

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

2150 Webster Street, Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688  
510-464-6000

**NOTICE OF MEETING AND AGENDA  
BART Bicycle Advisory Task Force (BBATF)**

April 1, 2024  
6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Tyler Morris (Secretary), Sebastian Harper, Marc Hedlund, Cedar Makhijani Jeremiah Maller, Phoenix Mangrum, Francisco Muñoz, Bill Pinkham and Estrella Sainburg.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on April 1, 2024, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 848 7405 3311; logging into Zoom.com and entering access code 848 7405 3311 or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/84874053311>

**If you wish to make a public comment:**

- 1) Submit written comments via email to [hmaddox@bart.gov](mailto:hmaddox@bart.gov) using “public comment” as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon March 29, 2024 in order to be included in the record.
- 2) Call (833) 548-0282, enter access code 848 7405 3311, dial \*9 to raise your hand when you wish to speak, and dial \*6 to unmute when you are requested to speak; log into Zoom.com, enter access code 848 7405 3311 and use the raise hand feature; or join the Task Force meeting via the Zoom link (<https://us06web.zoom.us/j/84874053311>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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**AGENDA**

1. Self-Introductions of Members, Staff, and Guests: All. (*For Information*) 5 min.
2. General Discussion and Public Comment: Jon Spangler. (*For Information*) 5 min.
3. Approval of February 2024 BBATF Minutes: Jon Spangler. (*For Action*) 5 min.
4. Approval of BBATF Member Applications: Jon Spangler. (*For Action*) 15 min.  
Michael Sacks – San Francisco County  
Maya Chaffee – San Francisco County
5. BART Bicycle Preferred Path of Travel Capital Plan Preliminary 60 min.  
Recommendations: Heath Maddox, Susie Hufstader, Fehr & Peers. (*For Action*)
6. BBATF Bylaw Amendment: Standing Committee Rules: Tyler Morris. 15 min.  
(*For Action*)
7. BART Bike Program Updates: Heath Maddox, BART Customer Access. 10 min.  
(*For Information*)
8. Future Agenda Items: All. (*For Discussion*) 5 min.

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2150 Webster Street, Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688 510-464-6000

NOTICE OF MEETING AND AGENDA BART Bicycle Advisory Task Force (BBATF)  
February 5, 2024 6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Tyler Morris (Secretary), Marc Hedlund, Jeremiah Maller, Phoenix Mangrum, Francisco Muñoz, Bill Pinkham, Cedar Makhijani, and Sebastian Harper.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on February 5, 2024, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at <https://bart.legistar.com> You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 874 7518 9167; logging into Zoom.com and entering access code 874 7518 9167; or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/87475189167>

Meeting called to order by Chair Jon Spangler at 6:01pm

Members in attendance:

Jon Spangler, Bill Pinkham, Francisco Munoz, Tyler Morris, Rick Goldman, Marc Hedlund, Jeremiah Maller

BART Director: Robert Raburn  
BART Liaison: Heath Maddox

Guests: Estrella Sainburg, Maya Chaffee, Nick Pilch, Whitney Ericson

Absent: Phoenix Mangrum, Cedar Makhijani, Sebastian Harper

Agenda with minutes follows as is:

1. 6:02pm Self-Introductions of Members, Staff, and Guests: All. (For Information) 5min.
2. 6:03pm General Discussion and Public Comment: Jon Spangler. (For Information) 5min.  
Marc has seen bikes using escalators and access Bart more easily  
Tyler noted the same thing  
Bill mentioned Rich City Rides community bike shop in Richmond was robbed and cleaned out  
Director Robert Raburn asked for feedback on the new BART video on bikes using escalators
3. 6:13pm Approval of December 2023 BBATF Minutes: Jon Spangler. (For Action) 5min.  
Jeremiah motions to approve minutes, Marc seconds  
Passed unanimously
4. 6:15pm BBATF Member Term Renewals: Jon Spangler. (For Action) 10min.  
Jon moves to recognize Marc exists, Rick seconds it  
Heath mentions they should have been renominated for this meeting  
Jon moves to recognize the members to be reinstated pending their nominating bodies approval

Bill seconds with Tyler, and Marc abstaining  
Majority passes

5. 6:23pm Approval of BBATF Member Application: Jon Spangler. (For Action) 10min.  
Estrella introduced herself, and gave a brief history of her CV  
Jon moves to approve Estrella's application  
Tyler seconds  
Unanimously passes

6. 6:33pm BBATF Officer Elections: Jon Spangler. (For Action) 15min.  
Marc asked if all officers want to be renominated  
Rick nominates Jon, Jeremiah and Tyler  
Marc seconds  
Unanimously passed

7. 6:50pm BBATF Bylaw amendment: Standing Committee Rules: Tyler Morris. (For Action)  
25min.

Executive committee to be named standing committee  
Estrella asked how frequent the standing committee would meet  
Jon and Tyler mentioned that the intent is to meet only as needed, not regularly

8. 7:21pm BART Bicycle Preferred Path of Travel Capital Plan Update: Heath Maddox. (For  
Information) 30min.

Heath suggests moving this to next meeting agenda when the consulting staff can be  
available to present

This is the next new BART bike plan

Bart is reevaluating. BART property to come up with ideas for bike access improvement  
Heath will inform the task force of the date when the Daly City station walk through is  
scheduled

9. 7:32pm BART Bike Program Updates: Heath Maddox, BART Customer Access. (For  
Information) 10min.

Heath recapped the BART bike parking occupancy and shared micromobility data tables  
for the group's understanding

Director Robert mentioned that bike lockers are more equitable because they are at all  
stations where as bike share isn't available at all stations

North Berkeley station will get some amazing bike locker updates that will accommodate  
larger cargo bikes

Ashby station will get an updated cycle track and bike flow through the parking lot

12 applications to safe routes to BART

upper limit is \$ 3million

details at April BBATF meeting

10. 8:10pm Future Agenda Items: All. (For Discussion) 5min.

Bylaws update

SR2B

Standing/executive committee

Bart to Bay Trail safe route

BART Bicycle PPOt

Meeting adjourned at 8:15 p.m. by Chairperson Jon Spangler  
Next meeting is called for by Chairperson Jon Spangler on April 1st, 2024 at 6:00p.m.

## BART Bicycle Advisory Task Force Membership Application

The BART Bicycle Advisory Task Force (BBATF) advises the BART Board on bicycle-related matters. The BBATF meets on the first Monday of even-numbered months from 6:00 to 8:00 PM in downtown Oakland at a BART-accessible location. Task force members are expected to attend all/most meetings. More information about the purpose of the task force can be found here: <http://www.bart.gov/about/bod/advisory/bicycle>

Please email application to:

Heath Maddox  
BART Bike Program Manager  
[hmaddox@bart.gov](mailto:hmaddox@bart.gov)  
415-728-1352

### (1) How frequently do use BART or other public transit?

- 5 days a week or more       A couple times a month  
 1-4 days a week       Once a month or less

### (2) How often do you use a bicycle to get to and from BART or other public transit?

- Always       Occasionally  
 Most of the time       Never

### (3) How often do you use a bicycle to commute to work or for daily transportation?

- Always       Occasionally  
 Most of the time       Never

### (4) What motivates you to want to serve on the BBATF?

I have a passion for public transit in all its forms, and I enjoy advocating for better systems, learning about ones around the world, and also just enjoying my local bus or train. Ending car dependency is very important as a way to help slow down climate change, and that is where biking, walking and transit come in. Bikes often serve as a last mile option to BART with some cities and suburbs having limited bus service or density to allow walk-ability, and so, as a transit agency, BART has to ensure biking continues to be a mode it encourages and supports. I want to help ensure staff have any information or input they need for all future projects to ensure bikes are included in the plans. I want to help ideate and implement important policies like the recent bikes on escalators policy. I want to encourage more BART bike infrastructure connectivity projects and do what I can to ensure local agencies have the push needed to build that important last mile infrastructure. I want the addition of signage to BART stations and nearby areas to guide people to/from bike parking and infrastructure.

### (5) What perspectives, skills, or experiences you would bring to the BBATF?

I'm currently car free and want to stay that way for as long as I can, instead walking, biking and taking transit to wherever I may need to go. I have a good knowledge of BART, MUNI and Caltrain as systems that interact and how they can be augmented with biking to get around the city. I've previously worked and studied in an engineering background, so I have the ability to learn and understand technical information and design documentation when needed. I am relatively new to San Francisco and the bay, and the majority of the time I've been here, I've had to learn to use public transit options in the area for all my travel. I want to help people learn about these options more easily and gain the confidence to walk, bike or take transit to BART or other rail agencies. I also want to give them a sense of personal freedom and reduce dependency on cars.

## MAYA CHAFFEE

**(6) Are you involved with any organizations or advisory boards related to public transit or bicycling?**

No, but my enthusiasm and fresh perspective are just what the BBATF needs

Yes, please describe:

I have previously volunteered for Bicycle Coalition and hope to volunteer more in the future as opportunities arise to earn a full membership and get more involved with members of the bike community in San Francisco.

I am currently helping the Safer 17<sup>th</sup> street team to fight for fully protected bike lanes in the Potrero Hill and Dogpatch neighborhoods, with the goal of pushing SFMTA to expand them further into the Mission, using a daylighting and bike lane survey I created along the street.

I previously volunteered as a route rabbit by bike at Sunday Streets over the summer and am looking forwards to doing it again this year.

I've also ridden in several Slow Rides through the city that have helped me come to understand the bike and slow street network much better and to interact with people who do bike and transit advocacy.

**(7) Could you commit to attending most or all of the BBATF's 6 meetings each year?**

Yes       No

Not sure: \_\_\_\_\_

**(8) How did you hear about the BBATF?**

I found out about the task force through Cedar Makhijani, who is a good friend of mine. I learned a lot more about the task force and some of the things it has done through Marc Hedlund.

**(9) What questions do you have about the role of the BBATF or being a BBATF member?**

I've attended an person meeting before so I have a general understanding of the process and normal occurrences as part of them, are there other tasks the task force works on or participates in outside of the public meetings? For example how does working with BART staff usually occur when it's needed for a project?

If there is something that is important to me and I wanted to push for it what is the process to best advocate for it?

What are the regulations around working public sector jobs (city of SF, SFMTA ect) while on the BBATF if I were to get one on the future?

**(10) Your information:**

Maya Chaffee

Name

San Francisco

County of Residence

Currently unemployed looking for jobs in the bay but previously lived and was employed in

Santa Clara County

County of Employment

\_\_\_\_\_ Email preferred

Email and/or phone

## Heath Maddox

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**From:** Christopher White [REDACTED]  
**Sent:** Thursday, February 29, 2024 11:13 AM  
**To:** Heath Maddox  
**Cc:** [REDACTED]; Jon Spangler; Tyler Morris; Jeremiah Maller  
**Subject:** Re: Application to the BART Bike Advisory Task Force

We're happy to nominate Maya Chaffee for the seat.

Maya, thanks for volunteering for the Bike It Forward program! We hope to have you back soon!

All the best,

--

**Christopher White**  
*Interim Executive Director*

Phone or text: [REDACTED] [REDACTED]  
Pronouns: he, him, his

[San Francisco Bicycle Coalition](#)  
*Promoting the Bicycle for Everyday Transportation*  
[1720 Market St.](#)  
[San Francisco, CA 94102](#)



On Thu, Feb 29, 2024 at 11:06 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Maya,

Thanks for your interest in joining the BBATF!

I'm cc'ing the officers of the BBATF (Chair Jon Spangler, Vice-chair Jeremiah Maler and Secretary Tyler Morris) as a heads up to them and in hopes they can help respond to the questions in your application.

I'm also cc'ing Christopher White of the SFBC because for your application to be voted upon, the BBATF bylaws require that applicants be nominated by their county Bicycle Advocacy Organization.

The BBATF currently has one vacant seat for San Francisco and there is one other interested applicant in addition to yourself.

# MICHAEL SACKS

## BART Bicycle Advisory Task Force Membership Application

The BART Bicycle Advisory Task Force (BBATF) advises the BART Board on bicycle-related matters. The BBATF meets on the first Monday of even-numbered months from 6:00 to 8:00 PM in downtown Oakland at a BART-accessible location. Task force members are expected to attend all/most meetings. More information about the purpose of the task force can be found here: <http://www.bart.gov/about/bod/advisory/bicycle>

Please email application to:

Heath Maddox  
BART Bike Program Manager  
[hmaddox@bart.gov](mailto:hmaddox@bart.gov)  
415-728-1352

**(1) How frequently do use BART or other public transit?**

- 5 days a week or more                       A couple times a month  
 1-4 days a week                                 Once a month or less

**(2) How often do you use a bicycle to get to and from BART or other public transit?**

- Always     Occasionally  
 Most of the time                                 Never

**(3) How often do you use a bicycle to commute to work or for daily transportation?**

- Always     Occasionally  
 Most of the time                                 Never

**(4) What motivates you to want to serve on the BBATF?**

I've participated in some BBATF meetings and I find them interesting, informative, and impactful. I enjoy seeing our ideas, comments, and concerns be taken into consideration and output real results. I believe that bicycling and BART are a powerful couple. When pairing public transit with last mile transportation, we can build a healthy public transit system and bike network. Investing into public transit helps the bicyclist experience and vice versa. Making the bicycle on BART experience better has knock on effects for all.

**(5) What perspectives, skills, or experiences you would bring to the BBATF?**

I am a public transit and bicycle commuter. I've spent years moving around the bay area by bike and public transit. I have been thinking about ways to improve these experiences for years. Furthermore, I'm an active member of San Francisco Transit Riders and I have experience volunteering with SFBC in their bike valet.

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**(6) Are you involved with any organizations or advisory boards related to public transit or bicycling?**

- No, but my enthusiasm and fresh perspective are just what the BBATF needs  
 Yes, please describe:  
SFTR, SDBC, CalBike, CalWalks, Walk SF



MICHAEL SACKS

**(7) Could you commit to attending most or all of the BBATF's 6 meetings each year?**

Yes       No

Not sure: \_\_\_\_\_

**(8) How did you hear about the BBATF?**

I don't recall

**(9) What questions do you have about the role of the BBATF or being a BBATF member?**

What is the longterm vision for BBATF?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**(10) Your information:**

Michael Sacks \_\_\_\_\_

Name

San Francisco \_\_\_\_\_

County of Residence

San Francisco \_\_\_\_\_

County of Employment

 \_\_\_\_\_

Email and/or phone

## Heath Maddox

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**From:** Christopher White [REDACTED]  
**Sent:** Thursday, February 29, 2024 11:10 AM  
**To:** Heath Maddox  
**Cc:** Michael Sacks  
**Subject:** Re: FW: BART Bike Task Force

We're happy to nominate Michael Sacks for the BART BATF.

Thanks Heath!  
Good luck, Michael! Let me know if you'd like to connect.

--

**Christopher White**  
*Interim Executive Director*

Phone or text: [REDACTED] [REDACTED]  
Pronouns: he, him, his

[San Francisco Bicycle Coalition](#)  
*Promoting the Bicycle for Everyday Transportation*  
[1720 Market St.](#)  
[San Francisco, CA 94102](#)



On Thu, Feb 29, 2024 at 10:55 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Christopher,

Attached is an application to the BBATF by Michael Sacks, an SF resident and safe street advocate who has been attending the Task Force meetings with some regularity as a guest.

Would you be so kind as to review his application and consider nominating him to represent the City and County of SF on the BBATF?

Thanks!

Heath Maddox

# BART Bicycle Preferred Path of Travel Capital Plan

Phase 1

BBATF Update

4/1/24



# What is a Preferred Path of Travel?

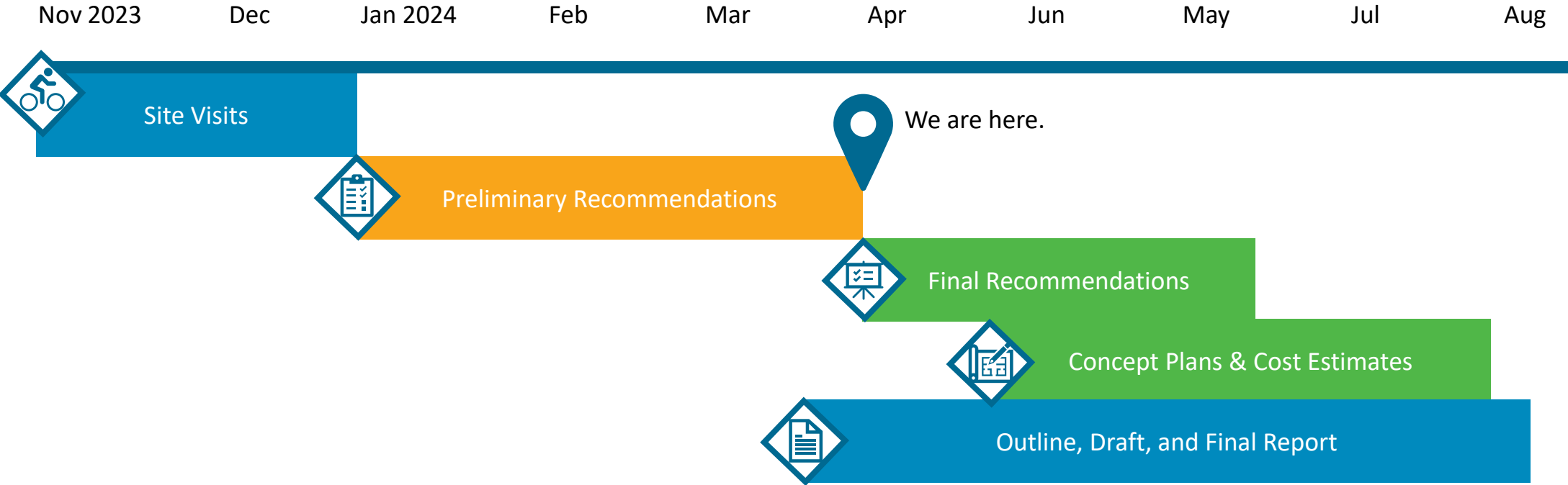
The project aims to support clear, predictable bicycle access between the edge of BART property to station platforms and bicycle parking.

The plan will include:

- Grant-ready concept plans
- Cost estimates
- Recommendation lists



# Project Schedule



# Phase 1 will cover 10 stations.

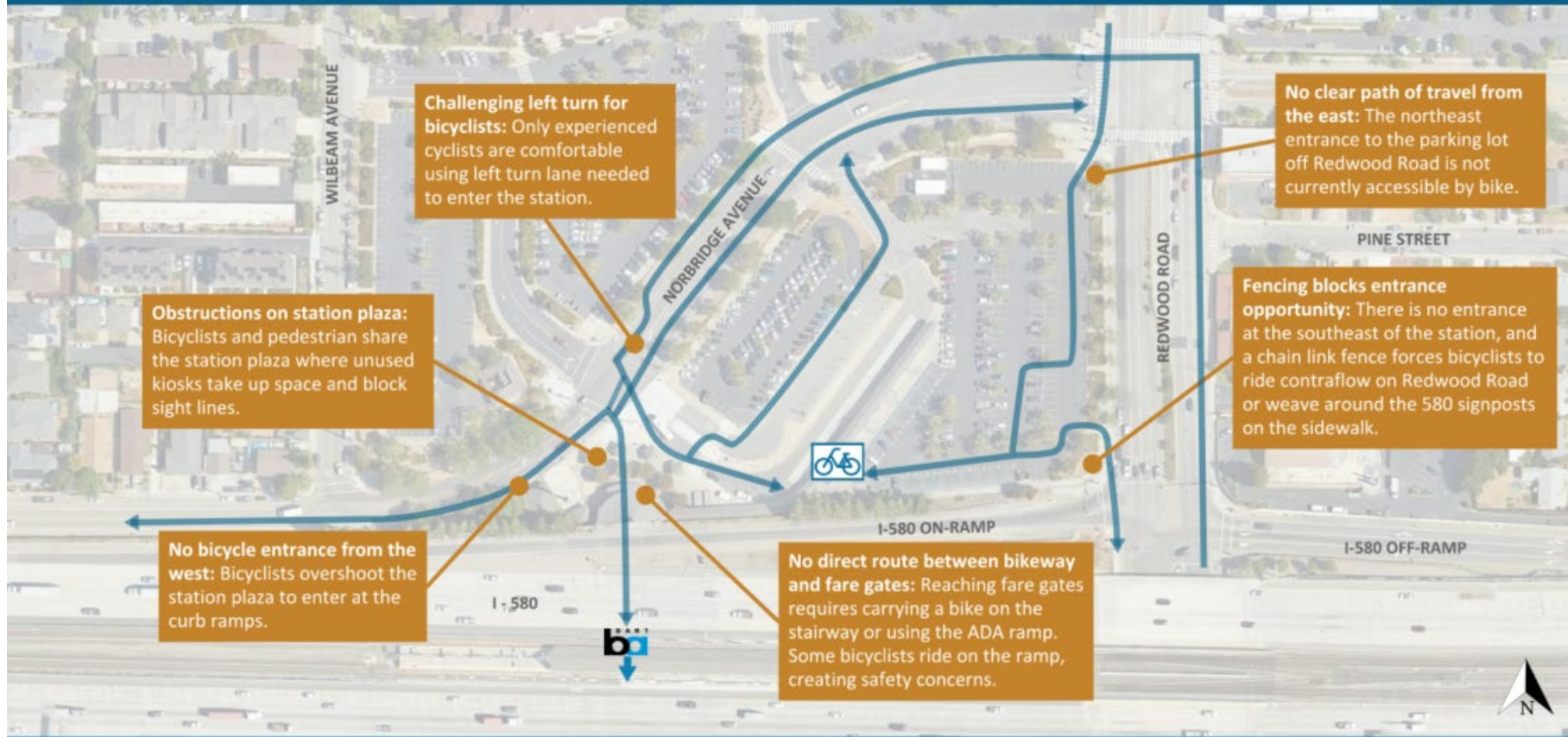
- Balboa Park
- Bay Fair
- Castro Valley
- Coliseum
- Concord
- Daly City
- Hayward
- MacArthur
- San Leandro
- Walnut Creek

12 more to come in Phase 2!



# Castro Valley BART Station

## Bicycle Access Needs and Barriers



Needs and Barriers  
Sample Figure

### LEGEND

Bicycle Path of Travel



Station Fare Gates



BikeLink Lockers

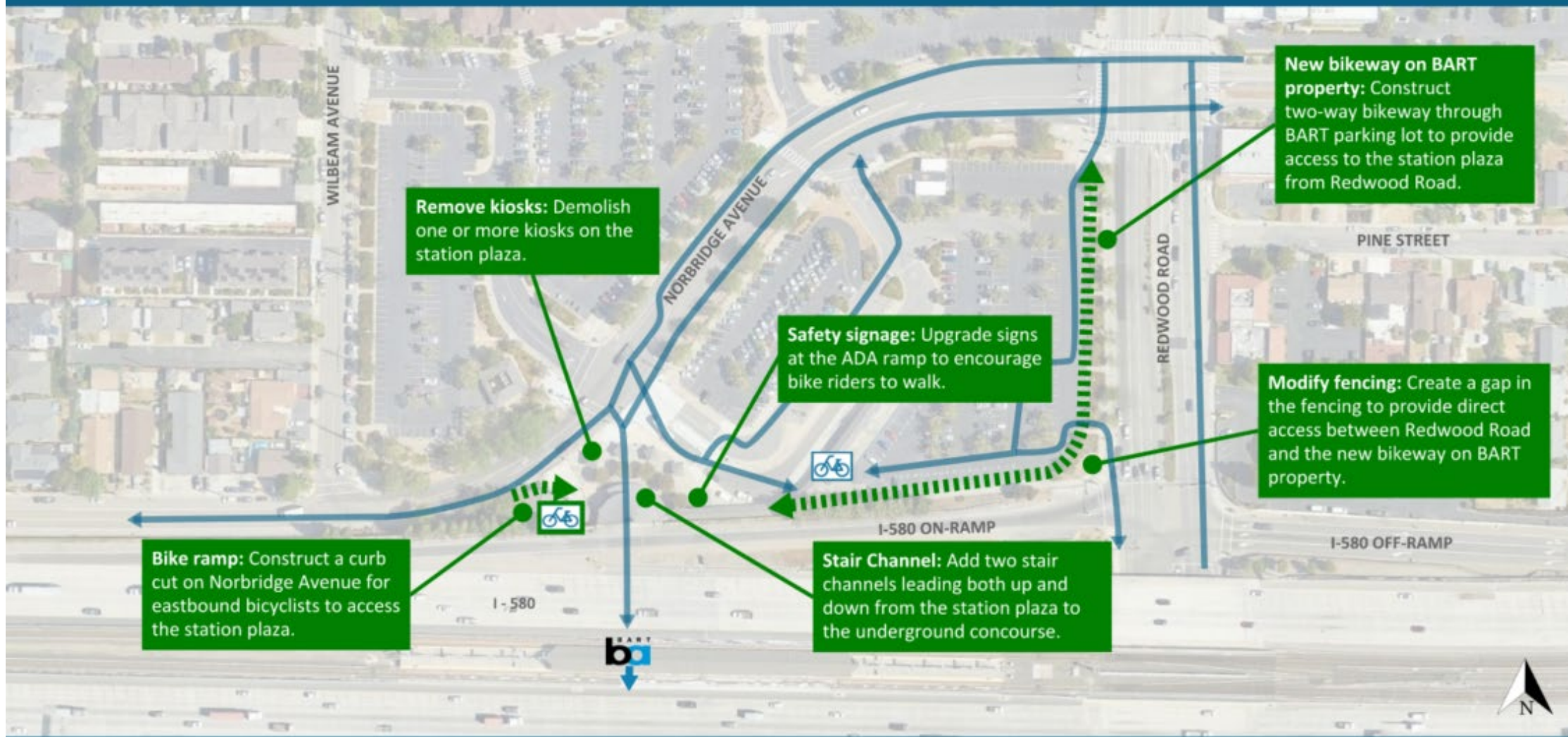


Bicycling Needs and Barriers



# Castro Valley BART Station

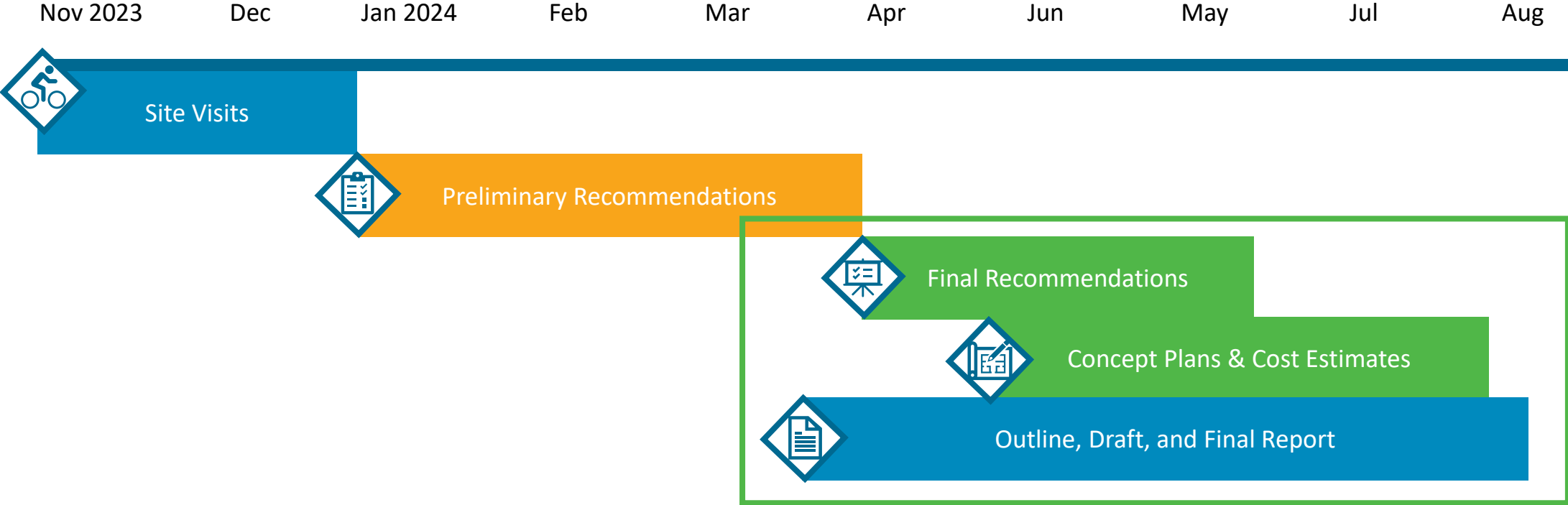
## Bicycle Access Recommendations



Recs  
Sample Figure

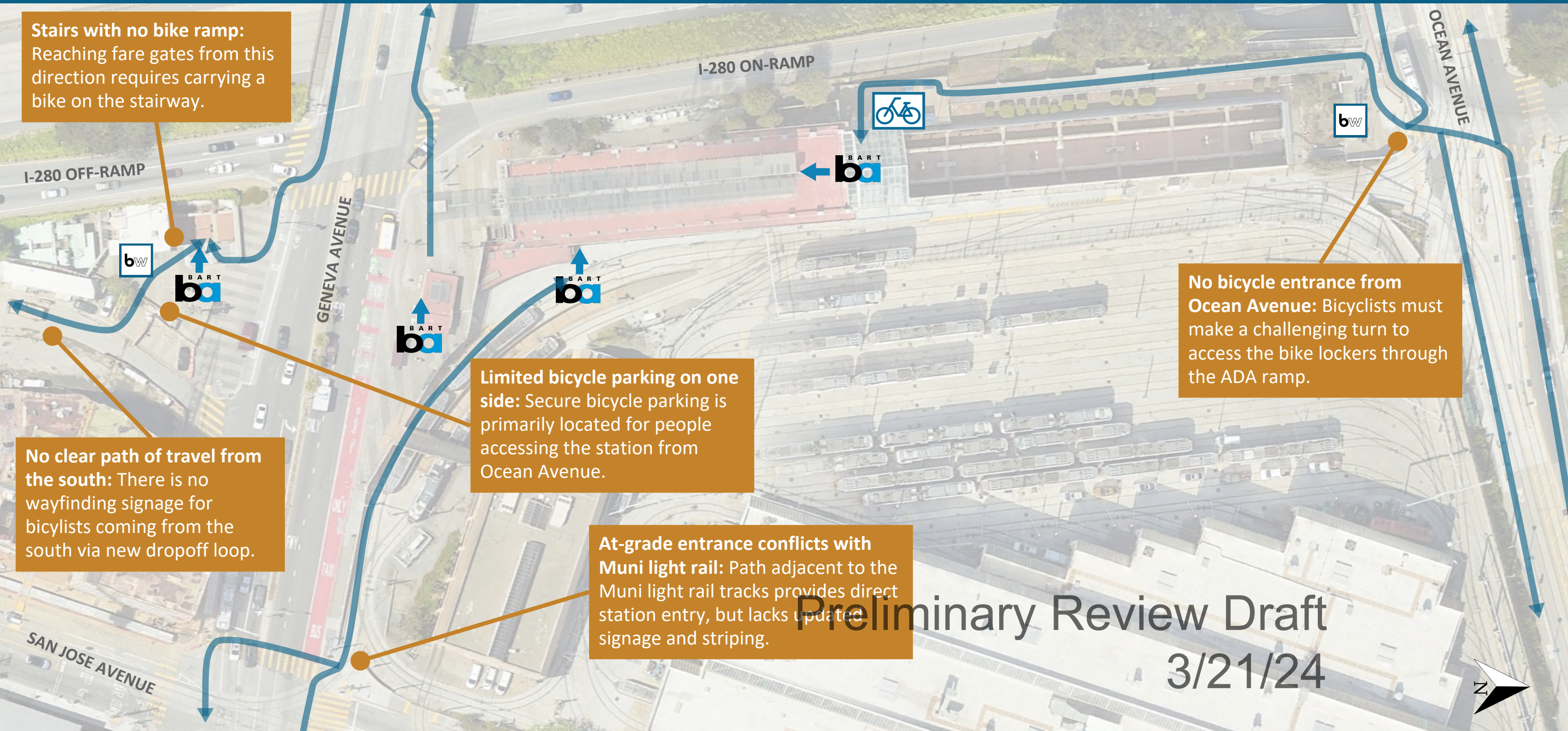


# Next Steps



# Balboa Park BART Station

## Bicycle Access Needs and Barriers



### LEGEND

Bicycle Path of Travel



Station Fare Gates



BayWheels



BikeLink Lockers

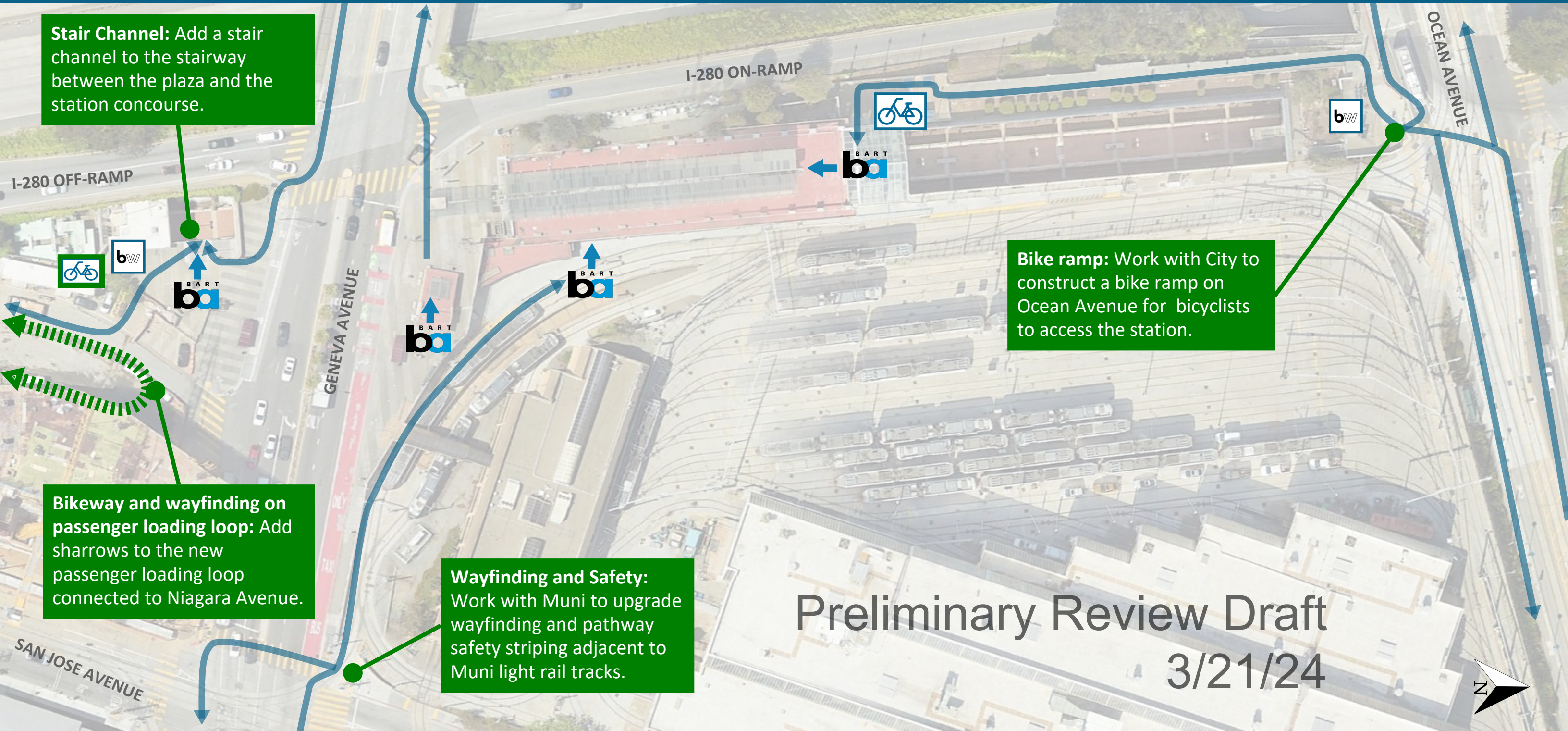


Bicycling Needs and Barriers



# Balboa Park BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



BayWheels



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



### Balboa Park

ID	Recommendation Type	Location Description	Project Description
BP01	Bike Parking	Plaza on south side of Geneva Avenue	Add bike lockers on Plaza.
BP02	Stair Channels	South entrance	Add stair channels to stairs at the south entrance.
BP03	Bike Ramp	Ocean Avenue	Work with City to construct a curb cut for bicyclists to mount the curb at the station entrance.
BP04	Bikeway	Ocean Avenue	Add sharrows to the new passenger loading loop connected to Niagara Avenue.
BP05	Signage/Wayfinding	Geneva Avenue/San Jose Avenue	Work with Muni to enhance and maintain wayfinding and pathway safety striping adjacent to Muni light rail tracks.

Preliminary Review Draft  
3/21/24

# Bay Fair BART Station (Northwest)

## Bicycle Access Needs and Barriers



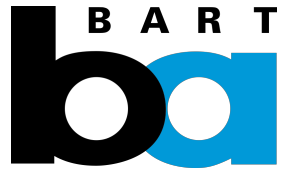
### LEGEND

Bicycle Path of Travel  
→

Station Fare Gates  
ba ↓

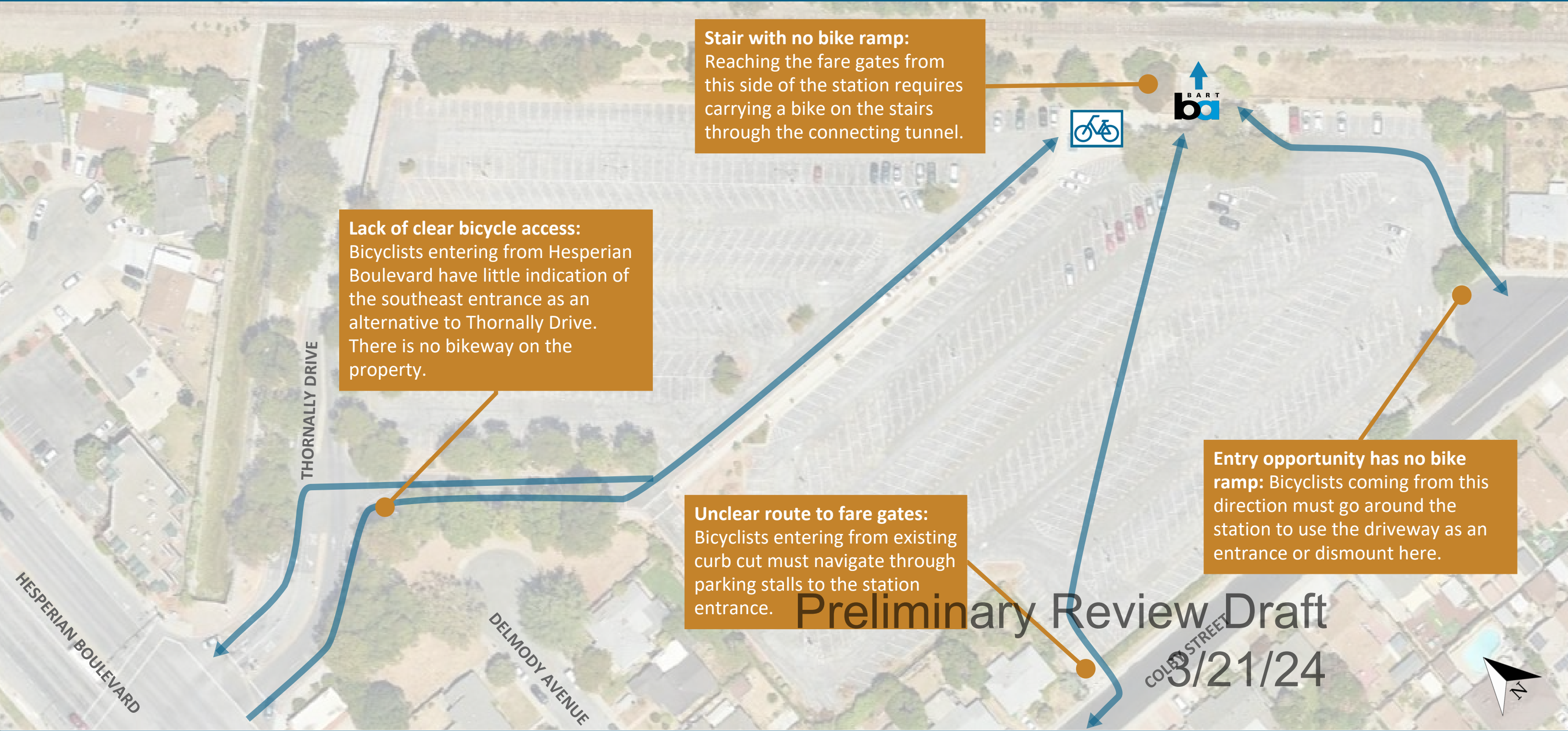
BikeLink Lockers  
🚲

Bicycling Needs and Barriers  
●



# Bay Fair BART Station (Southeast)

## Bicycle Access Needs and Barriers



### LEGEND

Bicycle Path of Travel



Station Fare Gates



BikeLink Lockers



Bicycling Needs and Barriers



# Bay Fair BART Station (Northwest)

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation

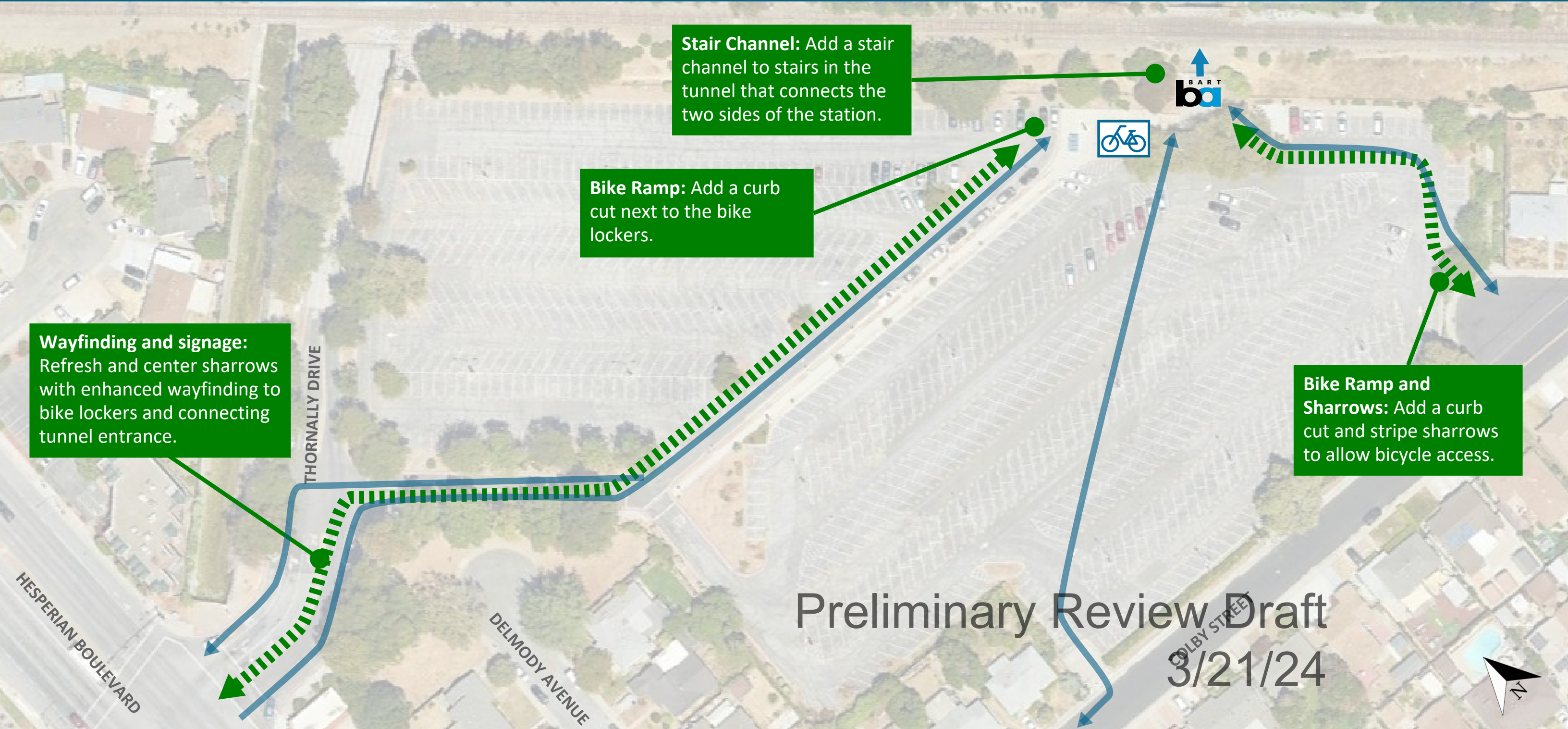


Recommended Bikeway



# Bay Fair BART Station (Southeast)

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway





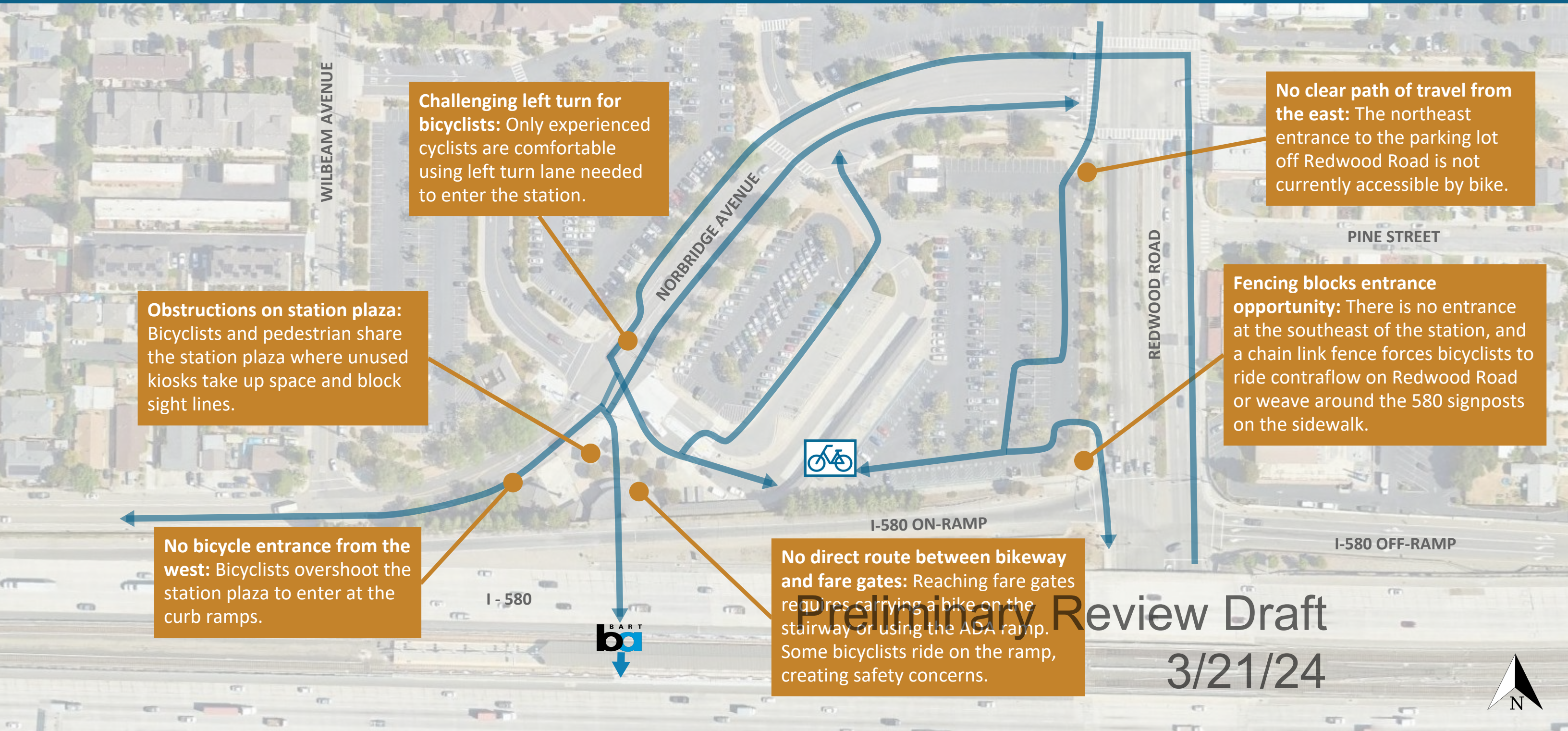
## Bay Fair

ID	Recommendation Type	Location Description	Project Description
BF01	Stair Channels	Southeast passageway on the Alameda County side of the station	Install stair channels at southeast passageway (tunnel connection to the station).
BF02	Bikeway	Northeast parking lot in Northwest section	Widen crosswalk ramp, create opening for bikes in the landscape, and mark sharrows through the parking aisle to allow bicycle access parallel to bus lane.
BF03	Signage/Wayfinding	Thornally Drive from Hesperian Boulevard to southwest entrance	Refresh and center sharrows with enhanced wayfinding to bike lockers and stairway at the tunnel connection to the station.
BF04	Bike Ramp	Southeast entrance	Install a bike ramp at next to the bike lockers at the southwest entrance.
BF05	Bikeway	Thornally Drive/Coehlo Drive and northeast parking lot	In the near term, repurpose some parking spaces and landscaping to construct a two-way separated bikeway from Coehlo Drive at the northeast corner of the property to the faregates and bike parking. In the long term, incorporate a bike path along this path of travel through any future development.
BF06	Bikeway	Elgin Street	In the near term, improve signage and wayfinding from Elgin Street. In the long term, incorporate bike access from Elgin into a potential redesign of the bus terminal.
BF07	Bike Parking	Elgin Street	Consider adding or moving some bike lockers to Elgin Street station access point.
BF08	Bike Ramp	Colby Street/Wagner Street	Construct a curb cut and stripe sharrows to allow bicycle access from the curve at Colby Street/Wagner Street.

Preliminary Review Draft  
3/21/24

# Castro Valley BART Station

## Bicycle Access Needs and Barriers



### LEGEND

Bicycle Path of Travel



Station Fare Gates



BikeLink Lockers

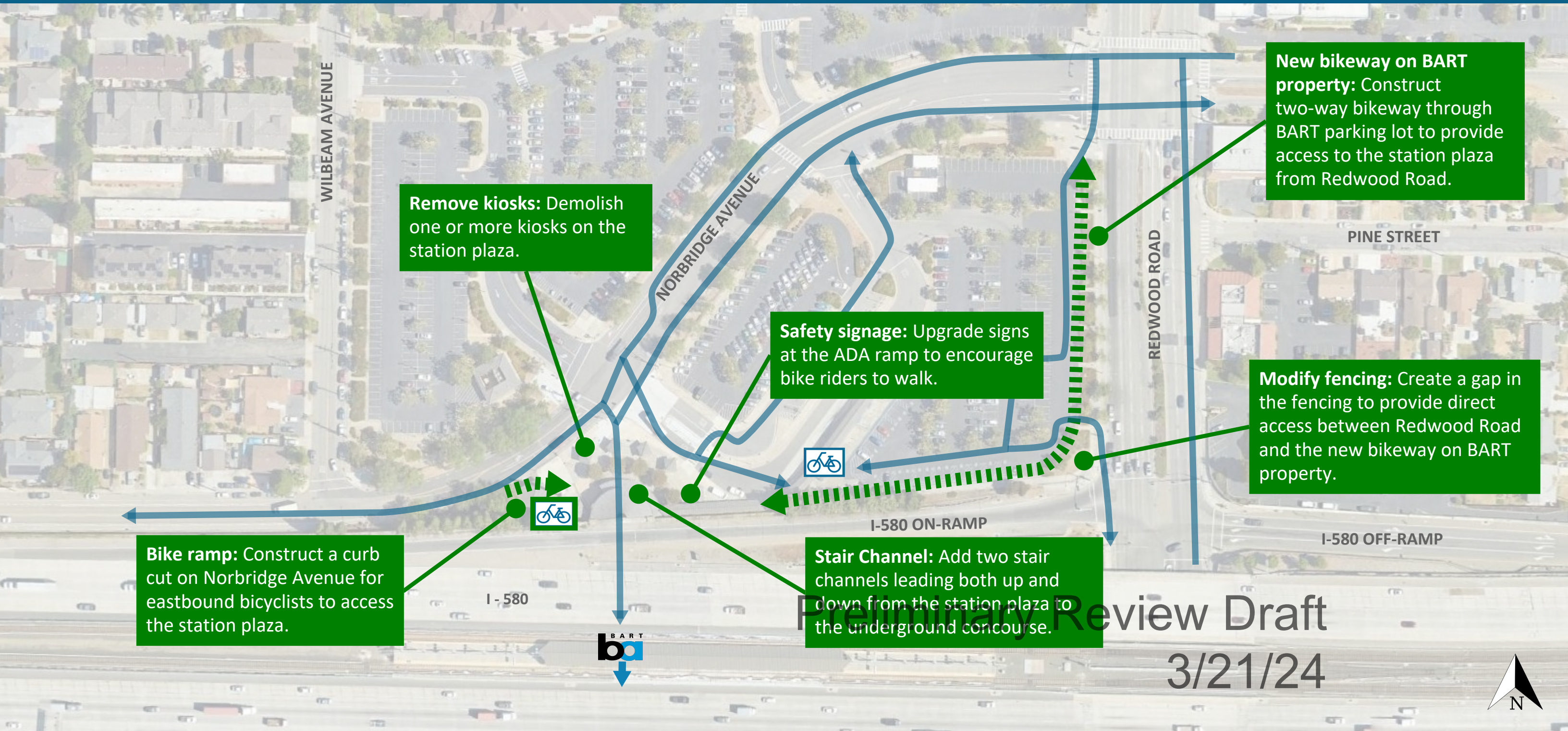


Bicycling Needs and Barriers



# Castro Valley BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



(under freeway)

BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



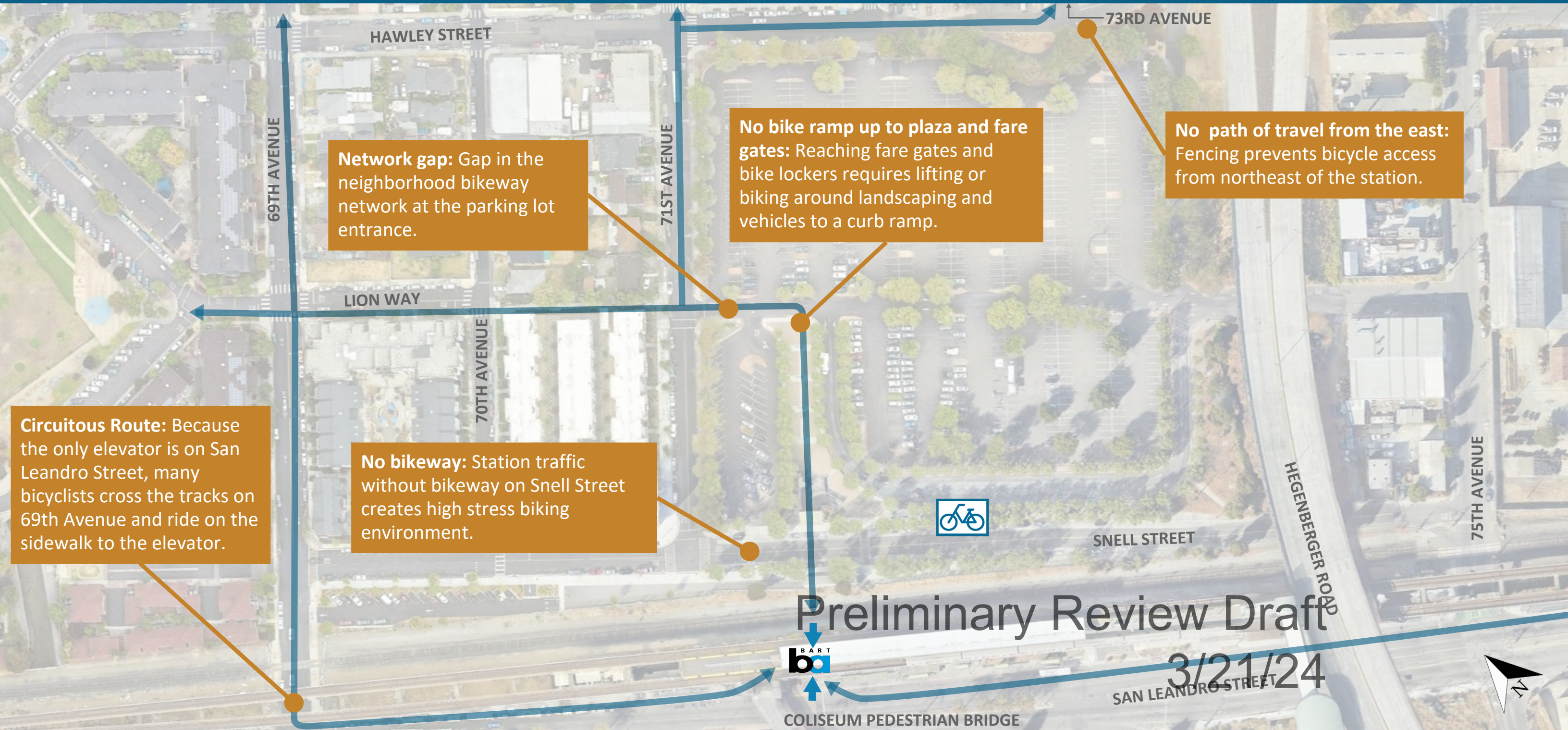
## Castro Valley

ID	Recommendation Type	Location Description	Project Description
CV01	Stair Channels	Station building entrance stairs	Add two stair channels to the center stairway, leading both up and down from station plaza to to the underground concourse.
CV02	Bikeway	East and south edge of property	Construct two-way separated bikeway along edge of property from intersection of Redwood Road and Norbridge Avenue, replacing parking to construct bikeway. Relocate accessible parking with input from ADA coordinator.
CV03	Other infrastructure	Station plaza	Remove/demolish one or more kiosk buildings in front of the station building entrance to open up bicycle and pedestrian space and sight lines.
CV04	Bike Ramp	Norbridge Avenue eastbound before driveway	Construct bicycle ramp for eastbound bicyclists to enter plaza before station entrance intersection. Include signage and wayfinding.
CV05	Bike Parking	West of station building entrance	Relocate some bike lockers to west of station building entrance.
CV06	Other infrastructure	Station's internal ADA ramp	Upgrade signs at the ADA ramp to encourage bike riders to walk. Install reflectors on metal barriers.
CV07	Bike Parking	Inside fare gate	Relocate some more bike racks to inside of fare gates

Preliminary Review Draft  
3/21/24

# Coliseum BART Station

## Bicycle Access Needs and Barriers



### LEGEND

Bicycle Path of Travel



Station Fare Gates



BikeLink Lockers

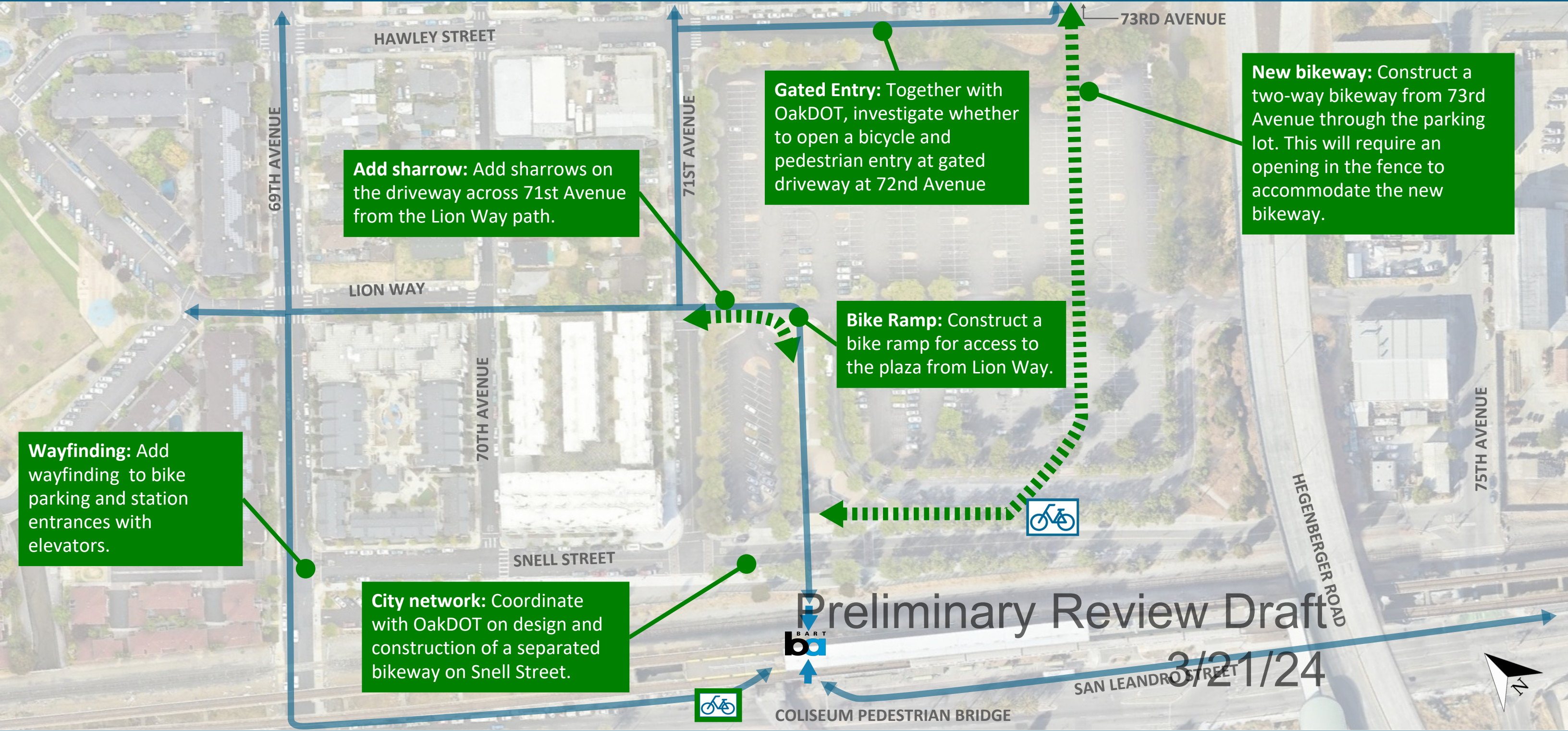


Bicycling Needs and Barriers



# Coliseum BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



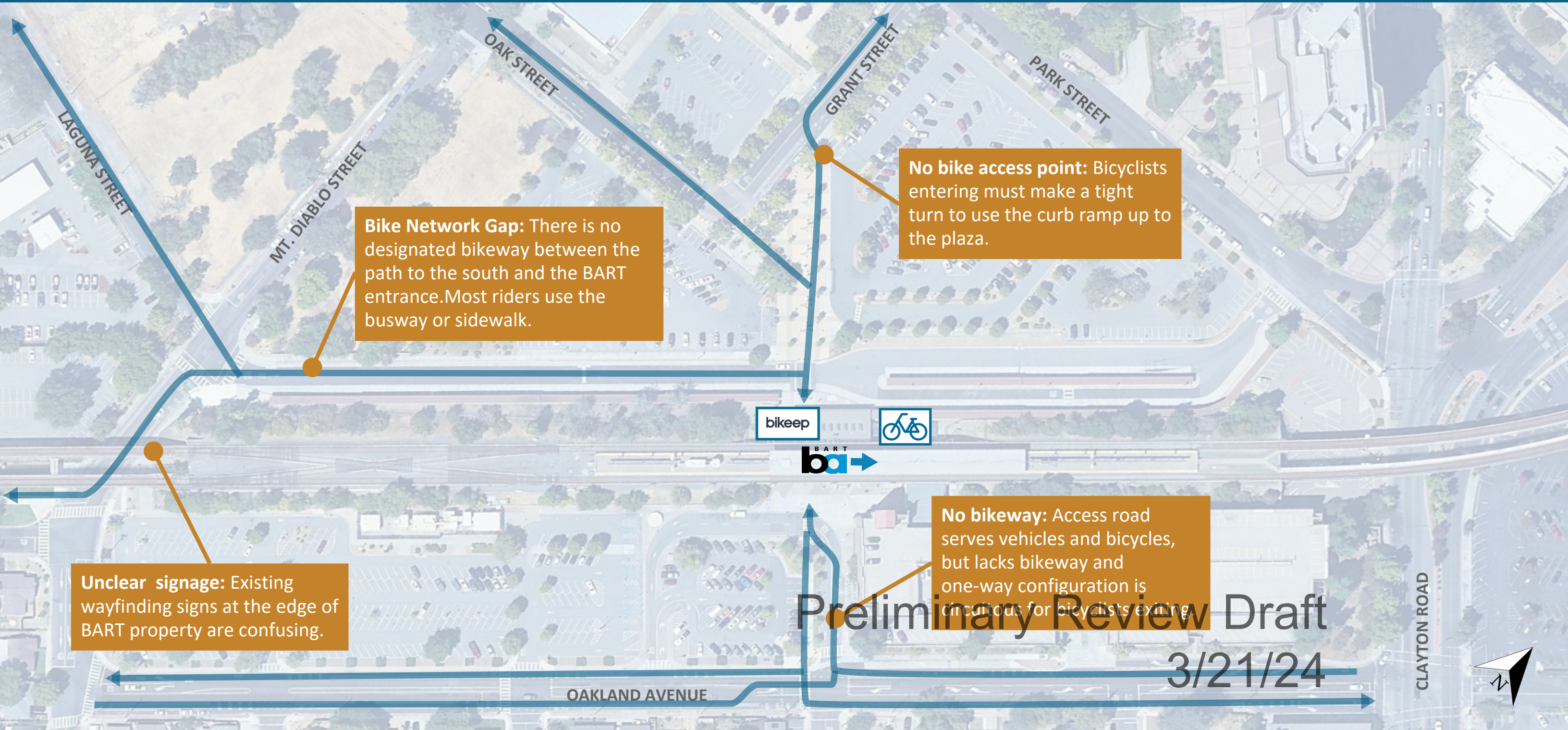
## Coliseum

ID	Recommendation Type	Location Description	Project Description
CL01	Bike Parking	South of the station by the entrance	After East Bay Greenway construction, move some bike lockers to south side along San Leandro Street. If bikeway is at street grade, coordinate with East Bay Greenway design to add bike ramp.
CL02	Bike Ramp	North side plaza at Lion Way driveway	Construct bike ramp for access to plaza and station entrance.
CL03	Other infrastructure	Coliseum Pedestrian Bridge	Coordinate with Oakland Coliseum to allow access on pedestrian bridge at all hours. Add stair channel to pedestrian overcrossing.
CL04	Bikeway	Driveway aligned with Lion Way	Add sharrows to driveway from Lion Way path to BART plaza.
CL04	Bikeway	Northeast parking lot	Construct a two-way bikeway through the parking lot in alignment with future City of Oakland bikeway on 73rd Avenue. Coordinate with City to determine appropriate design to maximize safety and personal security. Requires new opening in fence.
CL04	Other infrastructure	72nd Avenue	Together with OakDOT, investigate whether to open a bicycle and pedestrian entry at gated driveway at 72nd Avenue.
CL04	Signage/Wayfinding	Station Entrances	Add wayfinding signage to station entrances that are accessible for bikes, including to elevator, bike parking and faregates from 69th Avenue and East Bay Greenway
CL04	Bikeway	Snell Street	In coordination with the City of Oakland, support construction of a separated bikeway on Snell Street. The alignment may include segments on BART and City of Oakland property.

Preliminary Review Draft  
3/21/24

# Concord BART Station

## Bicycle Access Needs and Barriers



### LEGEND

Bicycle Path of Travel



Station Fare Gates



Bikekeep



BikeLink Lockers



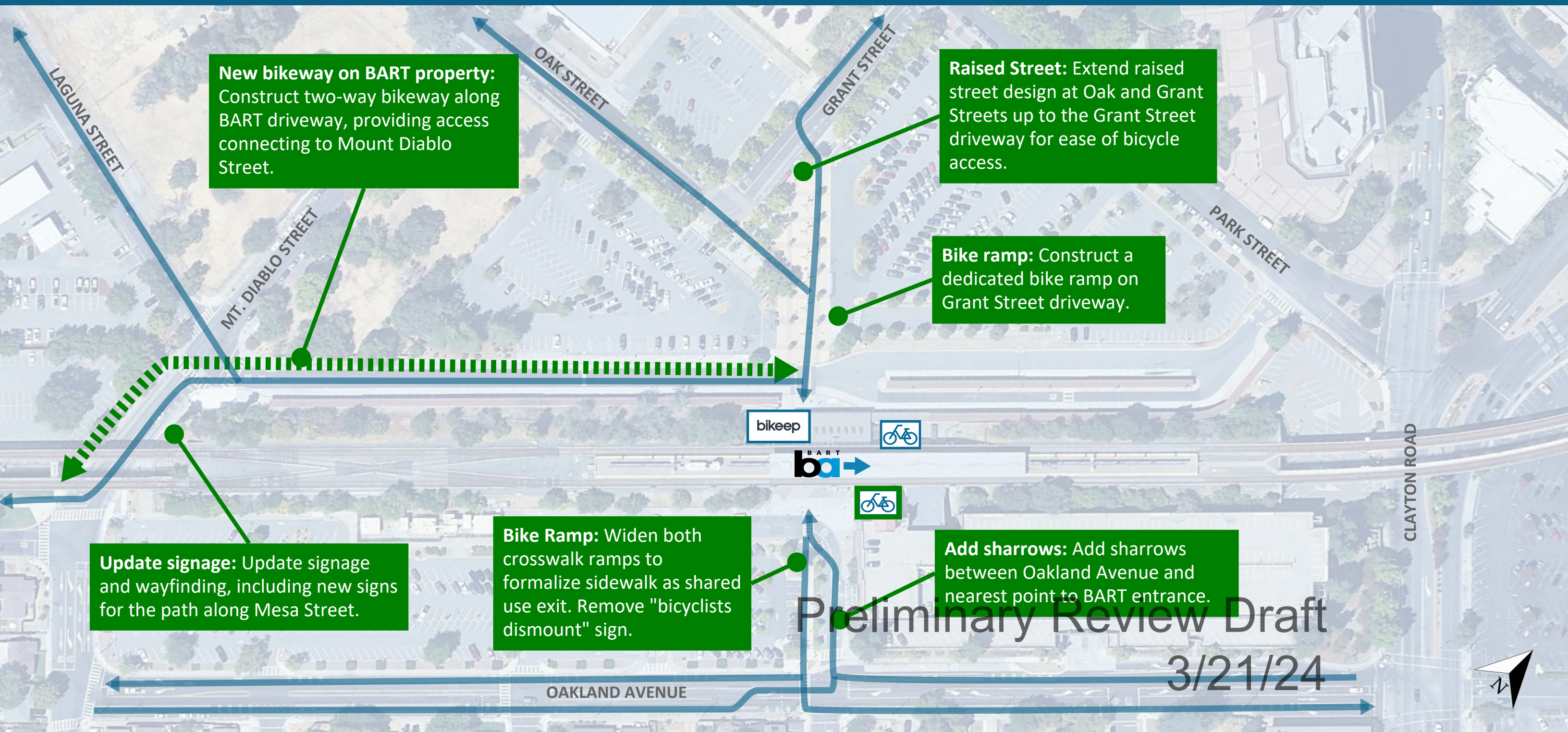
Bicycling Needs and Barriers





# Concord BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



Bikekeep



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



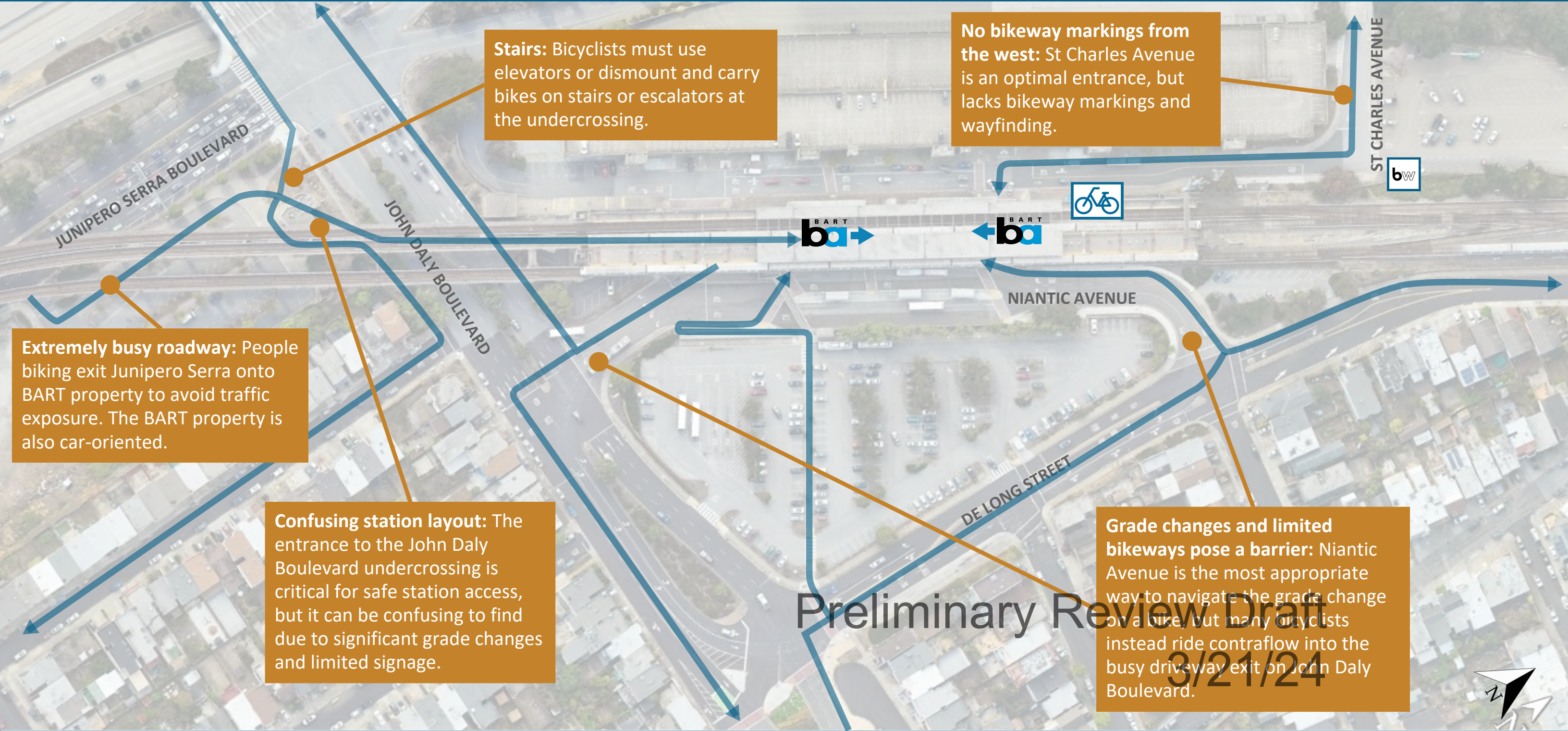
## Concord

ID	Recommendation Type	Location Description	Project Description
CN01	Bikeway	West side driveway between Mount Diablo Street and station entrance	Construct a two-way bikeway along the east side of the BART driveway between Mount Diablo Street and the station entrance crosswalk.
CN02	Signage/Wayfinding	Mount Diablo Street/Internal road intersection	Update signage/wayfinding, including new signs to the existing path under the tracks along Mesa Street.
CN03	Bike Ramp	Grant Street	Install dedicated bike ramp on Grant Street driveway.
CN04	Other infrastructure	Grant Street	Extend raised street design at Oak and Grant Street along the plaza edge to the Grant Street driveway entrance to support bicyclist entry to the plaza.
CN05	Bike Ramp	Driveway crosswalk on east side of station	Widen crosswalk ramps to formalize sidewalk as shared use. Remove "bicyclists dismount" sign.
CN06	Bikeway	Atlantic Street driveway	Add sharrows between Oakland Avenue and nearest point to BART entrance.
CN07	Bike Parking	East side of station entrance	Move some bike lockers to the east side of the station entrance.

Preliminary Review Draft  
3/21/24

# Daly City BART Station

## Bicycle Access Needs and Barriers



Preliminary Review Draft  
3/21/24

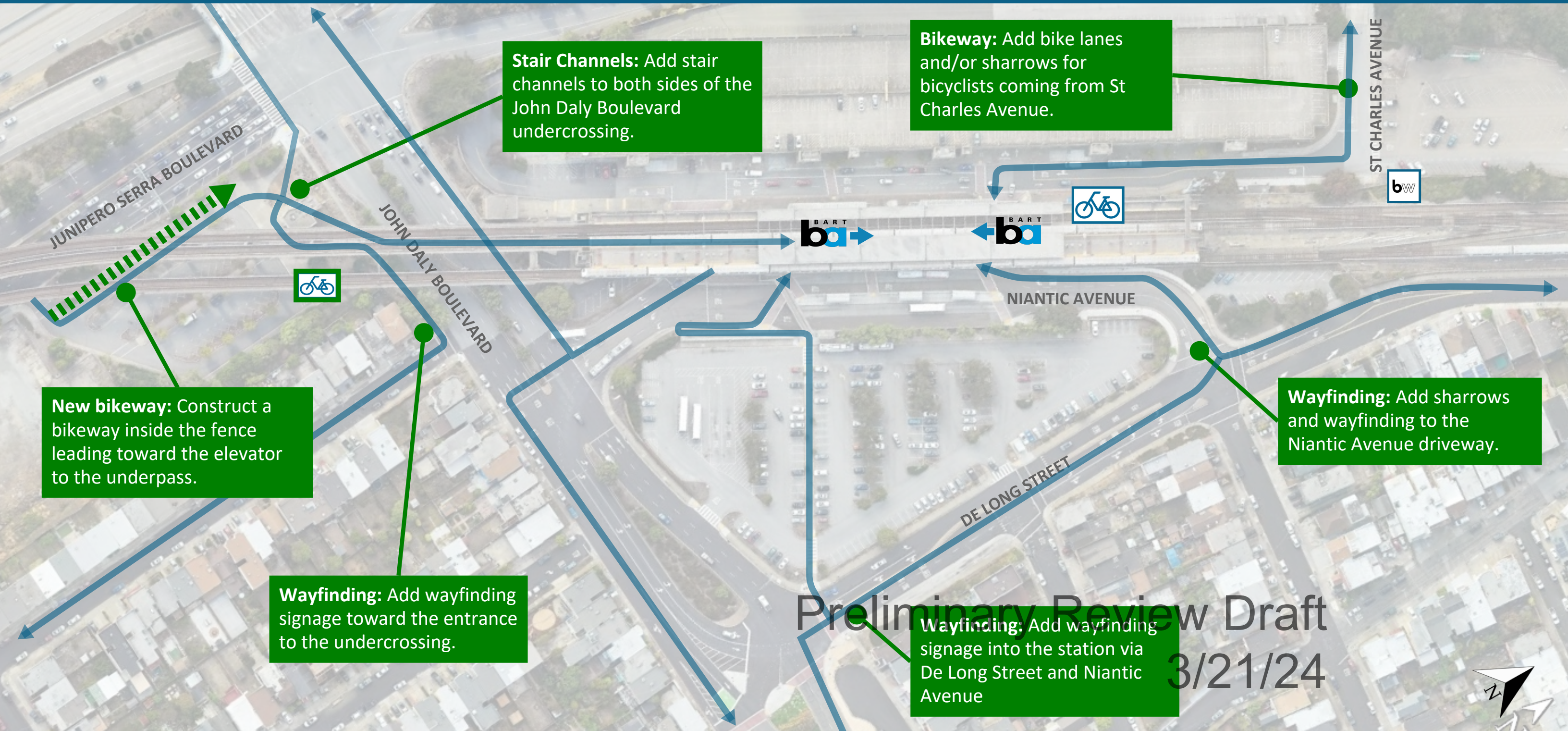
### LEGEND

- Bicycle Path of Travel
- Station Fare Gates
- Baywheels
- BikeLink Lockers
- Bicycling Needs and Barriers



# Daly City BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



Baywheels



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



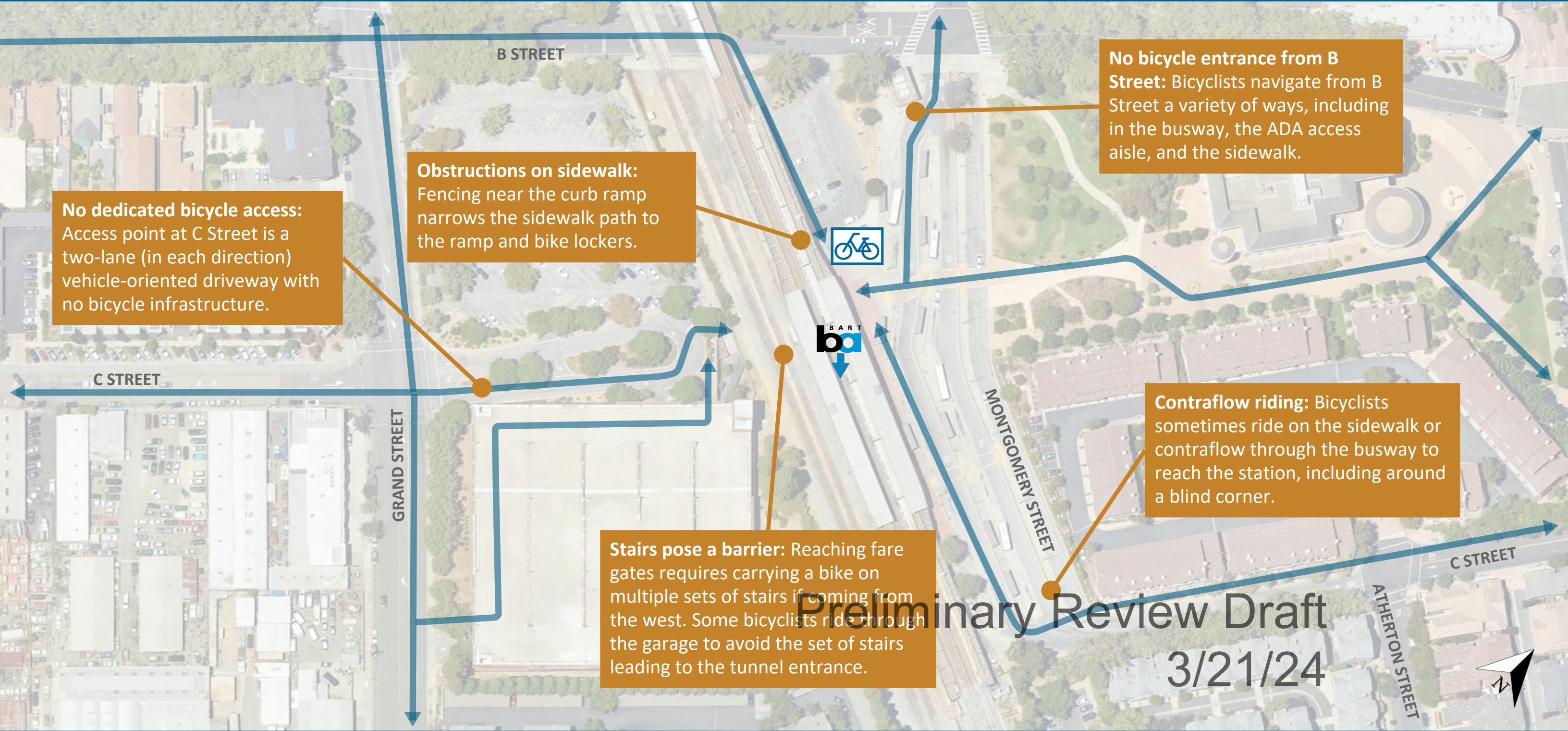
## Daly City

ID	Recommendation Type	Location Description	Project Description
DC1	Signage/Wayfinding	Niantic Avenue Inbound	Stripe sharrows on driveway entrance along with bicycle wayfinding
DC2	Signage/Wayfinding	De Long Street at John Daly Boulevard and Niantic Avenue	Install bicycle wayfinding to enter via Niantic Avenue to access bike lockers
DC3	Bikeway	St Charles Avenue at BART Driveway	Stripe sharrow and bike lane where width allows on St Charles Avenue leading into the station area.
DC4	Bikeway	Junipero Serra Boulevard	Construct bikeway inside fence along Junipero Serra Boulevard leading from BART driveway to underpass elevator
DC5	Stair Channels	John Daly Boulevard Underpass	Install stair channels at underpass
DC6	Bike Parking	Parking lot at Junipero Serra Boulevard	Install bike lockers near the underpass entrance in the Junipero Serra Boulevard parking lot

Preliminary Review Draft  
3/21/24

# Hayward BART Station

## Bicycle Access Needs and Barriers



### LEGEND

Bicycle Path of Travel  
→

Station Fare Gates  
BART logo with downward arrow

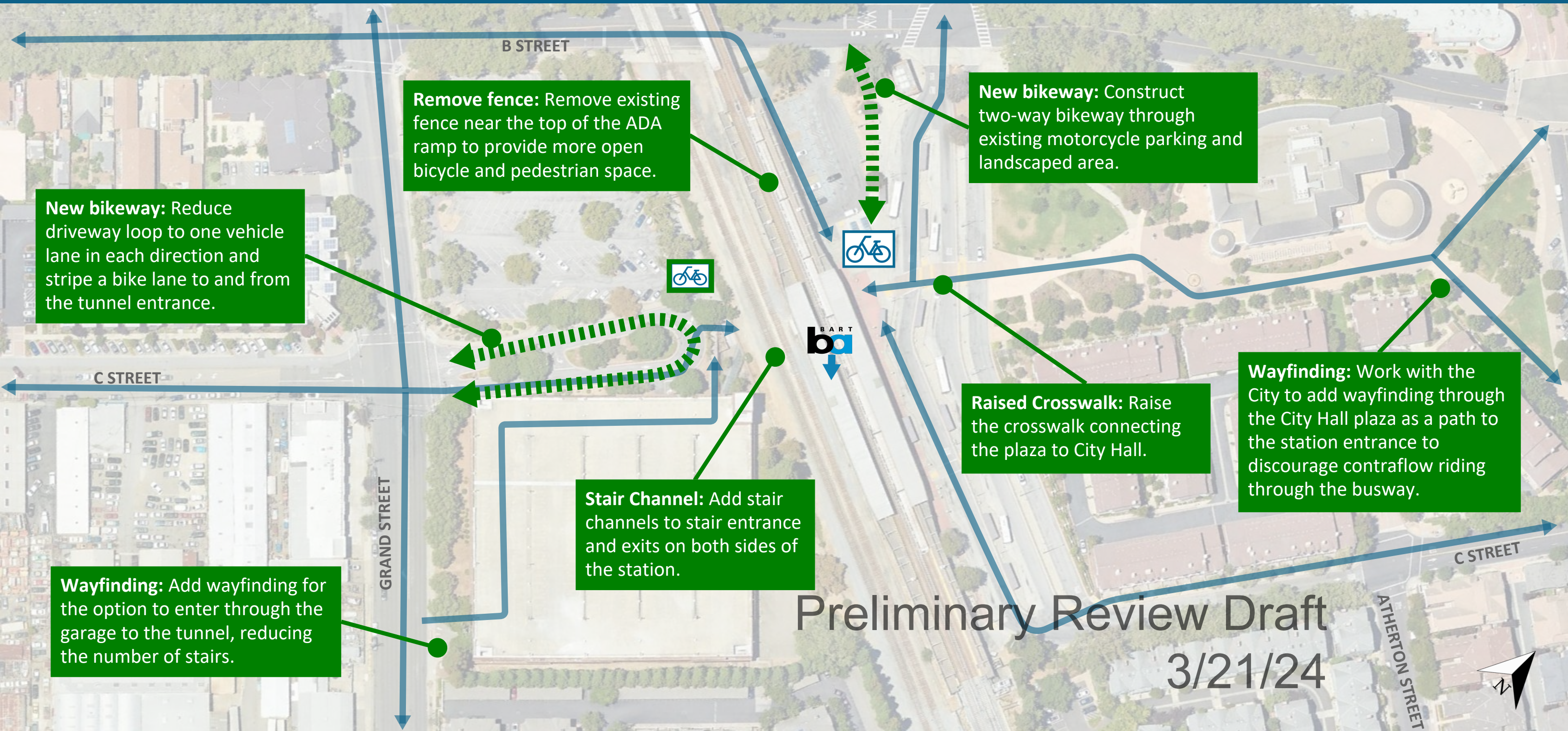
BikeLink Lockers  
Bicycle icon

Bicycling Needs and Barriers  
●



# Hayward BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



BikeLink Lockers



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



## Hayward

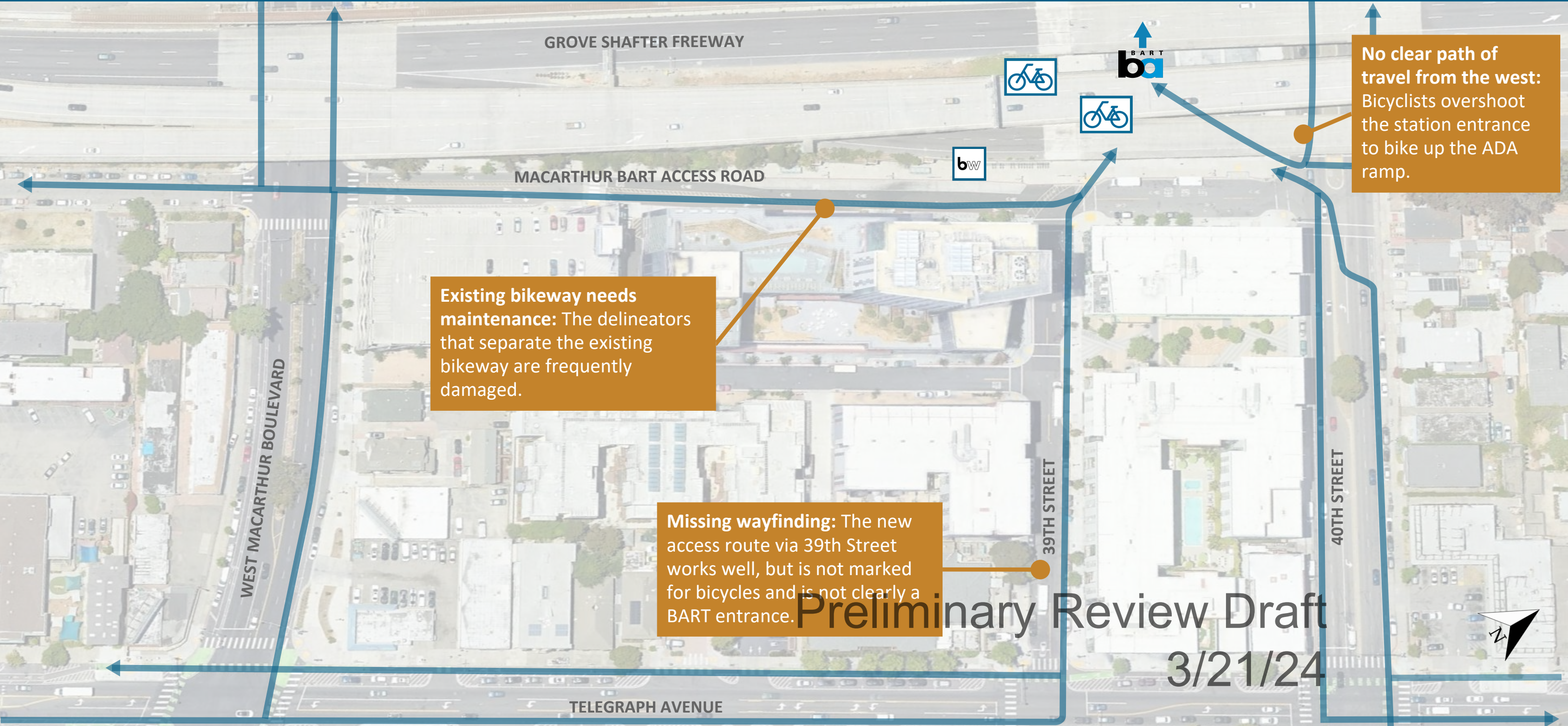
ID	Recommendation Type	Location Description	Project Description
HY01	Other infrastructure	East side of station entrance	Raise crosswalk in front of main station entrance between City Hall and BART station plaza.
HY02	Bikeway	Northeast corner of site along B Street	In coordination with East Bay Greenway project, construct a two-way bikeway from B Street to the station entrance through the existing motorcycle parking and landscaped area. Add signage and wayfinding.
HY03	Stair Channels	Station Entrance/Exit	Add stair channels at stair entrance/exits by the station entrance on both sides of the station.
HY04	Bikeway	West side station driveway	Reduce C Street driveway loop to one lane for vehicles and stripe bikeway to stairway.
HY05	Signage/Wayfinding	Parking structure entrance at Grand Street	Add wayfinding for the option to enter through the garage to the tunnel, reducing the number of stairs.
HY06	Signage/Wayfinding	Watkins Street	Work with City of Hayward to provide wayfinding through City Hall plaza instead of contra flow on C Street into the station area.
HY07	Other infrastructure	Northeast corner of site near ADA parking	Remove existing fence near the top of the ADA ramp to provide more open bicycle and pedestrian space.
HY08	Bike Parking	Parking lot west of the station	Move some bike lockers to the parking lot west of the station.

Preliminary Review Draft  
3/21/24



# MacArthur BART Station

## Bicycle Access Needs and Barriers



**Existing bikeway needs maintenance:** The delineators that separate the existing bikeway are frequently damaged.

**Missing wayfinding:** The new access route via 39th Street works well, but is not marked for bicycles and is not clearly a BART entrance.

**No clear path of travel from the west:** Bicyclists overshoot the station entrance to bike up the ADA ramp.

Preliminary Review Draft  
3/21/24

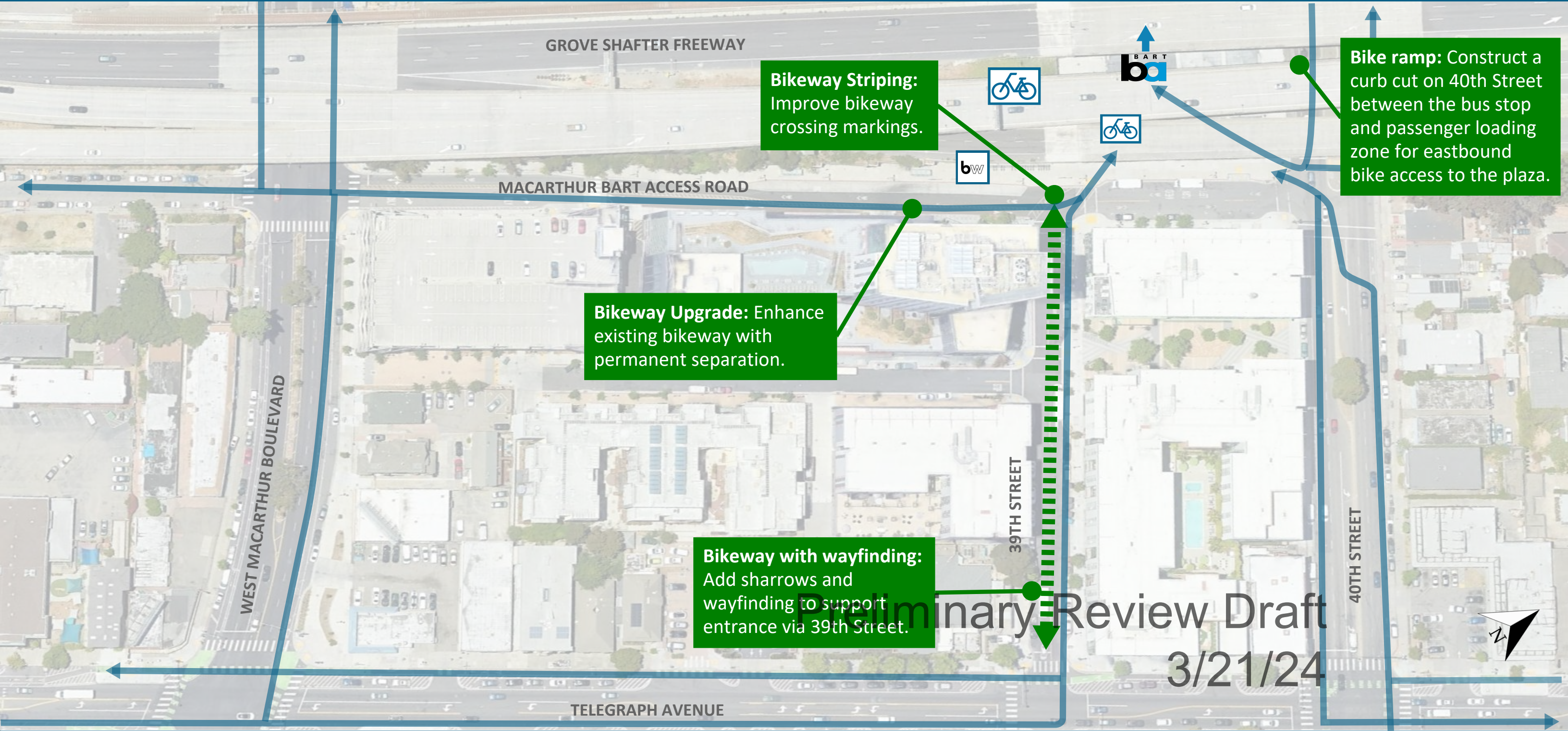
### LEGEND

- Bicycle Path of Travel
- Station Fare Gates
- Baywheels
- Secure Bicycle Parking
- Bicycling Needs and Barriers



# MacArthur BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



Baywheels



Secure Bike Parking



Bicycle Access Recommendation



Recommended Bikeway



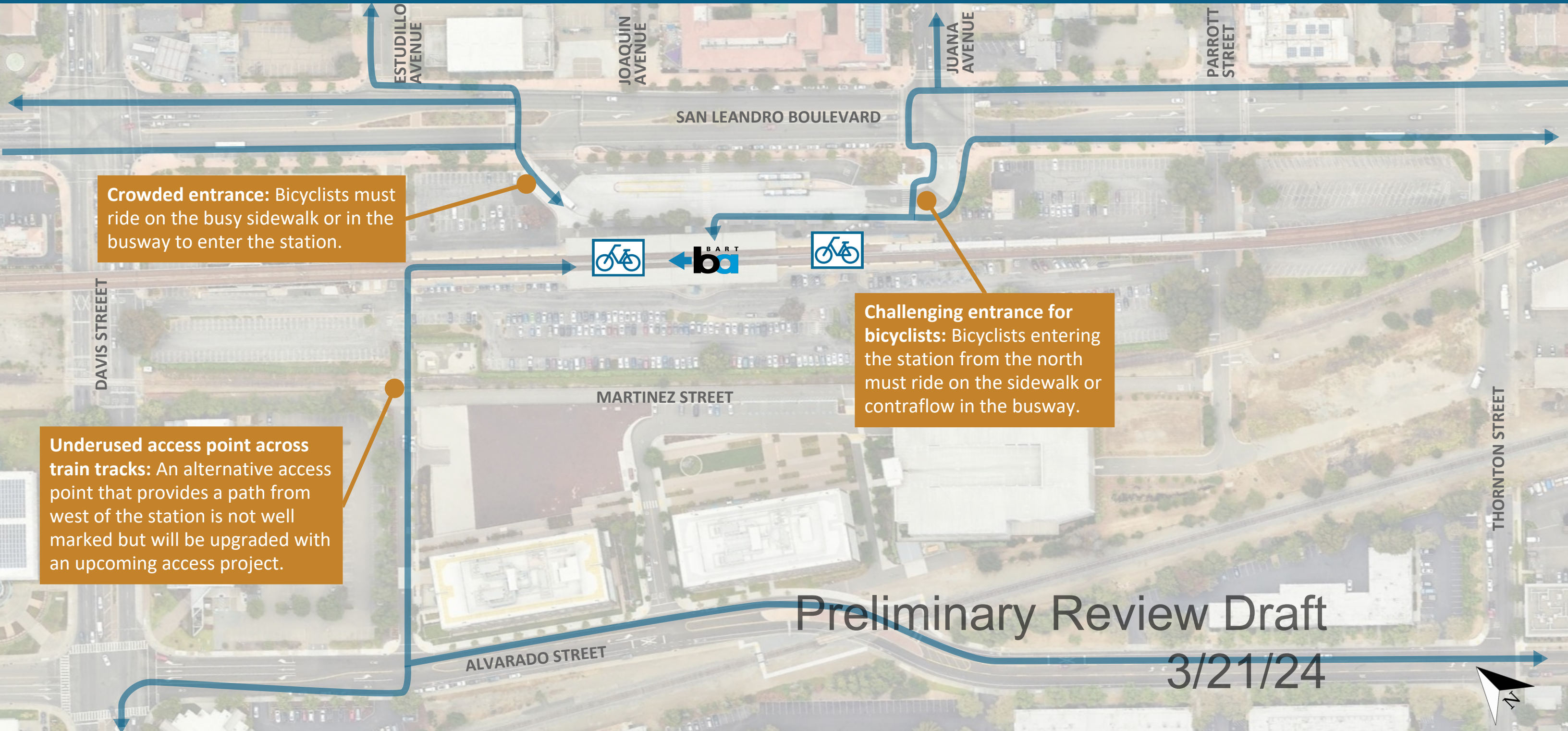
## MacArthur

ID	Recommendation Type	Location Description	Project Description
MA1	Bike Ramp	40th Street at Station Plaza	Install bike ramp between bus stop and passenger loading for east bike access plaza
MA2	Bikeway	MacArthur BART Access Road	Upgrade and harden bikeway separation on existing bike lane between MacArthur Boulevard and 39th Street. Coordinate separation material with Oakland Fire.
MA3	Bikeway	39th Street	Add sharrows on 39th Street
MA4	Other infrastructure	MacArthur BART Access Road	Improve bikeway crossing markings on MacArthur BART Access Road in front of the Baywheels session.
MA5	Signage/Wayfinding	38th Street/Telegraph Avenue	Install wayfinding for northbound bicyclists to access the station via 39th Street.

Preliminary Review Draft  
3/21/24

# San Leandro BART Station

## Bicycle Access Needs and Barriers



Preliminary Review Draft

3/21/24

### LEGEND

Bicycle Path of Travel



Station Fare Gates



BikeLink Lockers

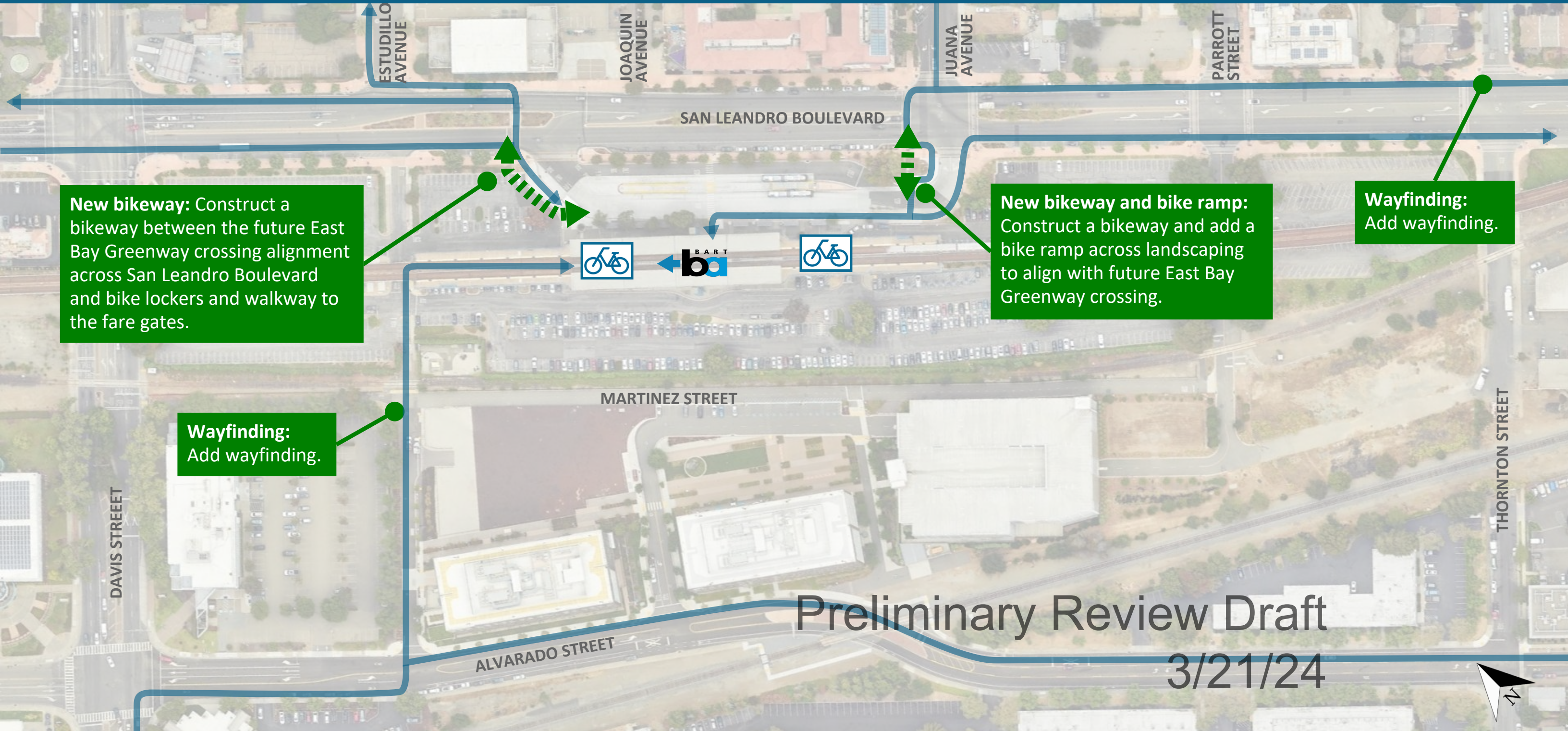


Bicycling Needs and Barriers



# San Leandro BART Station

## Bicycle Access Recommendations



### LEGEND

Bicycle Paths of Travel



Station Fare Gates



BikeLink Lockers



Bicycle Access Recommendation



Recommended Bikeway



## San Leandro

ID	Recommendation Type	Location Description	Project Description
SL01	Bikeway	Juana Avenue/San Leandro Boulevard	Add a bikeway and bike ramp across landscaping to allow bikes to turn into the station as a two-stage turn from San Leandro Boulevard or straight from West Juana Avenue.
SL02	Signage/Wayfinding	Thornton Street/San Leandro Boulevard	Add wayfinding signage to BART from Thornton Street and San Leandro Boulevard intersection
SL03	Signage/Wayfinding	Estudillo Avenue/Martinez Street (west access)	Add wayfinding into the station with new bicycle and pedestrian access project.
SL04	Bikeway	San Leandro Boulevard/Estudillo Avenue (east access)	Construct bikeway from future East Bay Greenway crossing alignment at San Leandro Boulevard to bike lockers and plaza, using existing parking lot space.

Preliminary Review Draft  
3/21/24







## Walnut Creek

ID	Recommendation Type	Location Description	Project Description
WC01	Signage/Wayfinding	BART driveway on N California Boulevard	Add sharrow and wayfinding on new BART driveway at northern end of the station
WC02	Stair Channels	Ygnacio Valley Road/N California Boulevard	Add stair channel at station entrance
WC03	Bikeway	Terrace along Ygnacio Valley Road	Construct bike path along the lower terrace leading from Ygnacio Valley Road/N California Boulevard to the bike lockers and station plaza.
WC04	Signage/Wayfinding	Bikeway between north and south garage	Add wayfinding signage to encourage bike path use for access to Rivera Avenue and for directions to bike lockers.
WC05	Bikeway	Oakland Boulevard	In coordination with a potential future CCTA-led project, tie in the new bikeway along Ygnacio Valley Road with a new bicycle/pedestrian crossing to the Oakland Boulevard median shared-use path.
WC06	Bikeway	Riviera Avenue at busway and garage entrance	Modify bike lanes on Riviera Avenue a two-way separated bikeway to wrap the existing path around the corner. Add a bike crossing south of the garage driveway to transition bicyclists across the bus-only lane.

Preliminary Review Draft  
3/21/24

ARTICLE VI. BBATF **STANDING** COMMITTEE (New Article VI)A. Purpose of the BBATF **Standing** Committee

1. The **Standing** Committee shall be responsible for taking action on behalf of the entire BBATF between the BBATF's regularly-scheduled meetings (currently bimonthly), whenever the BBATF Chair deems that prompt action is required to fulfill the BBATF's responsibilities before its next regularly-scheduled meeting.

B. Responsibilities of the BBATF **Standing** Committee

1. The Standing Committee may compose and submit letters and public comments to the BART Board and other public bodies on behalf of the BBATF in between the BBATF's bimonthly meetings.

2. Members of the Standing Committee or any BBATF member designated by the Chair may represent the BBATF at public meetings or at meetings of other transportation groups, agencies, and committees.

3. The BBATF membership, by a majority vote at a regular or special meeting, may refer an action (such as the composition and submission of a letter) to the Standing Committee for completion or implementation.

4. The Standing Committee shall, to the best of its ability, represent the policies, views, and past decisions of the majority of the BBATF members in its actions.

## C. Membership in the BBATF Standing Committee

1. The BBATF Standing Committee shall be comprised of the BBATF Chair, Vice-chair, and one (1) member elected at-large from the BBATF membership.

2. The BBATF staff liaison shall be a member ex-officio of the Standing Committee, with the same duties they perform for the BBATF.

3. The at-large Standing Committee member shall be elected upon the formation of the Standing Committee and, thereafter, when officers are elected at the BBATF's first meeting of the calendar year. (See Article V-D.)

4. In the event of a vacancy on the Standing Committee, whether among the two BBATF officers or in the at-large position, an election to fill the vacancy(ies) shall be held at the next BBATF meeting at which a quorum is present.

## D. Standing Committee Meetings

1. The BBATF Chair may call an Standing Committee meeting whenever action is required between regular BBATF meetings to fulfill the BBATF's responsibilities and purposes under these bylaws.

2. Standing Committee meetings may occur in person, via teleconference, or via video conferencing (i.e., Zoom).

3. The Chair shall notify the BBATF and BART staff liaison at least 72 hours before any meeting of the Standing Committee, including the reason for the meeting, the agenda, and the meeting location.

4. BBATF members may submit comments on the proposed **Standing** Committee agenda to the BBATF staff liaison[ **or the Chair** ]for consideration at the **Standing** Committee meeting.

5. A quorum of the Standing Committee shall consist of two (2) **voting** members.

E. **Standing** Committee Reports to the BBATF Membership

1. The **Standing** Committee shall report to the BBATF and staff liaison no later than 72 hours after meeting and include any letters or actions approved in its report.

2. The **Standing** Committee's report to the BBATF, including all attachments, shall be considered the official record (minutes) of its meeting and shall be included with the next month's BBATF minutes as an addendum.

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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## MEMORANDUM

**TO:** Board of Directors **DATE:** February 29, 2024

**FROM:** Val Menotti, Chief Planning & Development Officer

**SUBJECT:** Measure RR Safe Routes to BART Grant Program Cycle 3 Awards

Measure RR Safe Routes to BART (SR2B) is a grant program sponsored by BART using voter-approved Measure RR Station Access capital funds to help local agencies improve access for those traveling to BART stations by walking and biking. The Board authorized the General Manager to administer SR2B through capital funding agreements at the February 27, 2020, Board meeting. BART staff last provided the Board with an update on the SR2B Cycle 2 project awards of \$2.3M on July 31, 2023.

SR2B's third and final cycle was launched on October 11, 2023, with applications due on December 14, 2023. Cycle 3 identified up to \$16M in funding (up from \$5M in Cycle 1 and \$10M in Cycle 2) with awards ranging from \$0.5M to \$3.0M. To meet BART's minimum eligibility requirements, project submissions needed to provide design review construction documents completed for 35% or greater, at least 30% in matching funds, a full funding plan, and proof of authority over right-of-way (ROW) to implement project elements.

BART received 16 applications for SR2B Cycle 3 with a total funding request of close to \$39M. Four projects did not meet the minimum eligibility requirements:

- Alameda County Public Works Agency's "Norbridge Avenue Sidewalk and Bike Lane Improvement Project" for Castro Valley Station
- East Bay Regional Park District's "Tassajara Creek Trail" near Dublin/Pleasanton Station
- City of Concord's "Pavement Maintenance-Zone4O" near Concord BART Station
- San Francisco MTA's "M Ocean View Terminal Upgrades at Balboa Park Station"

A Selection Committee comprised of five BART staff from various department and one representative each from the Metropolitan Transportation Commission (MTC) and Caltrans scored the 12 remaining projects based on the following evaluation criteria: A. Project readiness, B. Leveraged funding, C. Connectivity and mode shift, D. Customer experience, safety, and security, E. Equitable access, F. Complete communities, and G. Partnerships

The Selection Committee recommended seven projects that were approved by the General Manager, as shown in **Table 1**.

**Table 1: SR2B Cycle 3 Awarded Projects in ranking order**

<b>Project Name (Level of Design)</b>	<b>BART Station(s) Served</b>	<b>Applicant (County)</b>	<b>SR2B Award</b>	<b>Total Project Cost</b>	<b>Sponsor Match</b>	<b>Anticipated Project Completion</b>
Lakeside Dr/Lake Merritt Blvd Complete Streets Paving Project (100%)	Lake Merritt, 12 <sup>th</sup> Street, 19 <sup>th</sup> Street	City of Oakland (Alameda)	\$3,000,000	\$7,717,650	61%	Fall 2027
Clement Avenue/Tilden Way: Broadway/Tilden Way Intersection (75%)	Fruitvale	City of Alameda (Alameda)	\$2,100,000	\$14,112,857	85%	Summer 2025
Central Embarcadero Safety Project (35%)	Embarcadero	SFMTA (San Francisco)	\$1,000,000	\$11,695,000	91%	Winter 2026
Fremont Boulevard Elevated Bikeway (35%)	Fremont	City of Fremont (Alameda)	\$3,000,000	\$8,027,000	63%	Spring 2027
BART Pedestrian At-Grade Railroad Crossing (New Eastside BART Station Entrance and Future Intercity Rail Connection) (90%)	Union City	Union City (Alameda)	\$3,000,000	\$11,540,000	74%	Winter 2025
Ohlone Greenway Modernization and Safety Project (35%)	North Berkeley	City of Berkeley (Alameda)	\$3,000,000	\$5,093,200	41%	Winter 2025
North Bailey Road Active Transportation Corridor Project (35%)	Pittsburg Bay Point	Contra Costa County (Contra Costa)	\$900,000	\$11,321,000	92%	Winter 2026

Five additional projects were eligible but not recommended by the Selection Committee. They were:

- City of El Cerrito’s “Ohlone Greenway Uptown Improvements”
- Contra Costa County’s “Treat Boulevard Corridor Improvements Project”
- City of El Cerrito’s “Richmond St: Richmond Street Complete Streets Improvements - Stockton Avenue to Fairmount Avenue”
- City of Dublin’s “Golden Gate Drive Intersection Improvements at Dublin Boulevard and St. Patrick Way”
- City of Pleasant Hill’s “Coggins Drive Active Transportation Corridor Project”

The COVID-19 pandemic and supply-chain issues led to significant delays for all Cycle 1 projects awarded in September 2020. Staff updates the “Awards by Cycle” page of the Safe Routes to BART website ([www.bart.gov/sr2b](http://www.bart.gov/sr2b)) every quarter based on progress reports submitted by the project sponsors.

**Table 2** provides descriptions and status of the four Cycle 1 projects, including two completed projects.

**Table 2: SR2B Cycle 1 Projects**

Project Name	BART Station Served	Applicant (County)	SR2B Award	Total Project Cost	Sponsor Match	Anticipated Project Completion
5th Street Improvement Project	Powell St	SFMTA (San Francisco)	\$415,000	\$1,880,000	78%	<b>Completed Fall 2023</b>
Iron Horse Trail Bridge	Dublin/Pleasanton	City of Dublin (Alameda)	\$1,500,000	\$14,010,000	89%	Spring 2024
Walnut/Liberty Protected Intersection	Fremont	City of Fremont (Alameda)	\$915,000	\$2,740,000	67%	<b>Completed Winter 2024</b>
BART Pedestrian/Bike Connectivity Project	Pittsburg Center	City of Pittsburg (Contra Costa)	\$700,000	\$5,580,000	87%	Fall 2024

**Table 3** provides descriptions and status of the two Cycle 2 projects awarded in May 2023.

**Table 3: SR2B Cycle 2 Awarded Projects**

Project Name (Level of Design)	BART Station Served	Applicant (County)	SR2B Award	Total Project Cost	Sponsor Match	Anticipated Project Completion
El Cerrito del Norte TOD Complete Streets Improvement Project (100%)	El Cerrito del Norte	City of El Cerrito (Contra Costa)	\$812,977	\$14,926,498	95%	Winter 2024/2025
Walnut Avenue Phase II Bikeway Project (35%)	Fremont	City of Fremont (Alameda)	\$1,500,000	\$3,355,238	55%	Winter 2024/2025

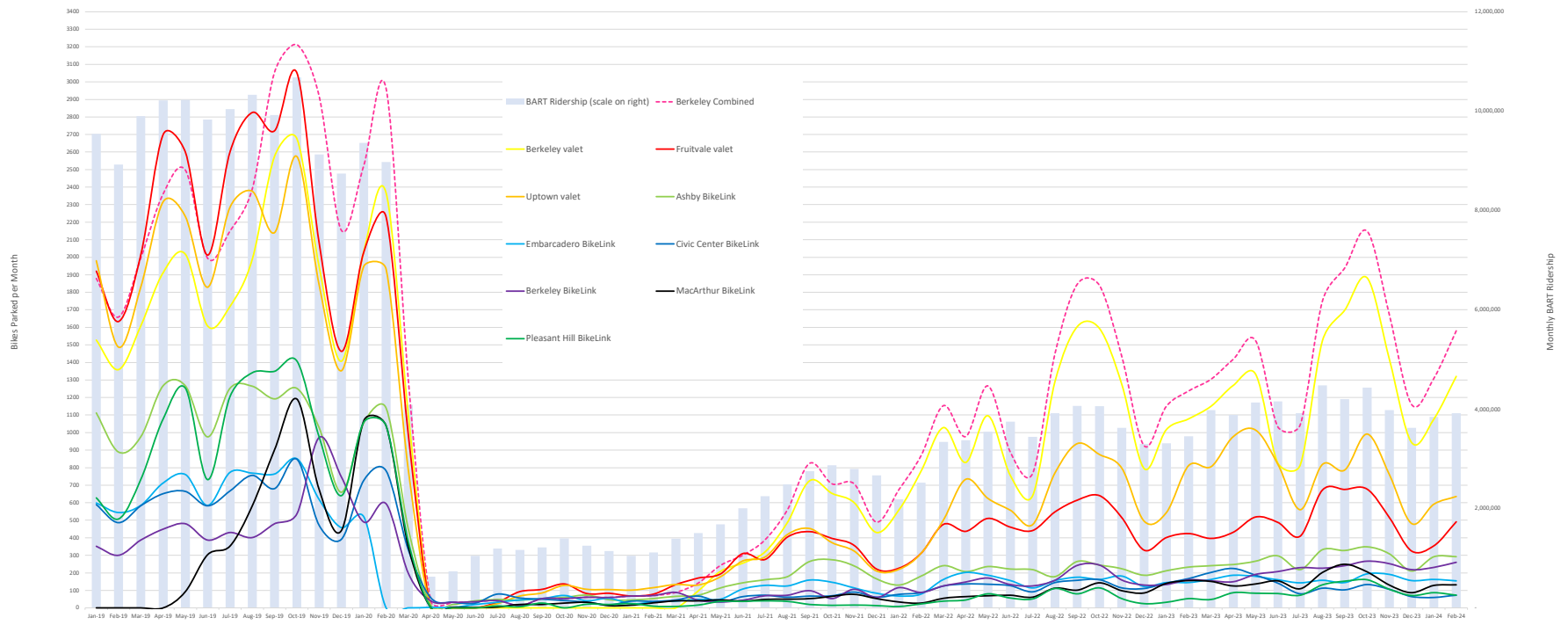
Cycle 3 is the final cycle of the SR2B program with a total of 13 fully funded projects with an estimated completion of Fall 2027. In total over three cycles, the SR2B program leveraged 80% in funding.

If you have questions, please contact me at (510) 287-4794.

cc: Board Appointed Officers  
 General Manager  
 Executive Staff

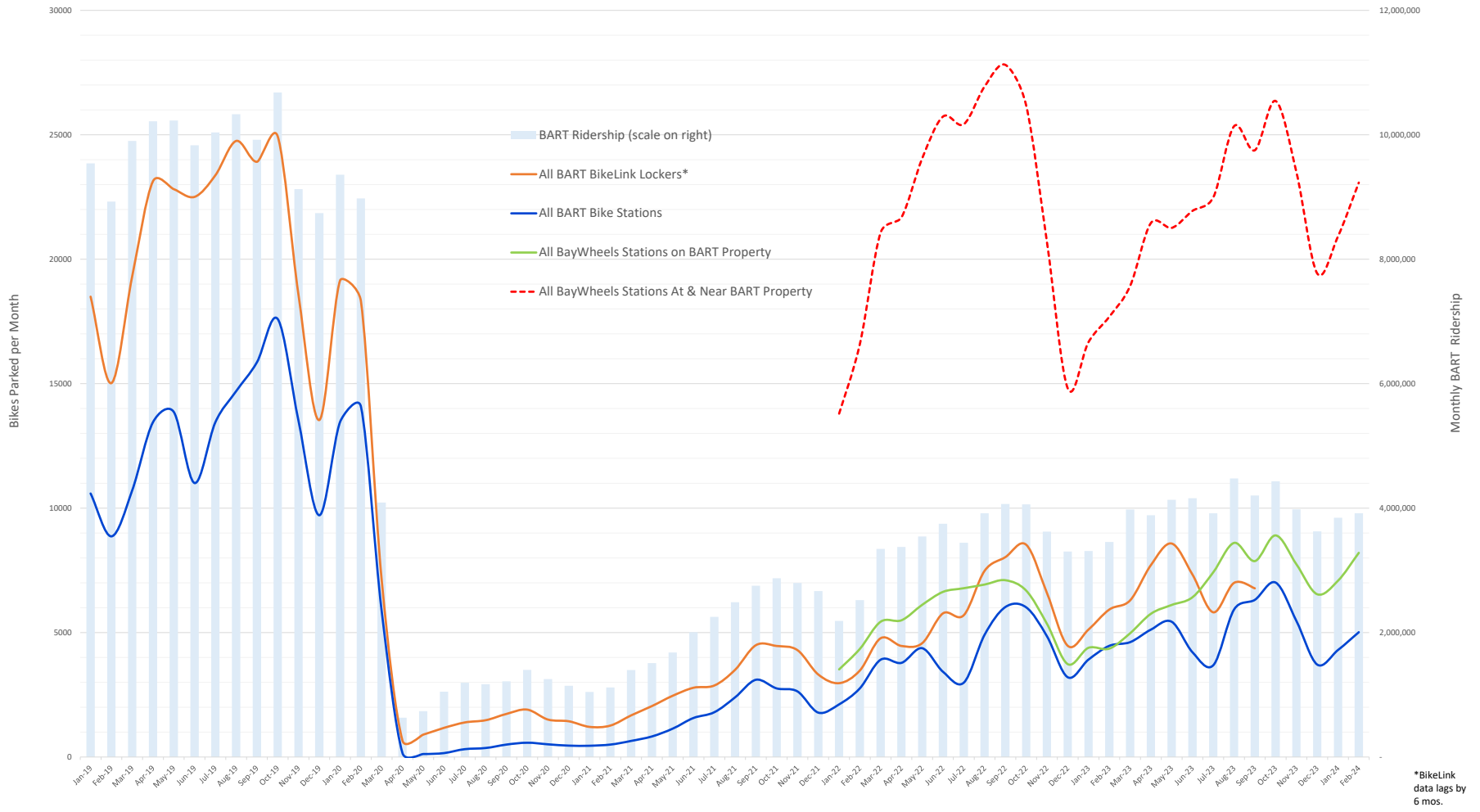


### Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-Feb. 2024





### Monthly Rentals at all Bikelink Bike Lockers and BART Bike Stations vs. BART Ridership Jan 2019-Feb. 2024

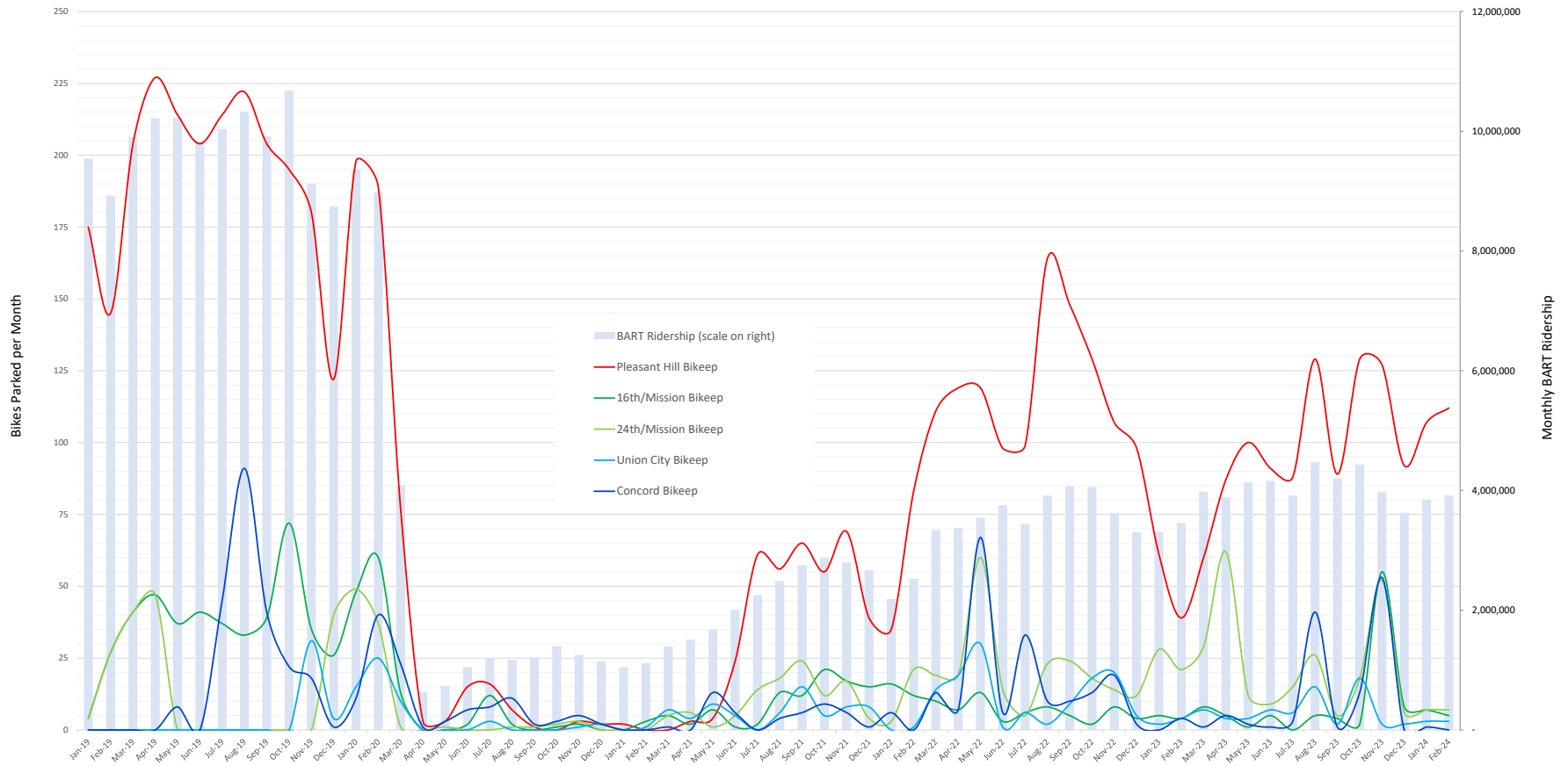


\*BikeLink data lags by 6 mos.





### Monthly Volumes at BART Bikeep Smart Racks & BART Ridership Jan 2019-Feb. 2024



## Heath Maddox

---

**From:** Heath Maddox  
**Sent:** Wednesday, February 7, 2024 11:00 AM  
**To:** [REDACTED]  
**Cc:** BART Customer Services  
**Subject:** RE: Case 00328201: Inconsistency of bikes on first car [ ref:!00Dd00hrYV.!5006T02OLkZM:ref ]

Dear Alex,

Thanks for you inquiry and thanks for biking to BART.

The [BART bike rules](#) are clear: bikes are not allowed on the first car, this has not changed.

[Bikes on BART FAQ # 9](#) explains that this rule is to ensure quick, unimpeded operator access and egress in an emergency.

There are no signs on trains that are intended to contradict this rule, but I can understand how you might be confused by signage on the trains that's meant to indicate where the bicycle priority areas on each car are.

The little green bike symbols on the trains next to the doors adjacent to bicycle priority areas, and signs in the priority areas themselves are there to help customers with bikes find the bicycle priority areas if bikes are allowed on that car at that time. The presence of a bicycle priority area on a BART car does not negate the first Bikes on BART rule: *Bikes are allowed on all trains except in the first car or any crowded car.* %

You are no doubt wondering why on earth these signs would be included on the first cars when bikes are not in fact allowed on the first cars. The answer is that the first car does not always serve as a first car. For instance, the first car becomes the last car when a train reverses direction at the end of the line (trains do not turn around).

Rather than change all the signage in the BART system (a massive undertaking), we simply ask that customers traveling with bikes understand the Bikes on BART rules and abide by them. I've been managing bike access for BART for five years, and yours is only the second inquiry I've fielded by someone confused as to why the bike signs are to be found on the first cars.

Thanks for your understanding and cooperation.

Sincerely,

Heath Maddox  
Manager of Bicycle Access Programs  
Bay Area Rapid Transit District  
2150 Webster Street, 8<sup>th</sup> Floor  
Oakland, CA 94612  
415.728.1352



**CUSTOMER ACCESS & ACCESSIBILITY**  
**DEPARTMENT**

=====  
Contact Name Alex Burmester

Contact Email [adb@pobox.com](mailto:adb@pobox.com)

Contact Phone

Opened Date/Time 2/6/2024 6:10 PM

Description Since the reduction in train sizes and only new cars there are a small number of train operators who still insist on no bikes on the first car. This contradicts all of the signage on the cars themselves. Please either change the signage or have the operators allow bikes on the first car if attached to the bike racks  
Via iOS app Version 1.20.0024



ref:!00Dd00hrYV.!5006T02OLkZM:ref

## Heath Maddox

---

**From:** BART Customer Service <webcustomerservices@bart.gov>  
**Sent:** Thursday, February 22, 2024 2:50 PM  
**To:** Kevin Helmbold  
**Cc:** Heath Maddox  
**Subject:** RE: Case 00329384: eBART DMU train design [ ref:!00Dd00hrYV.!5006T02POeRc:ref ]

Hello Kevin,

Are you the best person to direct eBART train comments below?

I'm copying Heath Maddox who works on customer bike access issues. I've also directed the customer online to <https://www.bart.gov/about/projects/ecc/faq> regarding DMU train capacity.

Thanks.

Regards,

Samson Wong  
BART Customer Services

M-F 8am to 5pm

510-464-7134

cc: Heath Maddox

=====

Contact Name Lucas Stuart-Chilcote

Contact Email [REDACTED]

Contact Phone [REDACTED]

Opened Date/Time 2/21/2024 7:57 PM

Description Hi there,

With future/current eBART DMU trains can passengers give feedback?

A bike dedicated spot on the train is desired and more standing room/less seats especially if the maximum train length is just 3 cars.

The bikes clog up the entrance doors as there's not much other place to go. Also there's people that stand in the entrance area because they prefer to stand and it makes ingress and egress difficult because only so many people can stand in that area. You can definitely tell that the width of the eBART trains are not as wide as the regular BART trains. I

wonder what the capacity of the eBART trains are because it feels very tight and cramped. Thank you, Lucas Via iOS app  
Version 1.20.0024 ref:!00Dd00hrYV.!5006T02POeRc:ref

## Heath Maddox

---

**From:** Amanda Carson [REDACTED]  
**Sent:** Thursday, March 7, 2024 3:53 PM  
**To:** Jeremiah Maller  
**Cc:** Marc Hedlund; Bill Pinkham; Cedar Makhijani; Estrella Sainburg; Francisco Muñoz; Heath Maddox; Jon M Spangler; Maya Chaffee; Phoenix Mangrum; Rick Goldman; Robert Raburn; Sebastian Harper; Tyler Morris; Cathasach O'Neill - Dinning; Ismael Plasencia  
**Subject:** Re: Thank you Heath, Marc, Jeremiah, Robert, Estrella -- and THE CRUCIBLE

Hi Jon,

Thank you, and the rest of your team, so much for coming out and representing the BART Bicycle Advisory Task Force! It was great to meet you on Saturday, and I'm so happy that you were able to have productive conversations with community members regarding bike access on BART.

Despite the rainy/windy conditions, I'm happy with the turn out! It's not easy to get Bay Area residents to come out when there is even the slightest chance of rain. Most of all, I was excited to see our neighbors and regular bike shop customers at the event.

Next year, I'm going to push to have the event in May, so we don't have to worry about the weather. Thank you all, once again, for coming out and supporting The Crucible and our local bike community. I really appreciate your participation and I'm looking forward to future bike summits!

As I have told other groups that were at WOBS, let's not wait until next year to collaborate! If you have any ideas for ways that The Crucible can support you, please let us know!

Until next time,

On Mon, Mar 4, 2024 at 8:35 PM Jeremiah Maller [REDACTED] wrote:  
Thank you for organizing, Jon! I think this is worth returning for in future years.  
It was great to meet you all in person!

Cheers,  
Jeremiah

**Jeremiah Maller**

On Mon, Mar 4, 2024 at 9:55 AM Marc Hedlund [REDACTED] wrote:  
Thanks for organizing everything, Jon!

-M

On Sun, Mar 3, 2024 at 9:14 PM Jon Spangler [REDACTED] wrote:  
Colleagues and friends,

Despite the cold, windy weather, the (eventually realized) threat of rain, and the weather-induced low turnout, we had a good and productive time at The Crucible's Bike Summit yesterday. (For one, I finally met Jeremiah Maller, Marc Hedlund, and Estrella Sainburg in person!) We had a great time connecting with the many dedicated cyclists who turned up: most of them do take their bikes on BART.

I gave away two prototype "BYO" straps and have orders for two more after demonstrating their use many times.

We deeply appreciate Amanda Carson, The Crucible, and all the event volunteers who helped us find our spot, get set up, and have a good time.

I also want to thank our BBATF crew:

1) Heath Maddox - for getting our new 6' banner (the big one in the photos below), providing the giveaways, and for printing the flyers and laminated info sheets.

2) Marc Hedlund - who picked up a folding table from Heath's home and transported it to and from the event in his super-sized e-cargo bike. (It's visible in the background of the Kidical Mass booth that Marc was working.)

3) Jeremiah Maller - who came and worked hard from 10:30-2:00. (He is missing from the afternoon photos as he was off on a neighborhood walk that was offered as part of the Bike Summit.)

4) Director Raburn - who showed up and jumped in with both feet to help at our booth, sharing his extensive knowledge with everyone, and invited us to Line 51 for brews and Girl Scout cookies after the rain started about 2:00 PM.

5) Estrella Sainburg - who translated our half-sheet flyer into Spanish overnight with help from her international team, encouraged us to do more tabling, and was very effective in representing BART and the BBATF.

We had windy but almost-wind-free conditions until around 2:00 pm, when the heavens opened up and the event collapsed. Many people came by, offered comments and suggestions, asking questions about various bike access issues (the lack of stair channels, elevators large enough to take bikes and e-cargo bikes, bike lockers, bike bars, and more). We recruited for our vacant positions, too.

Estrella helped cram all the soaked gear back in my Prius after the rain started and we retreated to Line 51 at Director Raburn's invitation, where we dried out and enjoyed some Baltic Porter before heading home.

Photos of the crew and the booth below. (The first two shots show Marc Hedlund and the Kidical Mass booth. Note Marc's cool KM rain jacket!)

In the last two shots, R-L: Estrella Sainburg, Marc Hedlund, BART Director Robert Raburn, and Jon Spangler. Not pictured: Jeremiah Maller.

Jon

Jon Spangler  
Writer/editor  
Chair, BART Bicycle Advisory Task Force (BBATF)  
League Cycling Instructor #3175  
Linda Hudson Writing



[www.linkedin.com/in/jonmspangler](http://www.linkedin.com/in/jonmspangler)

"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony







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Amanda Carson (she / her)  
Interim Volunteer, Events & Team Build Manager  
[TheCrucible.org](http://TheCrucible.org)

[REDACTED]

[REDACTED]

CA 94607

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## Heath Maddox

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**From:** Kevin Burke [REDACTED]  
**Sent:** Wednesday, March 13, 2024 9:51 AM  
**To:** Heath Maddox; Debora Allen  
**Subject:** Re: simple PW request for Walnut Creek BART

Awesome! This is going to help a lot getting to the station - thank you so much!!!

Kevin

--

Kevin Burke  
[REDACTED]

On Tue, Mar 12, 2024 at 2:33 PM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Dear Kevin,

Reporting back on your two issues with the wheelchair ramp at Walnut Creek station:

1. I was able to get BART maintenance crews to remove the last foot or two of that curb at the top of the ramp so that the opening is now as wide as the crosswalk and it should be a little easier to navigate that turn by bike.
2. It turns out that the flooding was caused by leaf litter blocking the drain hole in the curb at the back of the ramp (see photo #3). I had the whole area swept and cleared and it appears to now be draining properly and not pooling. Please don't hesitate to report any future flooding to BART Customer Service: <https://www.bart.gov/contact/comments> or (510) 464-6000

Thanks,

Heath Maddox

Manager of Bicycle Access Programs

Bay Area Rapid Transit District

2150 Webster Street, 8<sup>th</sup> Floor