

BART Bicycle Advisory Task Force (BBATF)

August 5, 2024 6:00 p.m. – 8:00 p.m.

<https://www.bart.gov/about/bod/advisory/bicycle>

[https://www.bart.gov/sites/default/files/2024-07/08.05.24\\_BBATF\\_Agenda%26Materials.pdf](https://www.bart.gov/sites/default/files/2024-07/08.05.24_BBATF_Agenda%26Materials.pdf)

In attendance:

Jon Spangler (chair)

Maya Chaffee

Marc Hedlund

Rick Goldman

Jeremiah Maller (Vice Chair)

Francisco Muñoz

Estrella Sainburg

BART Director: Robert Raburn

BART Liaison: Heath Maddox

Guests:

Dani Lanis, BIke East Bay

Susie Hufstader, Fehr and Peers

Gavin Lohry, MTC

Dee Dohm, BayTrail MTC

Liz Westbrook, supporting Bay Trail MTC

Michael Gerbacht, BART

Derry Moten, BART ,

Morris Gevirtz (prospective member)

Toshi Shepard-Ohta, Bay Trail MTC

Absent: Tyler Morris(Secretary), Phoenix Mangrum, Natalie Makhijani

Agenda with minutes follows as is:

**1. Intros (see list above)**

**2. General Discussion and Public Comment: Jon Spangler. (For information) 5 min**

Raburn - 1) (missing) 2) coliseum update 3) Silicon Valley Bicycle Coalition

<https://bikesiliconvalley.org/events/summit>

Dani - asking about stairway channel for richmond bart station, Heath will follow up

Maya -

1) July 21 the task force attended Sunday streets in Excelsior to do tabling outreach

2) Will be tabling again August 25 at Mission Sunday Streets, looking for more volunteers from the task force

3) San Francisco is currently in full swing getting public feedback on its long term Biking and Rolling plan. If you live or work or bike in SF Maya highly recommends giving feedback.

<https://www.sfmta.com/projects/biking-and-rolling-plan>

4) Ballot measure updates for San Francisco, The Community Transit Act has made it onto the November ballot. Will help fund MUNI while showing politicians in the Bay Area that transit measures can be successful as regional funding measure discussions continue in the fall.

<https://www.sftransitact.com/>

5) Ocean Beach Park ballot measure will turn the current Great Highway that borders Ocean Beach into a permanent park. Measure is building on the current weekend only park pilot.

<https://www.oceanbeachpark.org/>

Maya offers to answer any questions about these measures and to tell people about them.

Jon says the task force may put these ballot measures on the agenda for October for a vote to endorse or write a letter of support.

### **3. Approval of June 2024 BBATF Minutes: Jon Spangler. (For action)**

Rick motions; Estrella seconds

No questions or comments

Roll call: unanimously passes with Marc Hedlund abstaining

### **4. Presentation on Bay Trail SFO Gap Study: Diane Dohm, Metropolitan Transportation Commission. (For discussion and potential action)**

See slides

Questions/feedback:

- Signage for community to know how to get to a safer pathway and to/from transit
- Heavy or light lift for BART connections from the alignment options
- Lowering BART symbol on map to show location of station
- On-street alternative, especially along El Camino Real, is not safe or bike-friendly (MH+)
- Connections to and from any Bay Trail alignment to transit (BART, CalTrain) are essential

### **5. BART Next Generation Fare Gates Design and Operation: Michael Gerbracht and Derry Moten,, BART Office of Infrastructure Delivery. (For discussion and potential action)**

See slides

Questions/feedback:

- Accessibility concerns/Concerns for bikes getting through [MH]
  - Outreach has been done to BART accessibility task force
- Does BART have accurate counts of all of the bikes getting trapped? [MH]
  - Getting data in daily and trying to get better parsing of data
- Idea to put in two double wide gates if one breaks [MH]
  - Cost is much greater to install or isn't possible at some stations
- Feedback to look at backup gate before committing to more [MC?]
- Request for bart to give data on how much this is fixing fare evasion [MC]
  - Specific data gathering strategy for fare evasion improvements and accessibility and bicycle challenges due to fare gates
- time turn around for new gate [MC?]

- Agents are not always at booth which can cause issues if passenger or their bike or wheelchair gets stuck in the gates [MH]
  - BART does not currently have a solution to this issue occurring
- Mission of BBATF is different from the goals of this fare gate project, want to encourage bike use and make it easy to use BART while faregate hardening makes it harder to do so [MH]
- Two accessible fare gates seems to be a good minimum
- Do new fare gates handle cargo bikes, e-bikes, and other unusual “plus” loads (luggage, shopping carts, strollers, other nonstandard passengers)
  - big bikes
- Is BART staff fully aware of ALL the problems with these gates and aware of all the people having trouble with new fare gates, not just the people filling out reports?
- What about video camera records of the gates 24/7/365?
- How does BART staff track complaints that are coming in?
- MH+ we don't want gates to be worse for bikes
- MC, ES+: The racial and economic justice “look” of which BART stations are getting (exclusionary) secure fare gates is NOT good.
- How does BART remain economically open and accessible to people in disadvantaged communities?[ES]
- FM - Will the first-generation fare gates be upgraded as rapidly as newer fare gates are installed or will the upgrades on earlier fare gates be delayed, reflecting the unequal treatment of people in disadvantaged communities?

Future action:

Compile a letter to BART staff and the board to summarize feedback and requested information not answered in the meeting. Will vote on the letter in October.

**6. Presentation on West Oakland Link and Bay Skyway Phase 1 projects: Gavin Lohry, Bay Area Toll Authority. (For discussion and potential action)**

- Funding secured? Gavin working on this
- Segment 3 - do buses yield to bikes or do bikes yield to buses?
- who yields to who?
  - Gavin welcomes feedback
  - Emeryville greenway has a good example of addressing this
  - Longer bikes need wider turning radii
  - Ferry service - want island to be temporary is the big picture.
  - High capacity bike parking at ferry and onboard
  - Important for infrastructure to be laid out before housing is built out to reduce transbay car travel

**7. BART Bicycle Preferred Path of Travel Capital Plan Update: Susie Hufstader, Fehr & Peers Associates. (For discussion and potential action)**

Goal: improving access for people arriving by bike

There will be cost estimates for design.

feedback/questions:

- Can these improvements help with bike through traffic across the BART stations as well as help BART cyclists with access?
- Bike friendly local facilities are lacking in many of these focus bart stations
- When we were at Excelsior event, we had oversized prints. People were thrilled to see the improvements coming along.
- MacArthur BART - bike ramp/curb cut is on 40th, under 580: is the area under 580 included in the MacArthur station a scope?
- What types of feedback is useful at this stage? How would you like the feedback? [MC]
  - Susie H - we want to know if they have overshot a design.
  - Something illogical or out of the way for common bike routes used
- (MC, MH) How do we know what is BART property?
  - Hard to tell but you can look up on county assessor page or ask BART staff for clarification
- Upcoming stations with related TODs will get access improvements along with the TOD process.

Susie Hufstader (Fehr)- Recommended the task force send feedback to Fehr and BART staff on these more final designs

Action: Send to comments Heath

**8. BART Bike Program Updates: Heath Maddox, BART Customer Access. (For Information) 10 min.** - moving to next meeting

- Bike project manager Mariana is retiring.
- Redistribution of bike link lockers from x to x (fill in)
- Bike link app will work at (fill in)

**9. Future Agenda Items: All. (For Discussion)**

Next meeting is October 7.

To Whom it May Concern,

I am writing in to provide public comment on the new BART fare gates. I am a frequent non-commute BART rider, using it to go to the mission and the east bay from where I live in soma. I have used the new fare gates in West Oakland a number of times, once on a group bike ride, and they have been a significant downgrade from the previous gates on two main fronts.

First, the new fare gates are too narrow to walk/carry a bike through the standard gates. I frequently find the lines too long or too many people coming the other way through the accessible gate at BART stations, and am used to carrying my bike or

standing it up on the rear wheel to roll through a regular gate. This is not possible with the new gates, which increases the amount of time it takes to get in/out of a station, and adds a significant headache to group rides where dozens of riders need to line up single file to go through the single available gate.

Second, the new fare gates are pretty unreliable. I have experienced a failure with a message to see the station agent on half of my attempted uses of the new gates in West Oakland, and when I asked other folks I know, everyone reported experiencing multiple failures in that station. I had previously only experienced a single failure from my clipper card or one of someone in my group while using BART, and I am a regular rider.

For these two reasons, I think BART should re-evaluate the current fare gate rollout, and consider the following solutions. First, BART could install 2 or more accessible gates per station, to make up for the restricted bike throughput that the new gates have imposed. Second, BART could suspend the installation of any further stations until determining if there truly is a higher failure rate for the new gates, and if so, how to improve reliability. I do not believe BART should roll out a new system that is a downgrade over the existing one, especially considering the cost of the new fare gates.

As a final note, WMATA recently concluded a pilot to install new fare gates, and after using them extensively during a trip to Washington DC this past June, I had no issues, did not feel like I was cut off from friends that went through before/after me, and observed one commuter wheel their bike through a standard gate. I understand it is probably far too late to consider such a radical change in design, but have included a photo I took of the new WMATA fare gates and a design diagram.

Thanks,  
Austin