

BART Bicycle Advisory Task Force (BBATF)

Meeting Minutes: June 4, 2018

Task Force Members Present: Rick Goldman (Chair), Katie DeLeuw (Vice Chair), Jianhan Wang (Secretary), Allison Quach, Craig Hagelin, Jon Spangler, Mary Ann Blackwell, RD Frazier.

Absent: None

Item 1 Introductions

BBATF members

BART Staff: Mariana Parreiras, Steve Beroldo, Robert Raburn (BART Board)

Others: Dave Campbell, Nick Ferreira, Tracy

Item 2 General Discussion and Public Comments

Item 3 Minutes of previous meeting approved

Item 4 Iron Horse Trail (Dublin/Pleasanton), North Berkeley and Coliseum bike and pedestrian improvements: Mariana Parreiras

A. Preface: These projects are one of the first times BART is improving bike infrastructure other than bike parking.

B. Background:

a. 2015 mode share: 27% drive & park, 44% Active Access, 29% Shared Mobility.

b. 2025 target mode share: 16% drive & park, 52% Active Access, 32% Shared Mobility.

c. Considering e-scooters active access for now.

d. BART is facing pressure to spend Measure RR money.

C. Dublin/Pleasanton (working with Fehr & Peers)

a. Considering paving some water-permeable paths on the north side of the station.

b. Planning to add trees to the north side of the station to balance out the removal of trees for more parking spaces on the south side of the station.

c. Near side of the path will be converted to a cycletrack

d. Electronic gate for cash handling trucks to access the near side of the station via the new cycletrack.

i. The trucks only get there 3 times per week in the early hours with some extended width space near the entrance of the station (~20 ft width of space left over on the cycletrack) so potential conflict should be minimal.

e. Creating more space for bike parking in the median area.

f. Planning to begin construction summer 2019.

D. North Berkeley Station

a. Bicyclists + pedestrians seem to have a stronger existing preference on the eastern side of the station when observed during commute hours

- i. To follow the new access policy, they will be prioritized over cars by converting that road (north <-> south) will be one-way southbound (near to the station for cash-handling trucks) and have a cycletrack in place of the current northbound lane.
- b. Considering putting a new Bike Station on the south side of the station.
- c. Also considering adding cycletracks on the west side of the station (north <-> south) and on Delaware St to better connect with the Ohlone greenway
 - i. Study on Virginia St told staff that bicyclists think Virginia St is quite comfortable already
- d. Considering raising the mixing area in front of the station entrance on the east side.
- e. Ohlone greenway is currently congested just north of the station (people can barely bike due to the number of pedestrians), so BART staff are aiming for improvements:
 - i. Separate bikes + peds by widening the greenway and removing some parking spaces
 - ii. Currently 8 ft wide total; converting to 6 ft (ped), 10 ft (cycletrack)
 - iii. Adding pedestrian lighting since it is very dark over that stretch
- f. There are not many pedestrians entering the station property from the west, so pedestrian improvements on that side are still considered, but don't have high priority
- g. Potentially losing ~30 car parking spaces
- h. Next steps:
 - i. Update City staff
 - ii. Conduct in-station public outreach
 - iii. Finalized conceptual design for preferred option & estimate costs
 - iv. Get consultant under contract for final design
 - v. Start final design

E. Coliseum Station

- a. Adding fencing to slow down thieves who break into cars
- b. Talking with the City of Oakland to move plans forward (the City doesn't have the resources to complete their plans)
- c. Potentially extending the sidewalk to Hawley St to better connect with affordable housing
- d. There is grant funding to add in stair channels underneath the station
- e. San Leandro St:
 - i. Sidewalk was widened by the city several years ago, but lamp posts and other posts that were there didn't move
 - 1. Existing infrastructure placement makes it difficult to make effective improvements
 - ii. There is lots of jaywalking -> trying to make pedestrian crossing safer.
 - iii. Giving more curb space to pedestrians
 - iv. Managing the pickup/drop off area (cars) is a difficult challenge.
 - v. The Rails to Trails option would be passing along San Leandro St.

F. Major hurdles are internal

- a. The maintenance division is worried/concerned about having more things to maintain since they are limited in resources. To address this, they're trying decrease the amount of maintenance work needed to be done with the bicycle and pedestrian improvements.
 - b. BART Board only gets to approve once BART staff finds a contractor (which happens after finalizing the design).
 - c. Support for the project would be best expressed individually to the Board Directors.
- G. Stamped pavement treatments are longer lasting and offer more colorful crosswalks.
- a. They last longer than thermoplastic which last longer than painted surfaces.
- H. Planning to prep for dockless bike share spaces (no preference for which companies will able to have their bikes left there).

Item 5 BBATF procedures review - terms, by-laws, role/responsibilities: Steve Beroldo

- A. Discussed the beginning of the BART Bicycle Advisory Task Force (BBATF) – It's not an official organization created by the BART Board; it was formed by people naturally when fighting for bikes on BART. Therefore, the BBATF can't have official social media accounts.
 - a. However, it has been good precedent to follow the Brown Act which was enacted to prevent people from making legislation / policy changes from meeting behind closed doors without giving public notice.
- B. Raised the possibility of uploading presentation slides discussed at each meeting for the public to see or in the case someone on the BBATF misses a meeting.

Item 6 Recommendation for additional bike space signage on trains: Jon Spangler

- A. Bike sticker on BART cars (by the bike bar)
 - a. How to get the message of people being responsible for their bikes at all times (sometimes come loose and might hit people)
 - b. Comment: without physical restraints (like bike straps), it's not possible for bikes with straight bars if they don't stand next to them.
- B. Trying to expand the straps; may require less signage after adding more straps.
- C. The BART IT department is developing a tracker app for the new trains.
- D. Back-front-back would be better configuration vs front-back-front for better stability in the new trains.

Item 7 Staff updates – new trains bike rack evaluation, bikeshare Ford GoBike and dockless programs, network analysis schedule update: Steve Beroldo

- A. New Trains Bike rack eval
 - a. Biggest flaw: sideway movement by the train when only the front wheel is in the rack causes the bike to tip over easily. Even more so if panniers are filled.
 - b. People have sent Steve a photo of 3 bikes in the car.
 - c. There are decals asking people to evaluate the flex space (with straps) vs the bike rack.
- B. Bikeshare
 - a. Ford GoBike - promotion: free month for Ford GoBike
 - i. ~800 sign ups

- ii. Their roll-out is mostly complete in the East Bay
 - b. Dockless programs - proposed policy
 - i. SF, Oakland, Berkeley areas have exclusivity contract with GoBikes, so it wouldn't affect stations in those areas
 - ii. Scooters are being considered "Dockless Mobility Devices"
 - 1. They may have the potential to be more popular than bikes (places like Seattle)
- C. Network Analysis schedule update
 - a. Susan will be coming to our next meeting
 - b. June + July - teams reviewing the stations will be collecting feedback

Adjournment. Next meeting – August 6, 2018