



Transit-Oriented Development and Station Access Planning

BART-AC Transit Interagency Liaison Committee
February 24, 2021



Presentation Overview

- BART Policies & TOD Work Plan
- Approach to Station Access in TOD Projects
- Share Findings from 2018-2020 Caltrans Grant Work
- Discuss Berkeley-El Cerrito Corridor access work

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 TOD Opportunities

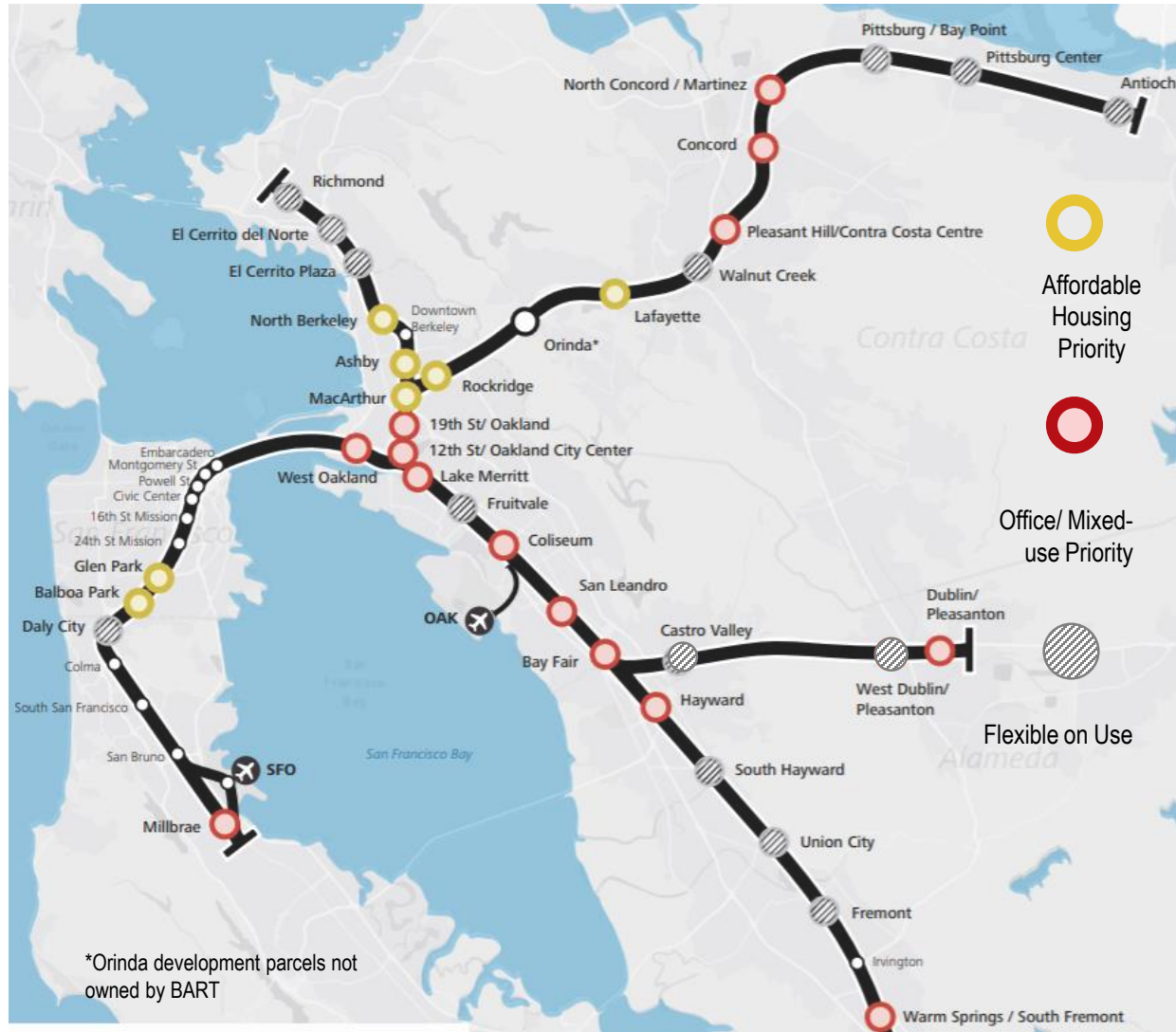
250 acres of land

27 stations

22 jurisdictions

Goal to build
20,000 homes (35%
affordable) and 4.5
million square feet
office by 2040

BART's Transit-Oriented Development Priorities by Land Use



BART's Current Urban with Parking TOD Projects

West Oakland



SUDA & Macfarlane
Partners

Approved, finalizing
design and legal
agreements

Expected groundbreaking
2022

Lake Merritt



EBALDC & Strada
(w/CalSTRS)

Under review by City of
Oakland, seeking funding

Aiming for City & BART
approval summer/
fall 2021

El Cerrito Plaza



Holliday Development,
Related Companies of
CA, SAHA

BART still executing
agreement with
developer

Engagement will start
mid-2021

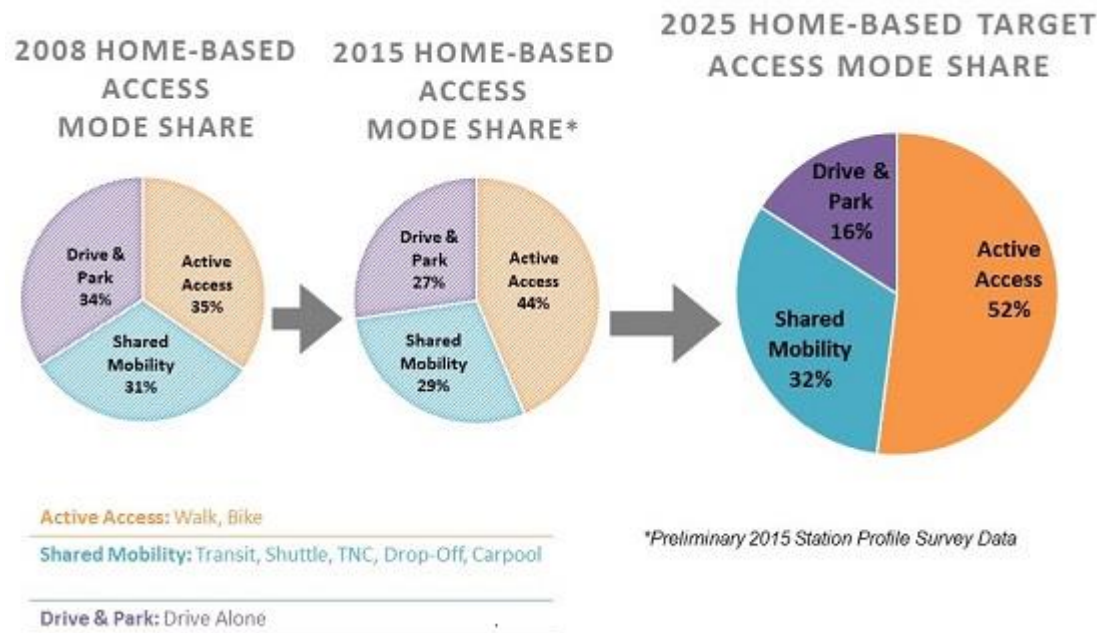
How BART & AC Transit collaborate on TOD

- Developers required by BART to fund a station access study (\$150-\$200k)
- Goal: accommodate long term access to/from station by all modes in new TOD
- Coordination between BART, City, transit agencies and sometimes others (Caltrans, ACTC, e.g.)
- Recent changes to how access study would be completed:
 - State AC Transit's needs within RFQ/P
 - 2-Part Study: (1) Identify long term needs, (2) Review development concept for station access
- Many/most improvements are not within BART's control and require City support
- City may enforce access needs through its approval process (e.g. Oakland), or may be "hands off"
- Meet with AC Transit throughout the development process

Recent & Upcoming Studies

- **Sustainable Access Strategy for Urban with Parking Stations**
 - Caltrans Sustainable Transportation Planning Grant
 - Jan 2019-Jan 2021
 - El Cerrito Plaza and Lake Merritt as Case Studies
- **Berkeley-El Cerrito Corridor Access Plan**
 - Caltrans Sustainable Transportation Planning Grant
 - Jan 2021 – Feb 2023

Station Access & Transit-Oriented Development (TOD) Policies

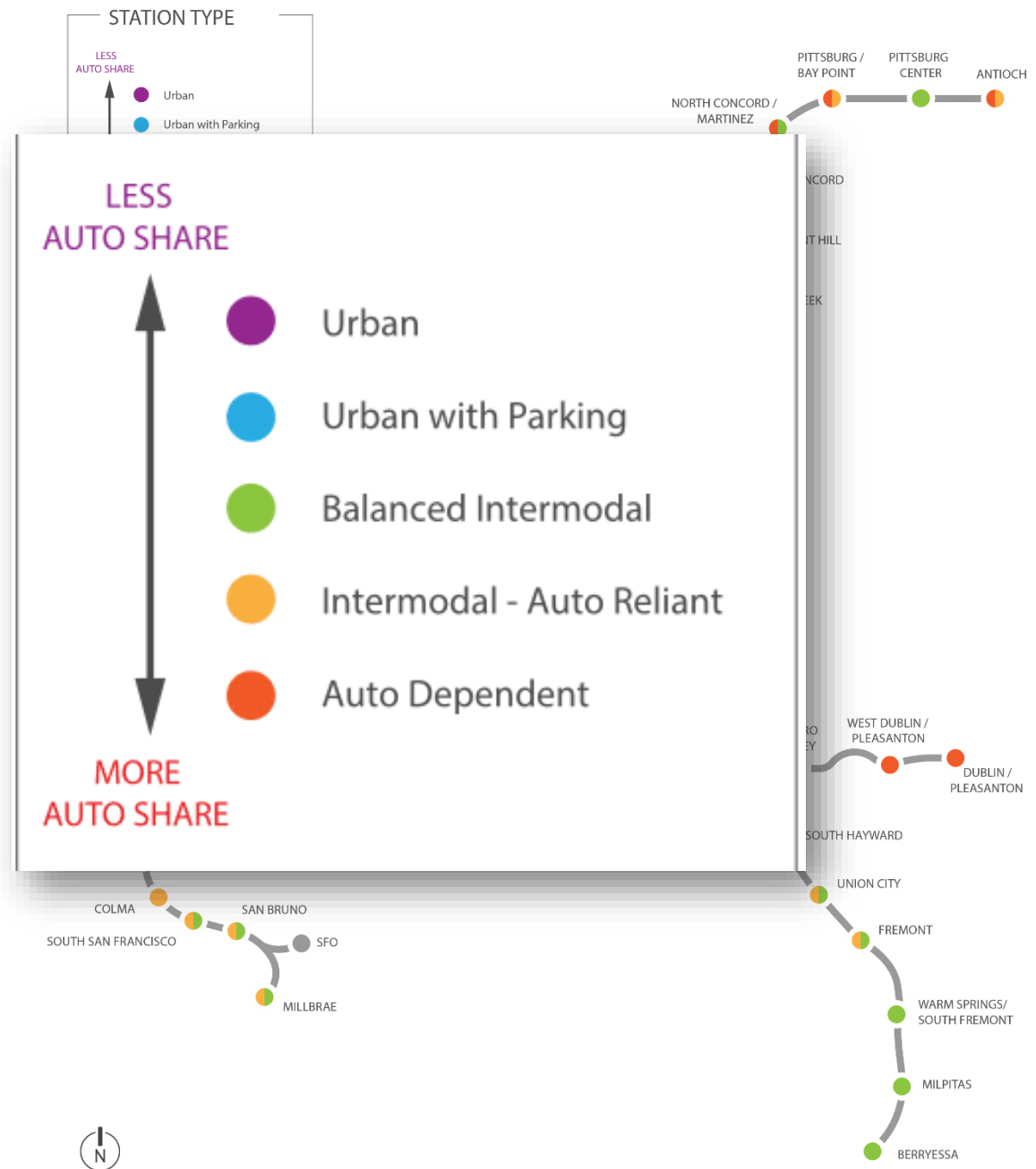


...Strive for no or limited parking replacement at ‘Urban with Parking’ Stations, and use the access model to maximize revenue to BART from development and ridership when determining a parking replacement strategy at all station types.

- BART’s Transit-Oriented Development Policy, adopted by the Board in 2016

TOD at “Urban with Parking” Stations

- Stations Already Underway
 - West Oakland
 - Lake Merritt
 - El Cerrito Plaza
- Stations in 2020-2025 Work Plan:
 - Ashby
 - North Berkeley
 - Rockridge
 - MacArthur
 - Hayward
- Future Stations
 - Glen Park
 - San Leandro
 - Fruitvale



Sustainable Access Strategy

How should BART approach station access at Urban with Parking stations when building transit-oriented development (TOD)?



Preliminary transit-related strategies to shift BART drivers to other modes (to be studied further)

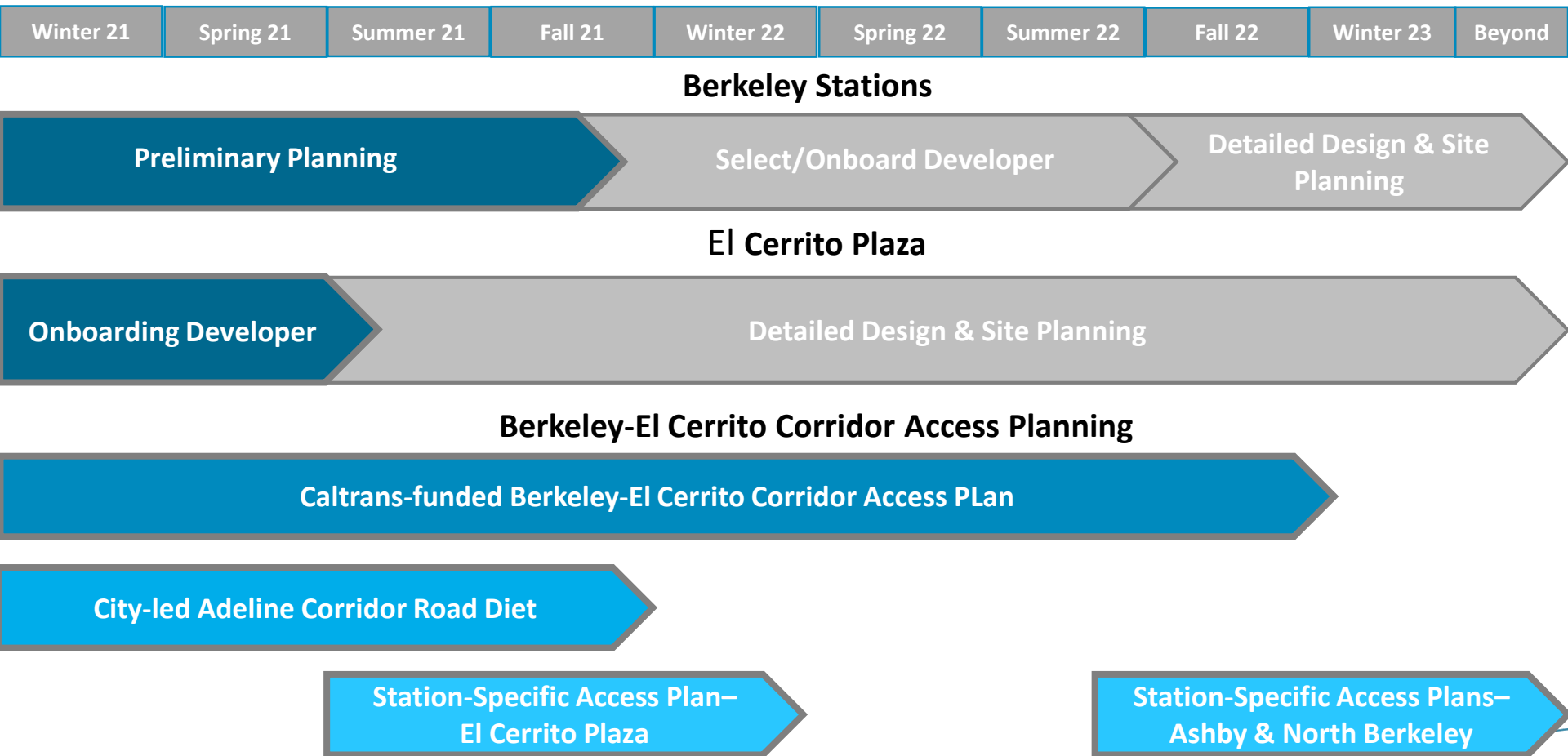
- Existing bus route improvements
 - Increased frequency for existing routes
 - Key bus routes along San Pablo Ave (72R) to route directly to El Cerrito BART
 - Corridor improvements; bus-only lane on San Pablo Ave (ACTC *San Pablo Avenue Corridor Study*)
- Shifting BART patrons in the hills to Transbay services
 - Comprehensive transit network
 - Potential to adjust hill routes to accommodate more people
- Circulator shuttle or on-demand service
 - Funding/operations?
- Coordinated Fare Payments (Fare Integration Study)
- Station area improvements to enhance customer experience

Berkeley-El Cerrito Corridor Access Plan (funded by Caltrans + FTA)

- Future development at 3 adjacent “Urban w/ Parking” stations
 - Corridor access strategies
 - Parking replacement & management
- Community/ stakeholder engagement



Multiple TOD planning efforts underway/forthcoming



Conceptual Schedule. Timing may change

Feedback & Questions

- Thoughts on Berkeley-El Cerrito Corridor Access Plan key transit access strategies?
- BART's approach to station access in TOD planning generally
- Other?