housing
- Design Elements (Height, massing)
- Spending \$ on other access options



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



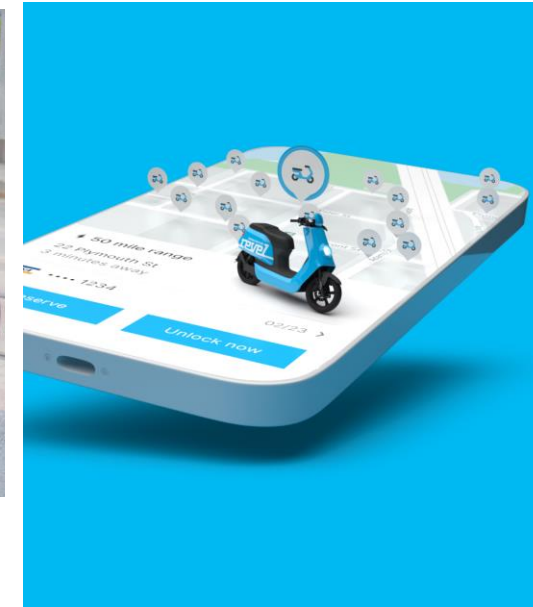
Building gets taller and bigger

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

Podium building with ~620 parking spaces

Strategies should address era of shifting trends & desire for equitable public investment

- Needs of those who depend on transit
- Post-COVID evolution of urban area & travel patterns
 - More than 2/3 of Bay Area companies plan to have workers in the office 3 days a week or less after the pandemic (Bay Area Council survey, August 3, 2021)
- An unknown future of mobility options



BART Riders During the Pandemic (Systemwide):

17% drove to the stations (↓ from 29% in 2018)

51% don't have access to car in household (↑ from 31% in 2018)

53% have household income below \$50,000 (↑ from 26% in 2018)

Station Access Planning: Next Steps

Topics	Events (dates)
Decision on El Cerrito Plaza BART rider replacement parking range & initial menu of access strategies	Community meeting & BART Board Meeting (Fall 2021)
Solicit feedback on preliminary access strategies	Online Open House #2 (Winter 2021)
Draft Corridor Access Plan (funding & implementation)	Online Open House #3 (Spring 2022)

How to Stay Involved

- Online Open House #1: bartberkeleyelcerritocap.participate.online (**SURVEY NOW CLOSED**)
- More information about Station Access Planning: www.bart.gov/beccap
- Station Access Comments/Questions and Sign-Up for emails: www.bart.gov/beccap/comment

Richmond Line Access Study – Feedback?

- What is important for BART to consider when evaluating station access?
 - First and last mile connections, safety, etc.
- Feedback on getting people to use non-driving options to get to the stations?
- Concerns about removing BART rider parking for housing?
- Other feedback and/or questions?