

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

April 4, 2022  
6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Jianhan Wang, Jeremiah Maller, Phoenix Mangrum, Bill Pinkham.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on April 4, 2022, at 6:00 p.m.

Please note, pursuant to all necessary findings having been made by the Board of Directors of the San Francisco Bay Area Rapid Transit District (for itself as well as all subordinate legislative bodies) to continue remote public meetings in the manner contemplated under urgency legislation Assembly Bill No. 361, public participation for this meeting will be via teleconference only.

To Join the Zoom Meeting Online, visit: <https://us06web.zoom.us/j/83822573063>

To Join the Zoom Meeting via Telephone (audio only), call: +1 253 215 8782 US (Tacoma)

Meeting ID: 838 2257 3063

**AGENDA**

1. Self-introductions of members, staff, and guests: All. *(For Information)* 7 min.
2. General discussion and public comment: Jon Spangler. *(For Information)* 5 min.
3. Approval of minutes: Jon Spangler. *(For Action)* 3 min.
4. Election of BBATF Secretary: Jon Spangler. *(For Action)* 10 min.
5. Review/Approve BBATF Member Application for Rick Goldman: Jon Spangler. *(For Action)* 5 min.
6. VTA's Bart Silicon Valley Phase 2 (BSVII) Project: Erica Roecks, VTA. *(For Information)* 60 min.
7. BBATF Member Local Updates: All *(For Information)* 15 min.
8. BART Updates: Robert Franklin. *(For Information)* 10 min.
9. Future Agenda Items: All *(For Discussion)* 5 min

BART provides service/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.

**BART Bicycle Advisory Task Force Meeting**  
**February 7, 2022**

**DRAFT MINUTES**

Chairperson Rick Goldman called the meeting to order at 6:10 PM.

**Attendees**

- **BBATF:** Rick Goldman (Chairperson, At Large), Jianhan Wang (Alameda), Jon Spangler (Vice Chairperson, Alameda), Jeremiah Maller (at-large), Phoenix Mangrum (Alameda)
  - **BART Staff:** Heath Maddox, Hong Mei
  - **BART Board of Directors:** Robert Raburn
  - **Guests:** Bill Pinkham (candidate), Jackie Phillips, Patricia Schader (Oakland BPAC Vice Chair)
- 

1. Introductions
2. General Discussion / Public Comment
  - Heath Maddox announced that Allison Quach had resigned from the BBATF.
3. Approval of December 2021 minutes
  - Minutes from Dec. 2021 were unanimously approved (Jon/Phoenix)
4. 19<sup>th</sup> Street Oakland Bike Station 65% Design Update
  - Hong Mei, project manager for the final design of the 19th Street/Uptown bike station, and Heath Maddox gave a joint update on the project.
  - Current lease & BART-City Cooperative Agreement to be renewed for 3 years
  - 65% design for new location underway
  - Self-park: ~48 regular bike spaces (mix of high density racks) + 3 inverted U's for cargo bikes
  - Valet: room for ~350 bikes including flexible space for oversize + retail & repair
  - Design discussion has been focusing on marquee and how it relates to Paramount historic façade
5. BART Bicycle Access Updates
  - a) BART Bike Parking Usage
    - Heath shared updated stats on BART bike station and Bikeep use. Volumes had begun to creep back in spring/summer of 2021, but by fall were declining again (through the combined effects of Omicron and the normal winter lull) and continued their downward trajectory by year's end.
  - b) FotF Rack counts
    - Install Two Lean Bar Bike Racks (for cars 12-242 with one bike area with old 3-bicycle rack) 74 cars remaining
    - Install Two Lean Bar Bike Racks (for cars 243-299 with one empty bike area with no rack installed) 5 cars remaining
    - Install Two Lean Bar Bike Racks (for cars 300-331 with two empty bike areas with no racks installed) we haven't received these cars yet

- As of 2/7/22, of the cars BART has on property, 79 cars still need bike racks installed. New bike racks have been installed on 209 cars so far.
- c) Warm Springs Ped Bridge
- Opened Thursday 2/3
  - Two-Span Bridge (Truss span and Cable stayed span) over UPRR RR tracks to BART station plaza.
  - City built the bridge to BART standards/requirements.
  - BART provides oversight, systems tie-in to existing infrastructure, & final acceptance.
  - BART owns and maintains the steel truss bridge & ancillary spaces.
  - COF/BART share the maintenance cost of the cable stayed bridge.
  - City of Fremont owns and maintains the Plaza.
- d) North Berkeley Access Improvements
- Construction started; ramp to north side of Plaza mostly complete, asphalt patching needed
  - Current work: modify parking lot entrance for addition of the cycle-track adjacent to curb.
  - Bike Lockers & other improvements: Aiming to be done within a year, but encountering several challenges that could delay, such as a shortage of people-power in BART maintenance group.
- e) Uptown/Paramount Bike Station
- Current lease & BART-City Cooperative Agreement to be renewed for 3 years
  - 65% design for new location underway
  - Self-park: ~48 regular bike spaces (mix of high density racks) + 3 inverted U's for cargo bikes
  - Valet: room for ~350 bikes including flexible space for oversize
  - + Retail & repair
  - Design discussion has been focusing on marquis and how it relates to Paramount historic façade
  - Plans/elevations & design Mods to address the Paramount's concerns.
- f) BFS: BART Facility Standards
- BFS = Standards governing how BART facilities are designed and built (BART zoning & building code)
  - BFS originally created by District Architect's Office (DAO) in 2002 to inform construction documents like plans and specifications to ensure consistent deliverables
  - Different Departments "own" various BFS sections & sections also have "stakeholders", sections updated every 1-1.5 years
  - DAO currently updating 2 sections: Passenger Stations & Passenger Station Sites
    - Major focus is changes inspired by BSV2
  - Customer Access = stakeholder and has provided comments
- g) Cargo Bikes: elevators & guide
- Dimensions gathered district-wide for the first time
  - Will be shared publicly
  - Working on more useful presentation of info
- h) Bikeep smart racks
- AHSC-funded installations are moving forward at 12<sup>th</sup> St. & MacArthur

- BART staff is considering piloting E-bike charging at 2 of the Bikekeep docks at MacArthur
- i) BikeLink Bluetooth Upgrade:
  - \$180K in BART Msr RR money has been secured to upgrade the District's 1800+ eLockers so they can be opened using the BikeLink mobile app
- j) Ashby BB connector
  - Completed 65% design.
- k) Pittsburg Bay Point cycle-track:
  - 2-way cycletrack on BART access road connecting Bailey Road and Delta DeAnza trail to BART station
  - 35% design deliverable by mid Feb
- l) Lafayette Bike Station
  - Heath working with the City on the construction permit & MOU
  - City's PM retiring in several months, providing incentive to move to construction soon
- m) Micromobility
  - Berkeley: possible late Feb scooter launch
  - BART multi-modal trip planner now features real time availability of Spin scooters in SF, Link Scooters in Oakland & HOPR scooters in Fremont. BART riders can plan itineraries
- 6. Review/Approve BBATF Member Applications: Bill Pinkham
  - Bill Pinkham's application to the BBATF was unanimously approved (Rick/Jon)
- 7. Election of 2022 Officers
  - Jon Spangler and Rick Goldman were elected chair and vice-chair, respectively (Phoenix/Jianhan). No secretary was nominated and the members agreed to share responsibility for taking minutes until the position is filled.
- 8. Task Force Member Conduct
  - Jon Spangler described a recent solicitation of his professional services by Lyft, which prompted a consultation with the BART General Counsel regarding potential conflict of interest.
  - Heath Maddox shared the BART Advisory Committee code of conduct and explained that it would be provided to all new members of the BBATF
- 9. Member Recruitment
  - Discussed status of member recruitment across counties. Still in need of members representing San Mateo and Santa Clara Counties.

# VTA's BART Silicon Valley Phase II Extension Project

BART Bicycle Advisory Task Force

April 4, 2022



# Agenda

- Project Overview
- Access and Circulation in the Stations and Station Areas
- How to Stay Involved

# VTA's BART Silicon Valley Phase II

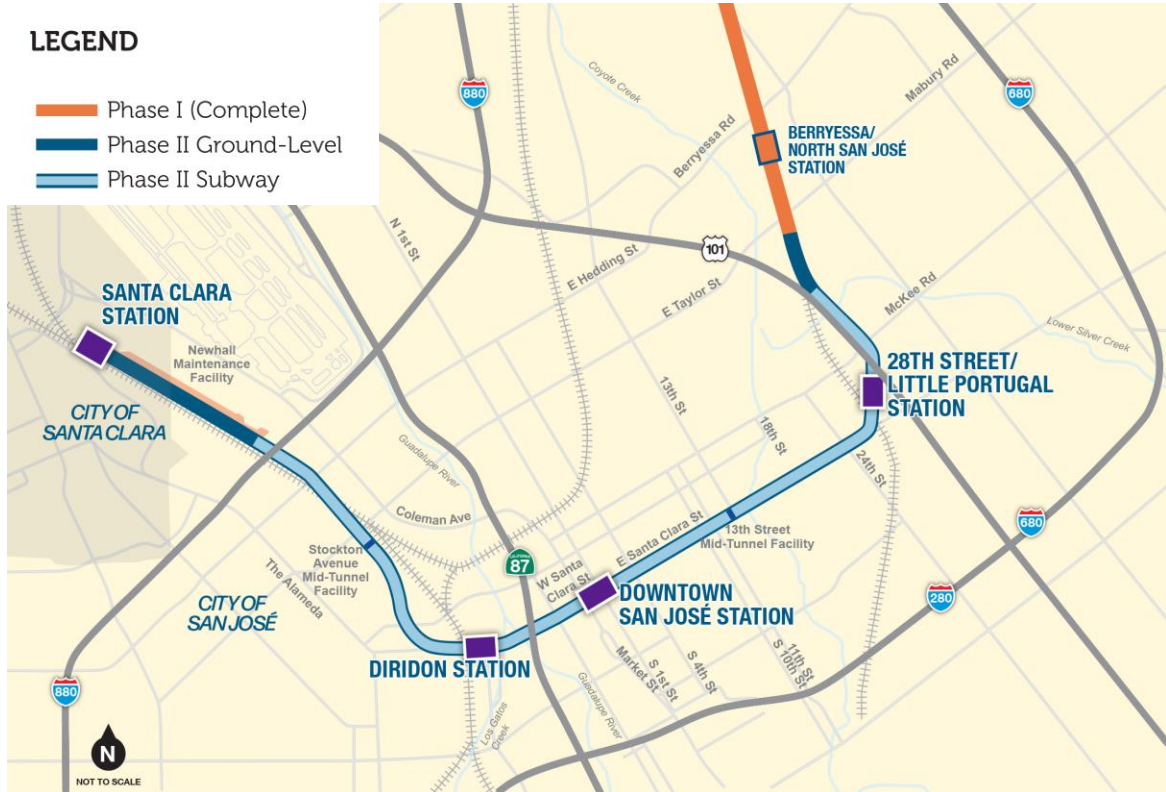


## »» Phase I Extension (Complete)

- 10-mile extension
- 2-stations
- BART service started in 2020

## »» Phase II Extension

- 6-mile extension (5-mile subway)
- 4-stations
- Newhall Maintenance Facility







# VTA & BART Partnership



*Santa Clara County is not part of the BART district. A Comprehensive Agreement and an Operations and Maintenance Agreement provide a framework for the partnership.*

## Santa Clara Valley Transportation Authority (VTA) Responsibilities

-  Pay all costs associated with the extension
-  Contracting/Procurement
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

## Bay Area Rapid Transit (BART) Responsibilities

-  Technical assistance
-  Operations
-  Maintenance
-  Service Planning



# City of San José Better Bike Plan



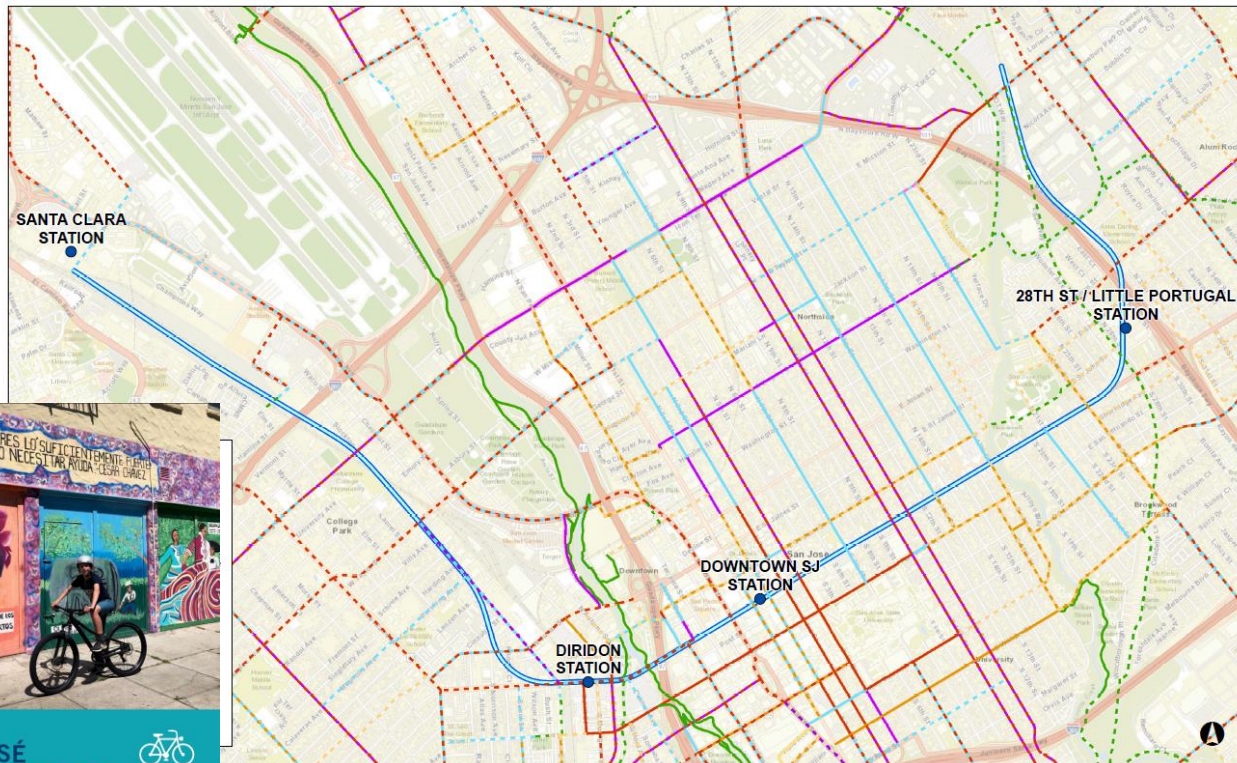
In October 2020, the San José City Council approved Better Bike Plan 2025

## Planned Bikeways

- Path or Trail
- Protected Bike Lane
- Bike Lane or Protected Bike Lane
- Bike Lane
- Bike Boulevard
- Spot Improvement

## Existing Bikeways

- Path or Trail
- Protected Bike Lane
- Bike Lane (with buffer)
- Bike Lane
- Bike Boulevard
- Bike Route



# Contract Packages (CP)



CP1



## Systems

### Delivery Method

Design-Build (DB)

### General Scope\*

- Traction power
- Train control
- Communications
- Emergency ventilation systems
- Heating, Ventilation, and Air Conditioning
- Plumbing
- Drainage
- Lighting
- Power
- Fire Protection

CP2



## Tunnel & Trackwork

### Delivery Method

Progressive Design-Build (PDB)

### General Scope\*

- Tunnel & trackwork
- Mid-tunnel facilities
- 28th Street/Little Portugal support of excavation
- Utility relocations (as required)
- Stations Support of Excavation & Connecting Adits

CP3



## Newhall Yard & Santa Clara Station

### Delivery Method

Design-Build (DB)

### General Scope\*

- Yard & Maintenance Facility
- Line & track
- Santa Clara Station
- 500 space parking garage
- Utility relocations (as required)

CP4



## Underground Stations

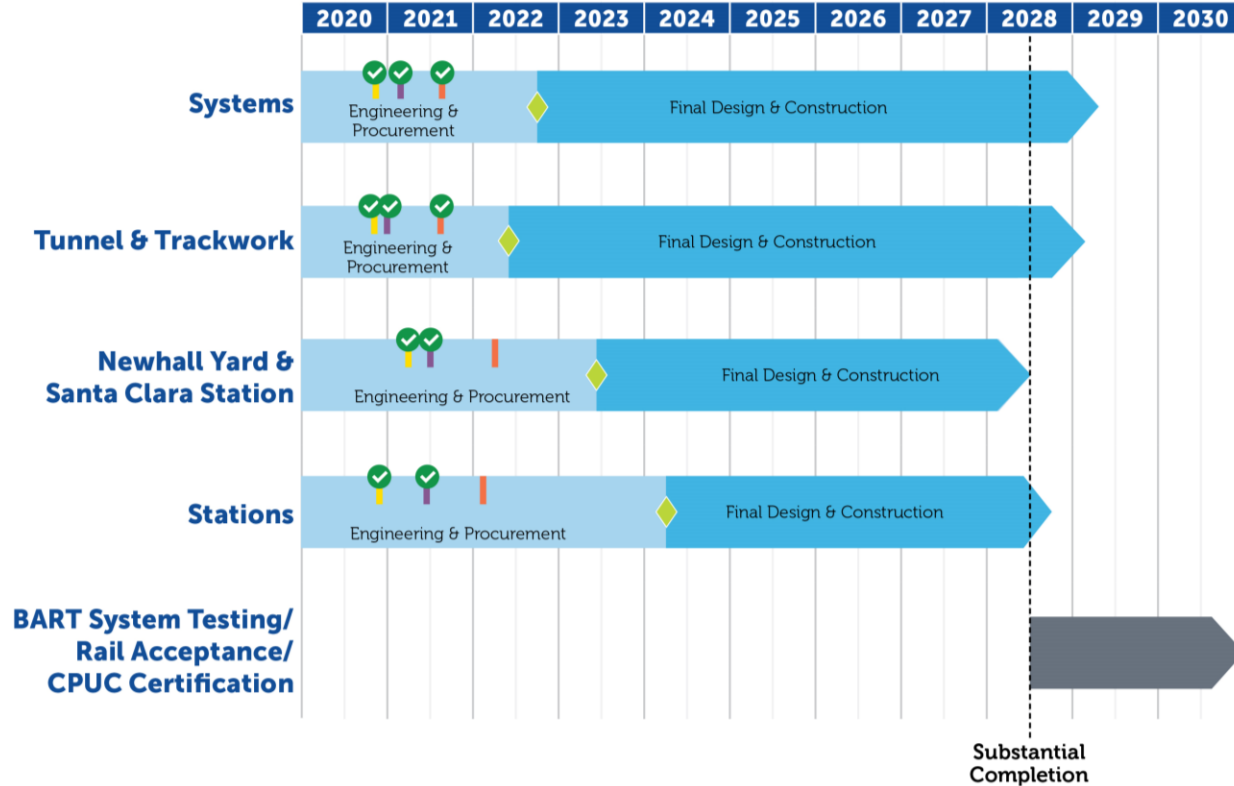
### Delivery Method

Design-Build (DB)

### General Scope\*

- 28th Street/Little Portugal, Downtown and Diridon stations
- 1,200 spaces parking (28th Street/Little Portugal Station)
- Utility relocations (as required)

# Contracting Updates



## LEGEND

Requests for Industry Feedback (RFIF)

Requests for Qualifications (RFQ)

Requests for Proposals (RFP)

◆ Notice to Proceed

*Subject to change based on industry feedback*



# Station Access & Circulation

# Station Access Concepts - Process



June 2018



FTA Record of Decision

Apr.  
'19

to

Nov.  
'19

Station Access  
Concept  
Development

- Station circulation concepts
- Station access principles
- City & Agency coordination

Mar.  
'20

to

Mar.  
'21

Revised  
Station Design

- Track & platform configuration
- Refined entrance locations
- Revised ridership forecasts

Mar.  
'21

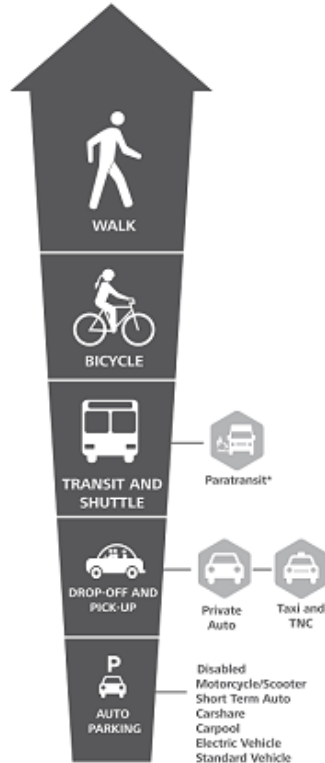
to

Jan  
'22

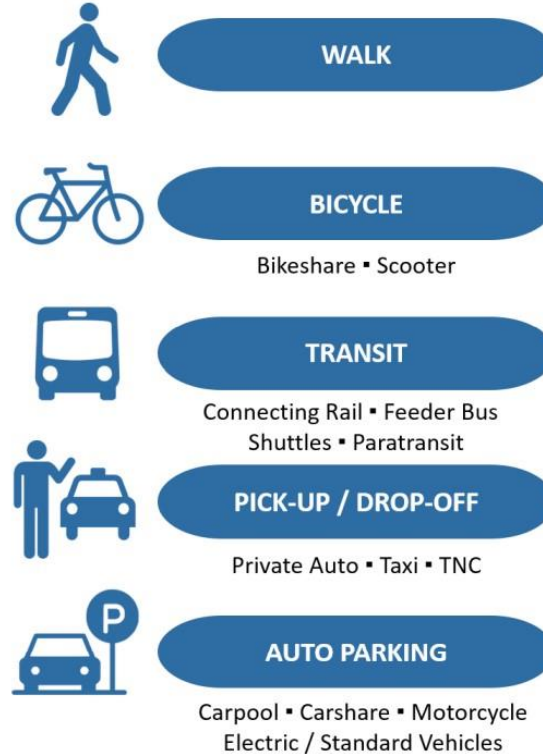
Station Access  
Facility Design

- Revised bicycle & auto needs
- Identified access improvements to support or, at minimum, not preclude City vision
- Identify opportunities for future improvements
- City & Agency Coordination

# Station Access Hierarchies



\*All stations must be paratransit accessible



# Station Videos & Blogs



Video walk-throughs of each station will be posted with blogs for each station, and they are slated to be released in May 2022.



Early design concepts; subject to refinements



# BSVII Stations Overview



Station	Projected # of Riders in 2040	Underground or Ground Level Station?	Platform Configuration	<i>potential</i> BART Station Access Typology
28th Street/ Little Portugal	6,700	Underground	Side	Balanced Intermodal
Downtown San José	27,900	Underground	Stacked	Urban
Diridon	9,900	Underground	Stacked	Urban
Santa Clara	13,600	Ground Level	Center	Balanced Intermodal or Urban w/ Parking

## BART Station Access Typologies

LESS  
AUTO SHARE

-  Urban
-  Urban with Parking
-  Balanced Intermodal
-  Intermodal - Auto Reliant
-  Auto Dependent

MORE  
AUTO SHARE

Source: <https://www.bart.gov/about/planning/station-access/policy>



# BSVII Bike Program on Opening Day



Station	Total Bike Parking	Class 1: Locker Spaces or Bike Station Spaces (75%)*	Class 2: Rack Spaces (25%)*
28th Street / Little Portugal	250	190	60
Downtown San José	270	200	70
Diridon	190	140	50
Santa Clara	240	180	60

\*Note: Percentage based on VTA's *Bike Technical Guidelines*

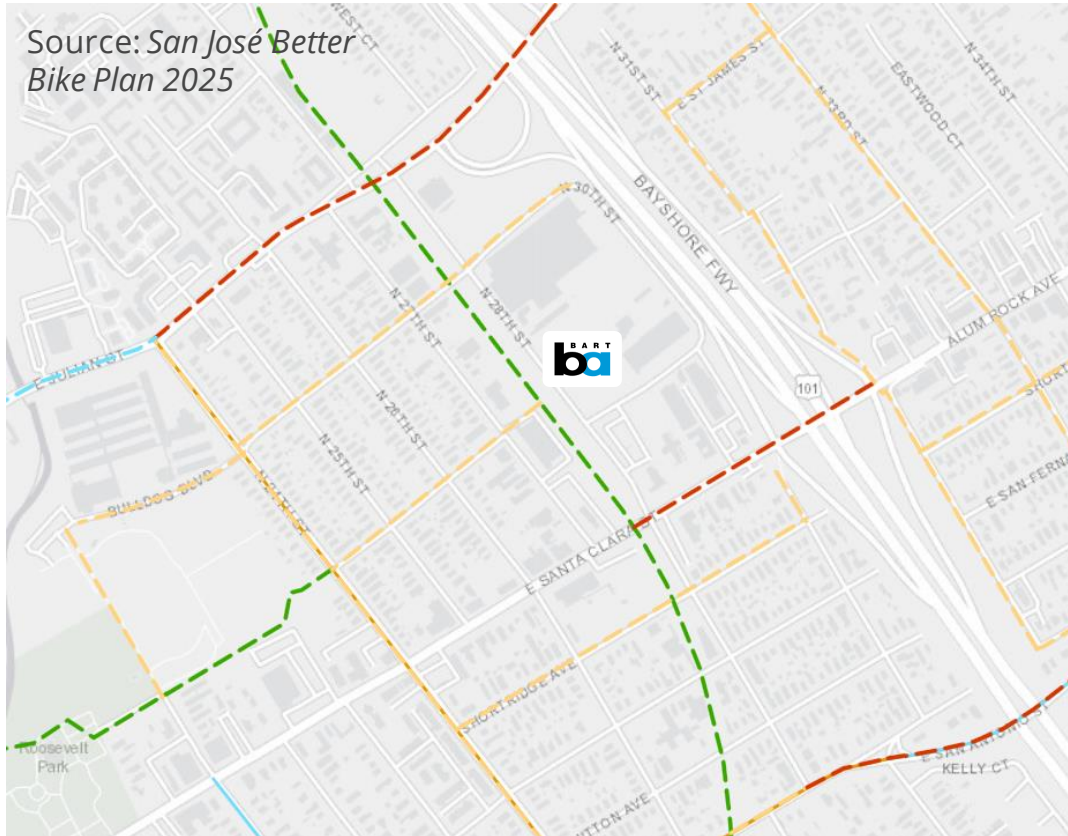


# Station & Station Area Specific Information

# Planned Bikeways in 28th Street / Little Portugal Area



Source: San José Better Bike Plan 2025



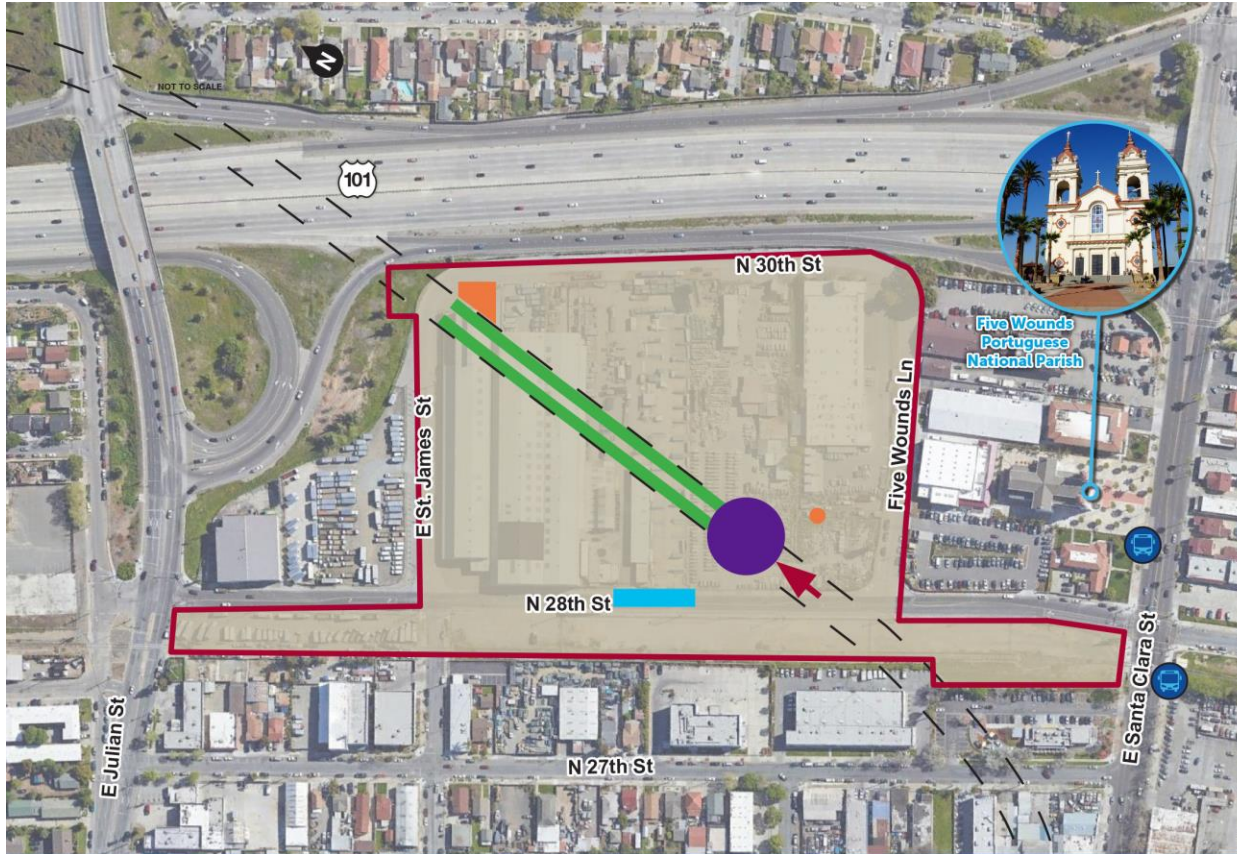
## Planned Bikeways

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- Bike Boulevard
- Spot Improvement










## Existing Bikeways

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- Protected Bike Lane
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- Bike Lane
- Bike Boulevard
- Bike Route

# 28th Street/Little Portugal Station



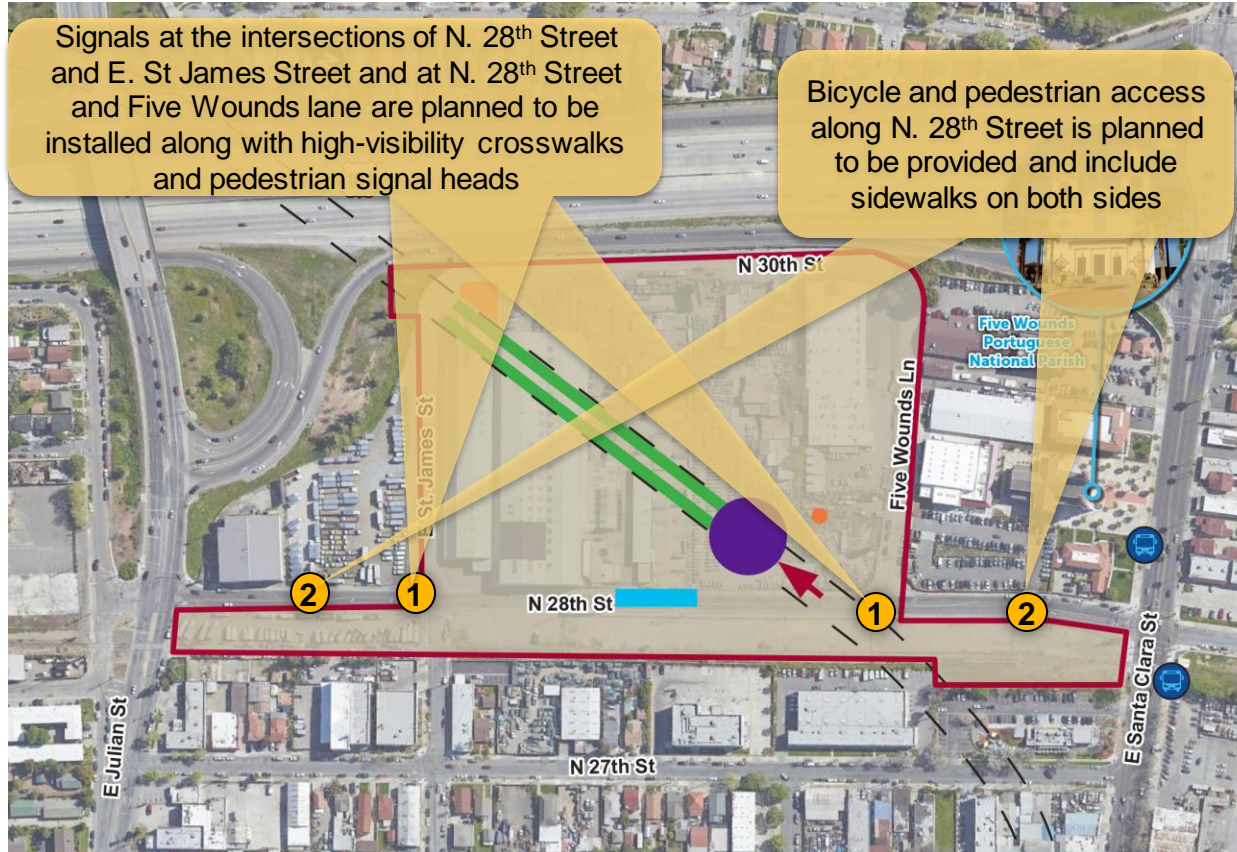
## LEGEND

-  Station Entrance Building
-  Station Platform (Underground)
-  At-Grade Vent/Egress Facilities
-  Station Access Facilities, Parking, and Future Potential Transit-Oriented Development
-  Construction & Staging Areas
-  Station Entrance & Exit
-  New Bus Loading Area
-  Planned BRT Stop
-  Tunnel

## NOTE:

- This is a planning document subject to change.*

# 28th Street/Little Portugal Station



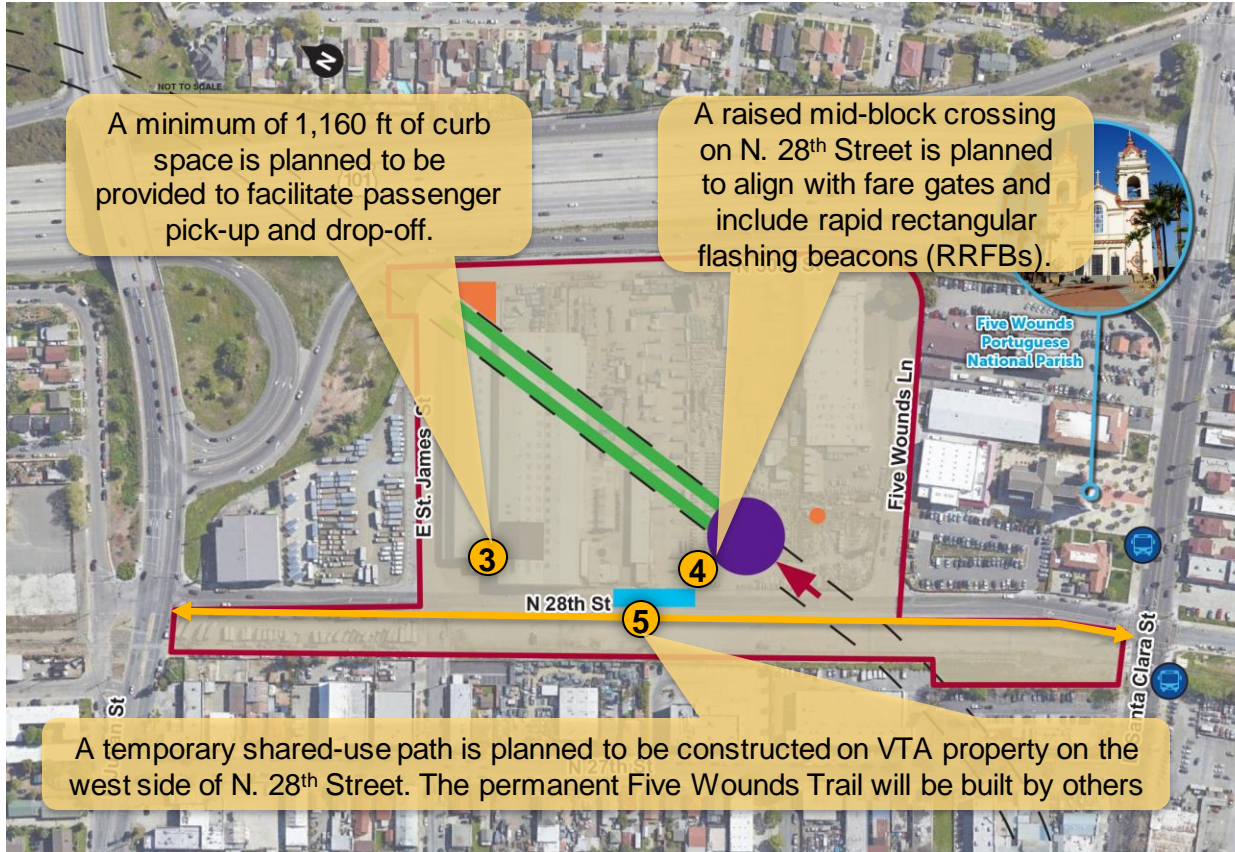
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# 28th Street/Little Portugal Station



## LEGEND

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# 28th Street/Little Portugal Station



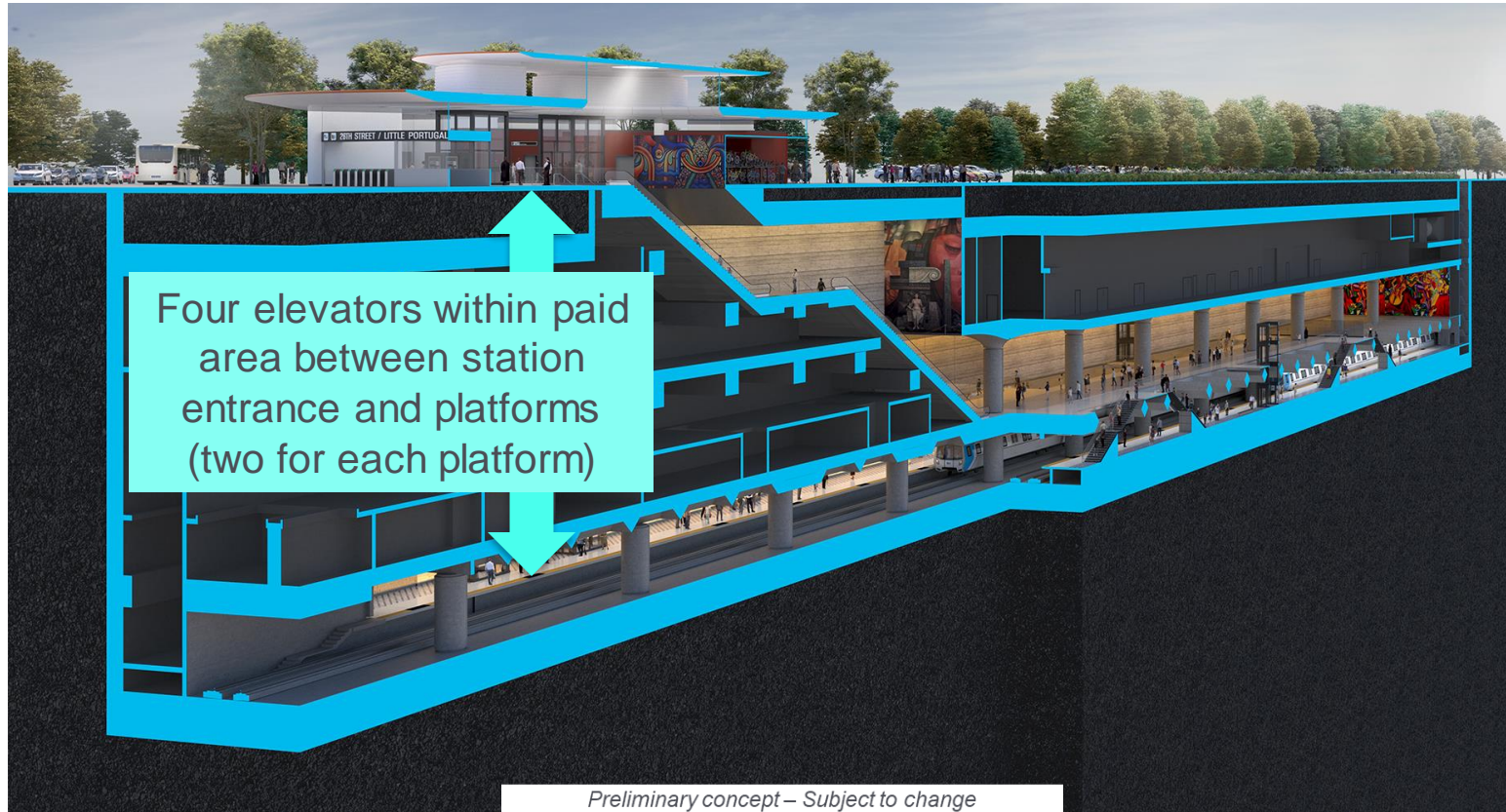
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# 28th Street / Little Portugal Station



Four elevators within paid area between station entrance and platforms (two for each platform)

*Preliminary concept – Subject to change*

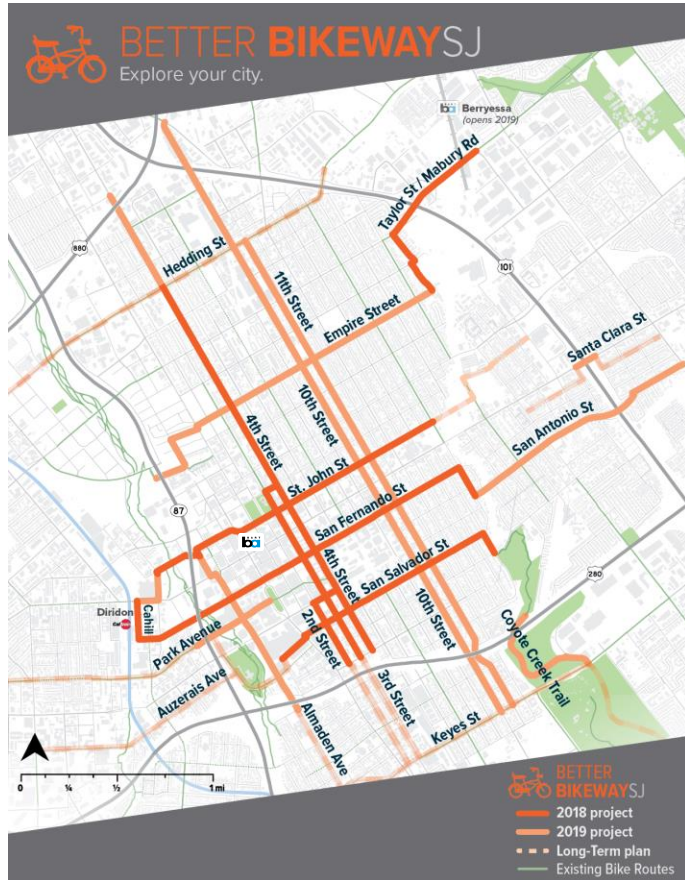


# 28<sup>th</sup> Street / Little Portugal Entrance Building to Mezzanine



*Preliminary concept – Subject to change*

# Planned Bikeways in Downtown San José

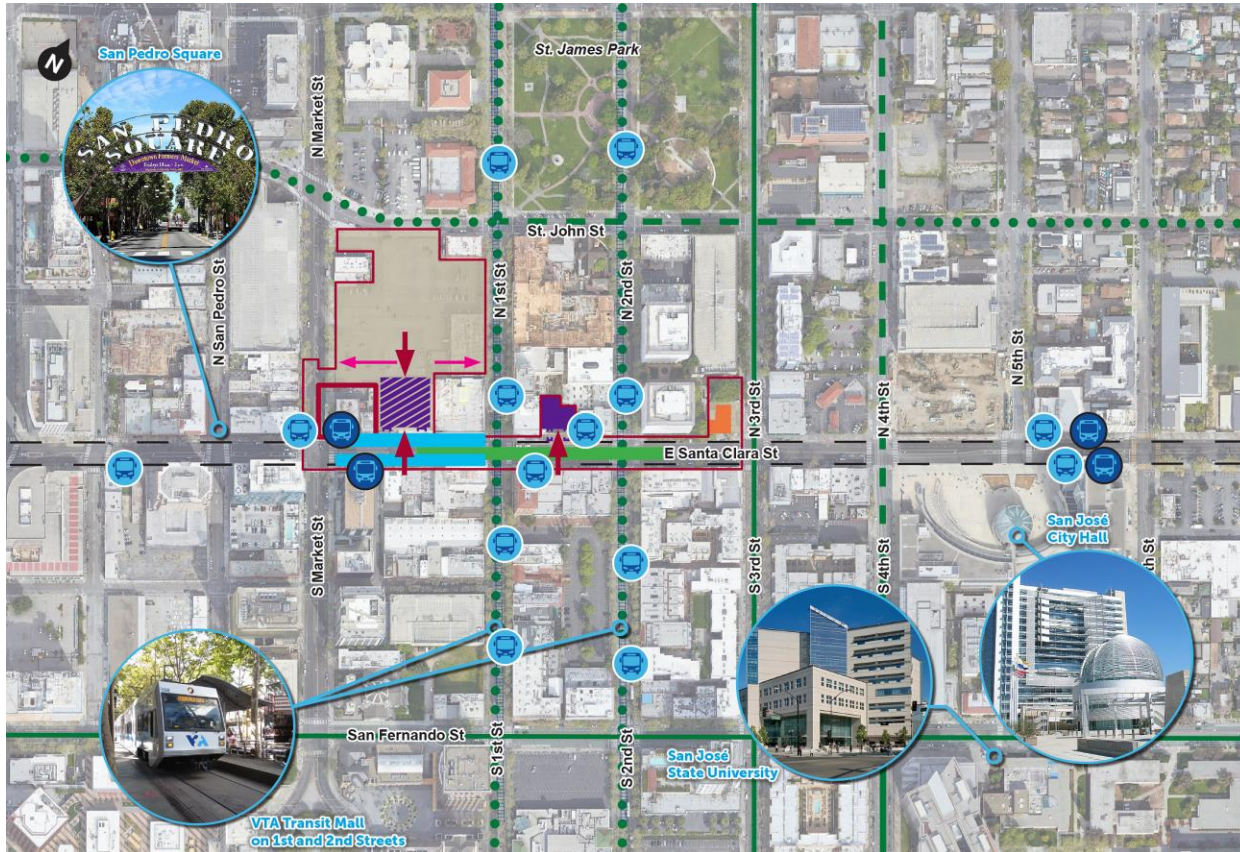


As of July 2020, this initiative has installed and/or enhanced a total of 10.7 miles of downtown bikeways. Improvements include:

















- 4.2 miles of Protected Bikeways
- 1.5 miles of Bike Lanes
- 5.0 miles of Shared Lanes on calm streets

<https://www.sanjoséca.gov/your-government/departments/transportation/biking/better-bikeways>

# Downtown San José Station



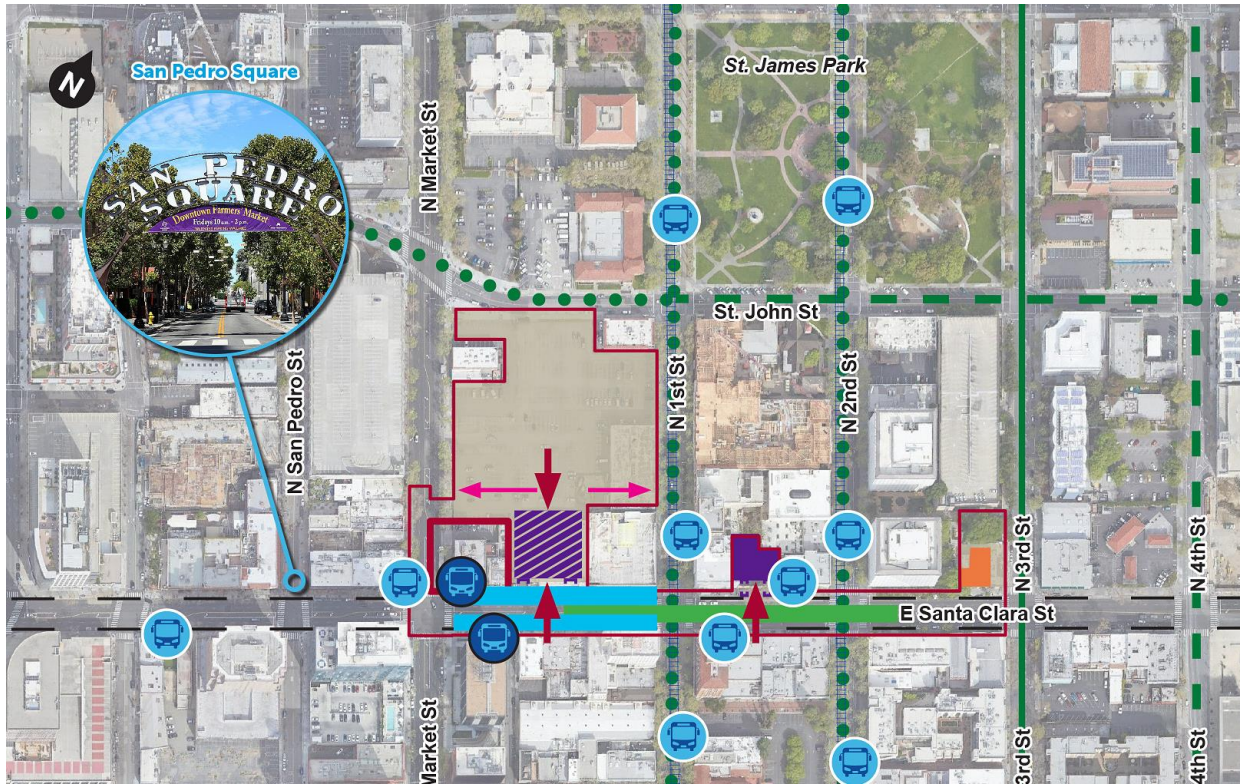
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-  Construction & Staging Areas
-  Station Entrance & Exit
-  New Bus Loading Area
-  Bus Stop
-  Planned BRT Stop
-  Tunnel
-  Adits
-  Paseo
-  Class 2 Bike lane
-  Class 3 Bike Lane
-  Class 4 bike lane

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# Downtown San José Station



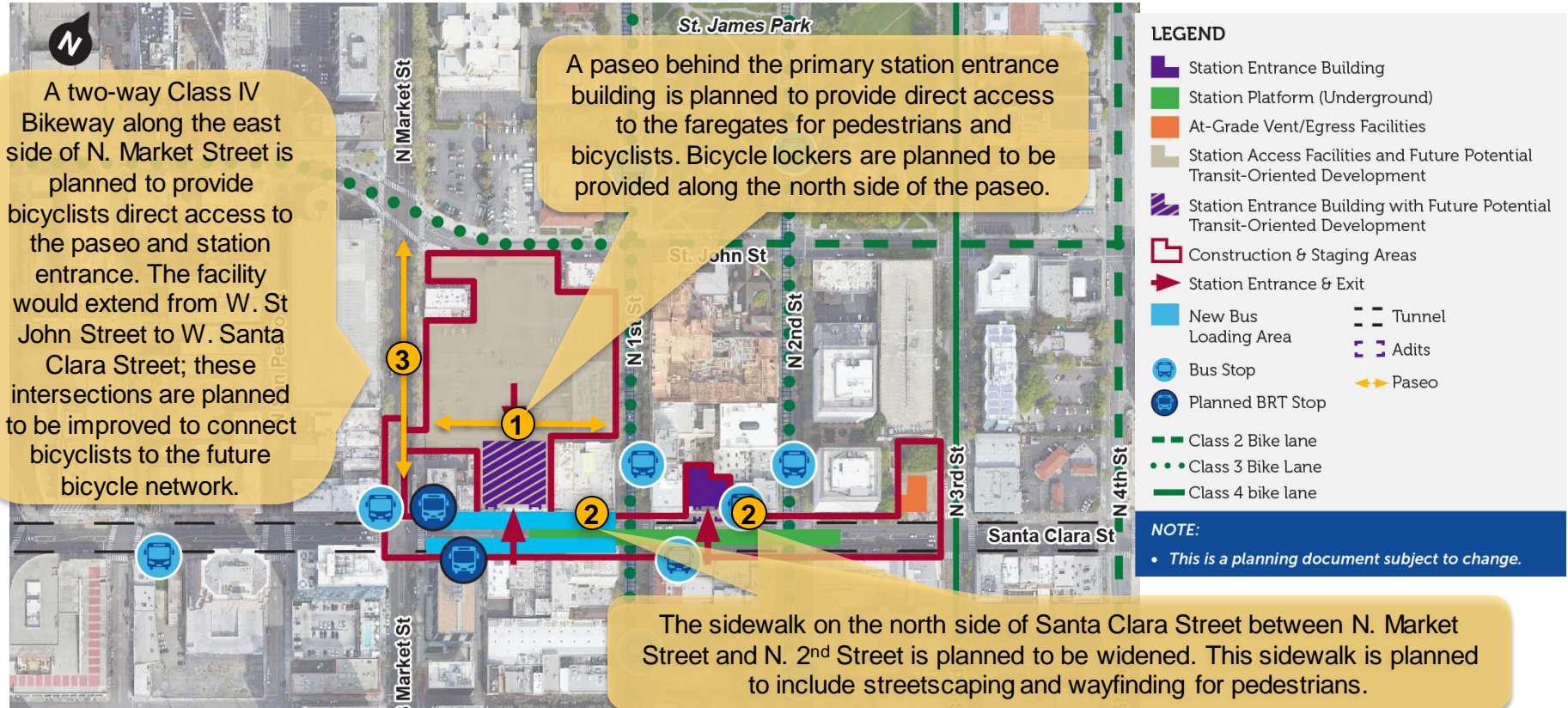
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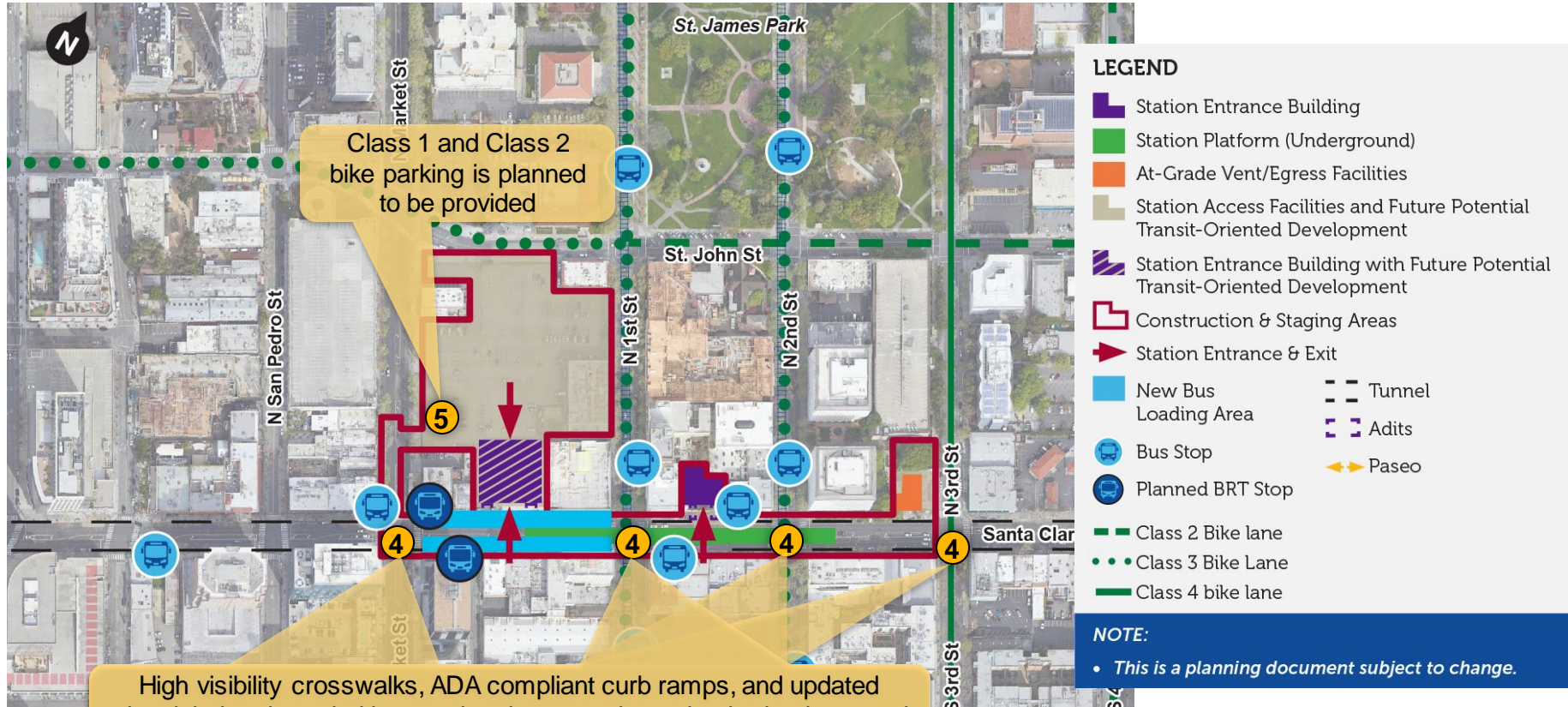
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# Downtown San José Station



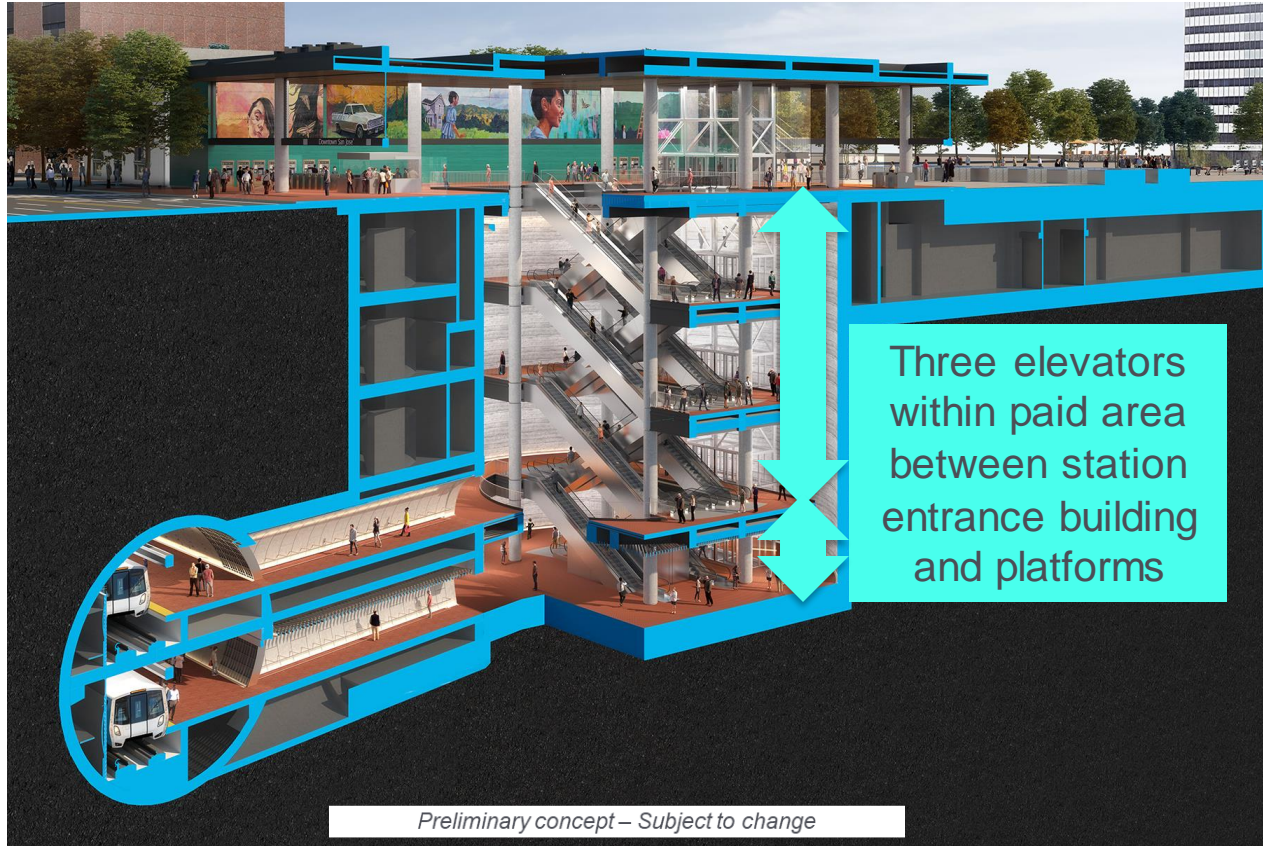
# Downtown San José Station



Class 1 and Class 2 bike parking is planned to be provided

High visibility crosswalks, ADA compliant curb ramps, and updated signal timing that prioritizes pedestrians are planned to be implemented along Santa Clara Street from Market Street to 3<sup>rd</sup> Street.

# Downtown San José Station



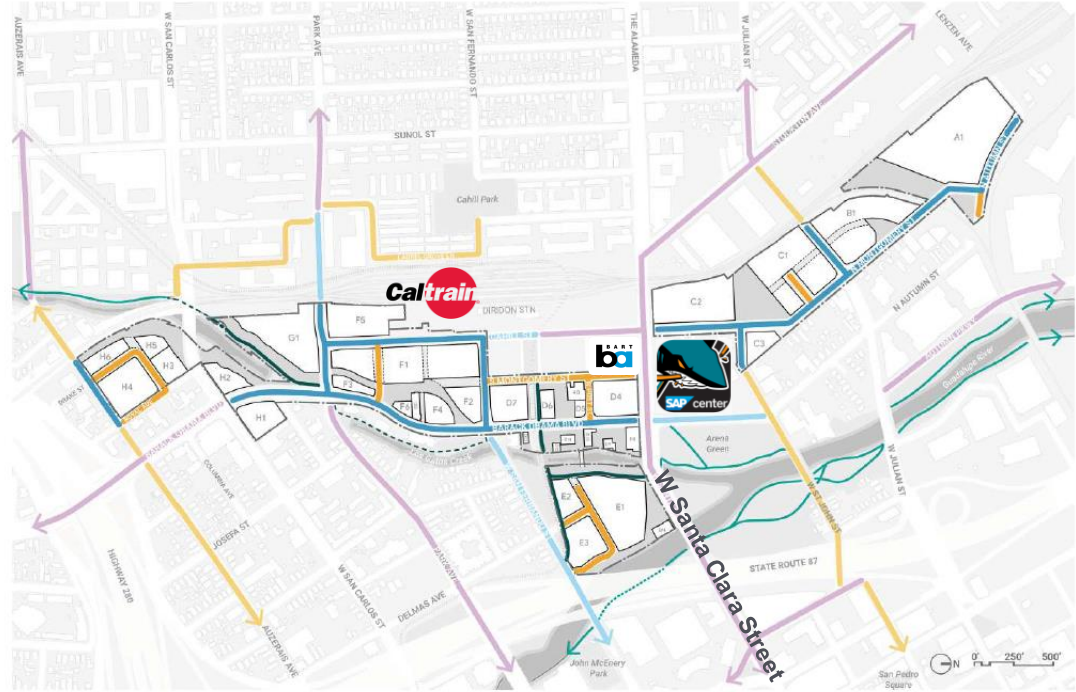
# Planned Bikeways in the Diridon Station Area



In May 2021, San José City Council approved Google's Downtown West.

Downtown West Design Standards and Guidelines (DWDSG) are requirements in their development permit.

This is the bikeway network in the DWDSG.



**FIGURE 6.13:** Bicycle and micro-mobility network

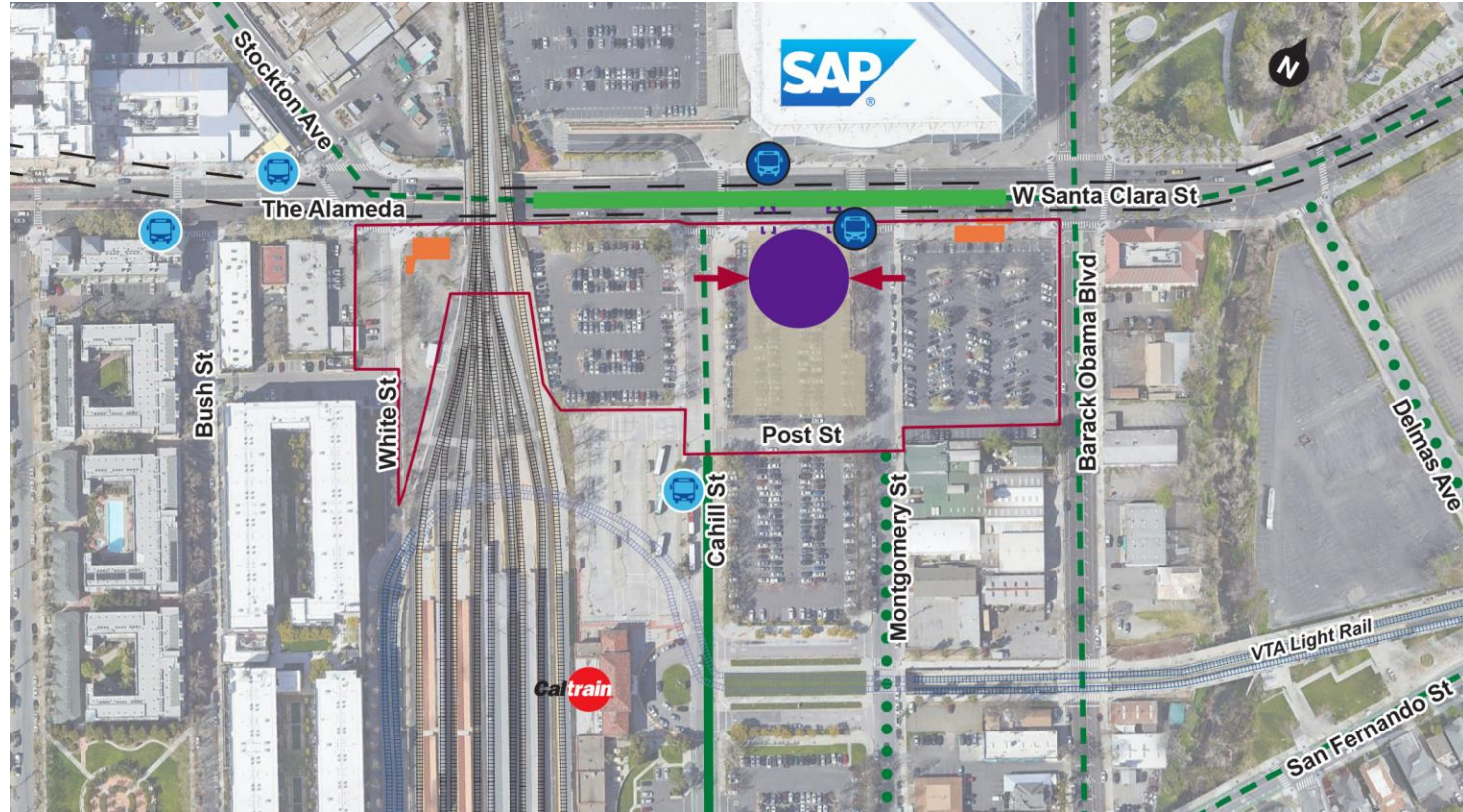
- Multi-use trails and shared-use paths (Class I)
- Protected bicycle lanes (Class IV)
- Shared lanes (Class III)

- Existing trails
- Approved City trail connections
- Existing protected bicycle lanes (Class IV)

- Existing on-street bicycle lanes (Class II)
- Existing shared lanes (Class III)



# Diridon Station



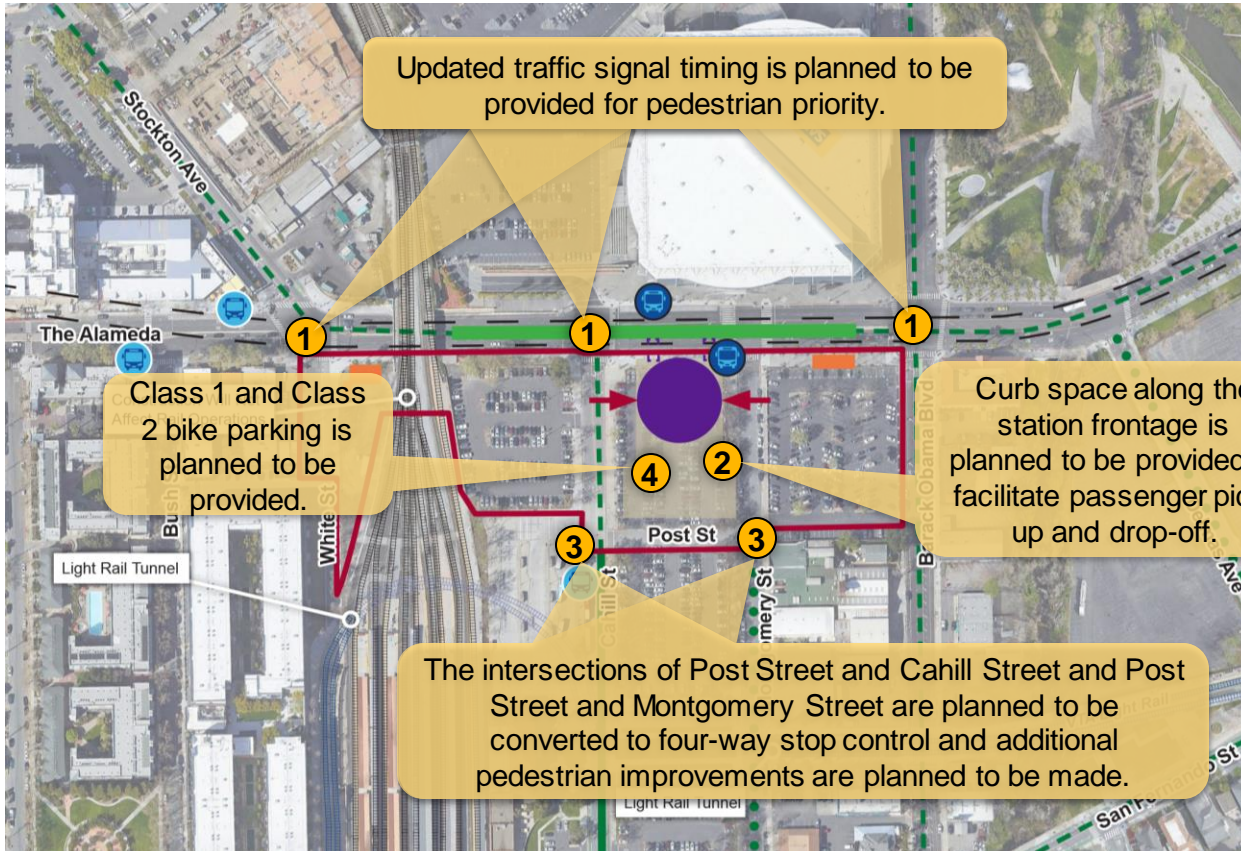
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- Bus Stop
- Planned BRT Stop
- Tunnel
- Adits
- - - Class 2 Bikeway
- ● ● Class 3 Bikeway
- Class 4 bikeway

## NOTE:

- Temporary and intermittent lane closures on Santa Clara Street between White Street and Barack Obama Blvd.
- This is a planning document subject to change.

# Diridon Station



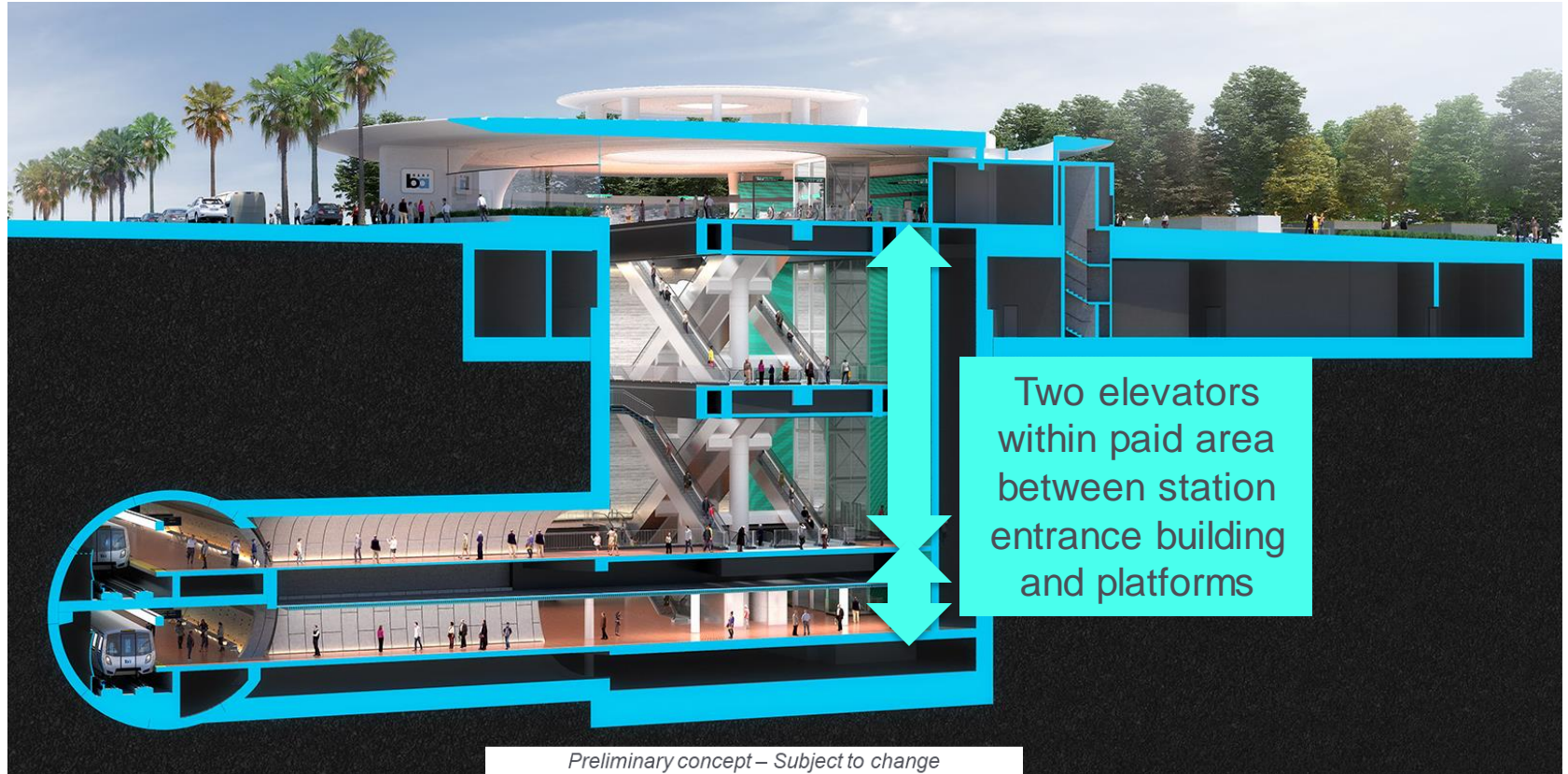
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# Diridon Station



# Diridon Station – Upper Platform Level



*Preliminary concept – Subject to change*

# Santa Clara Station Overview

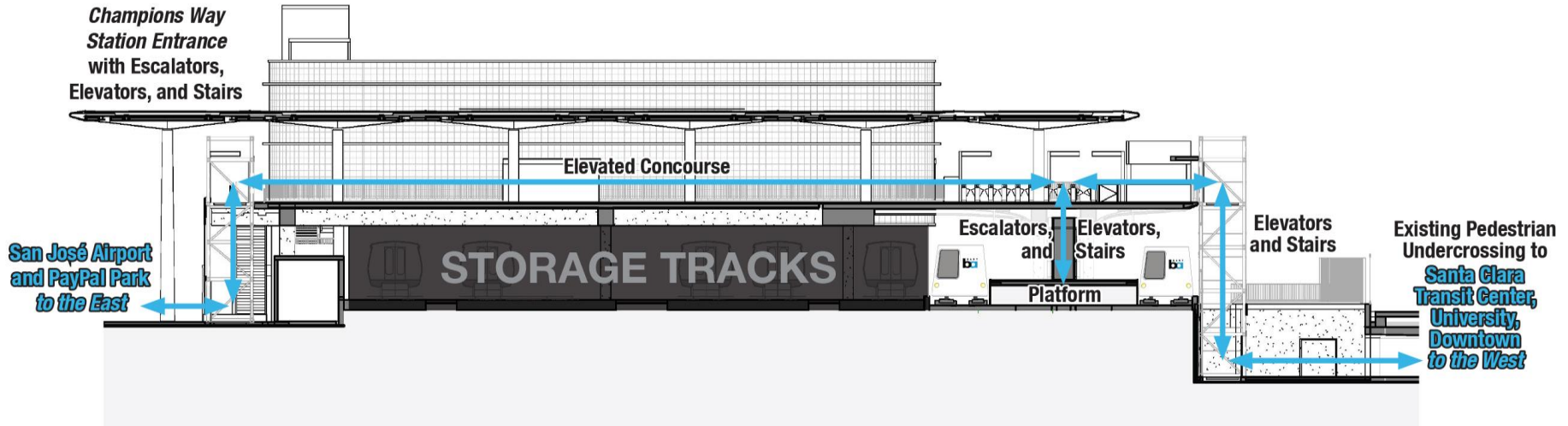


*Preliminary concept – Subject to change*

# Santa Clara Station Pedestrian Circulation



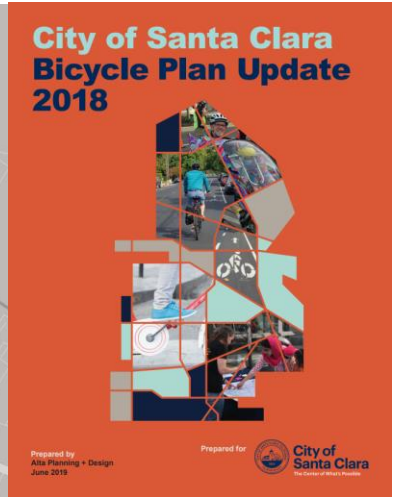
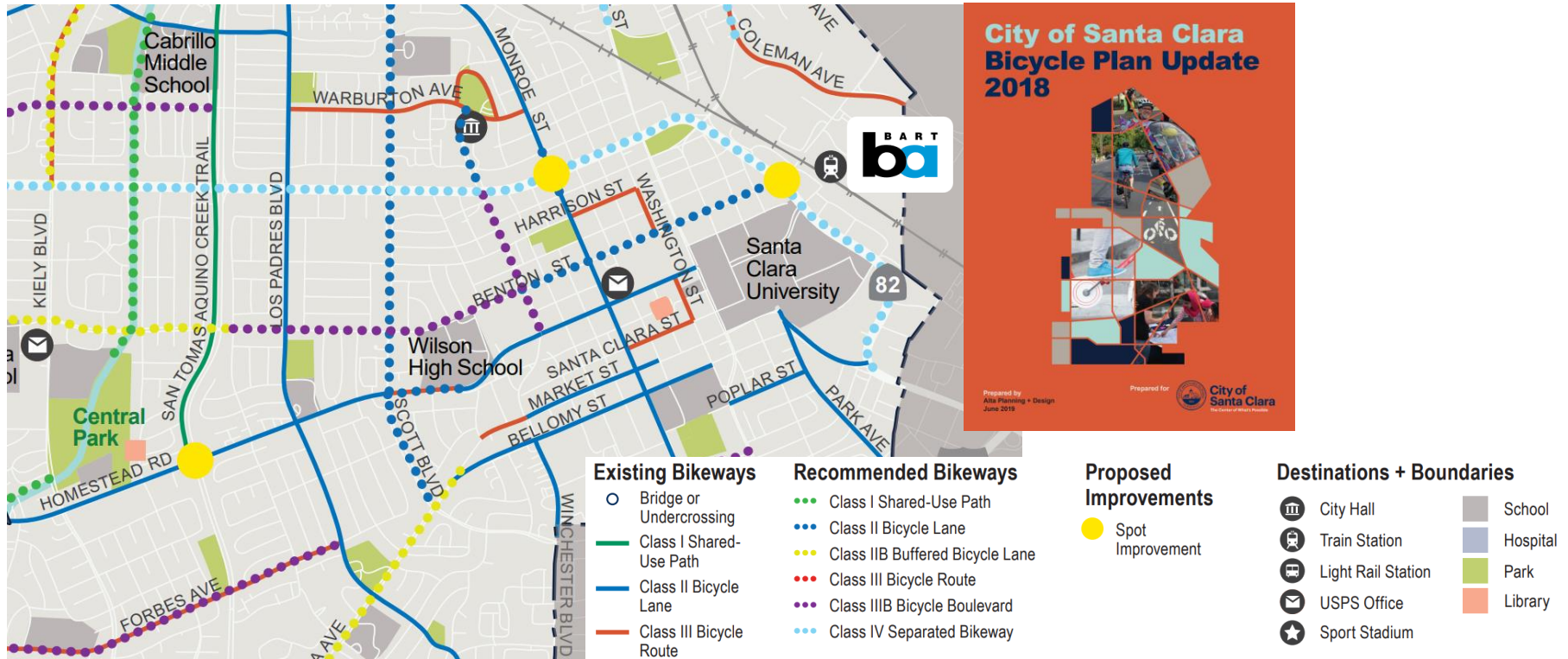
*Looking southeast from Brokaw Road*



# Planned Bikeways in Santa Clara Station Area



In October 2019, the Santa Clara City Council approved Bicycle Master Plan Update 2018



# Santa Clara Station

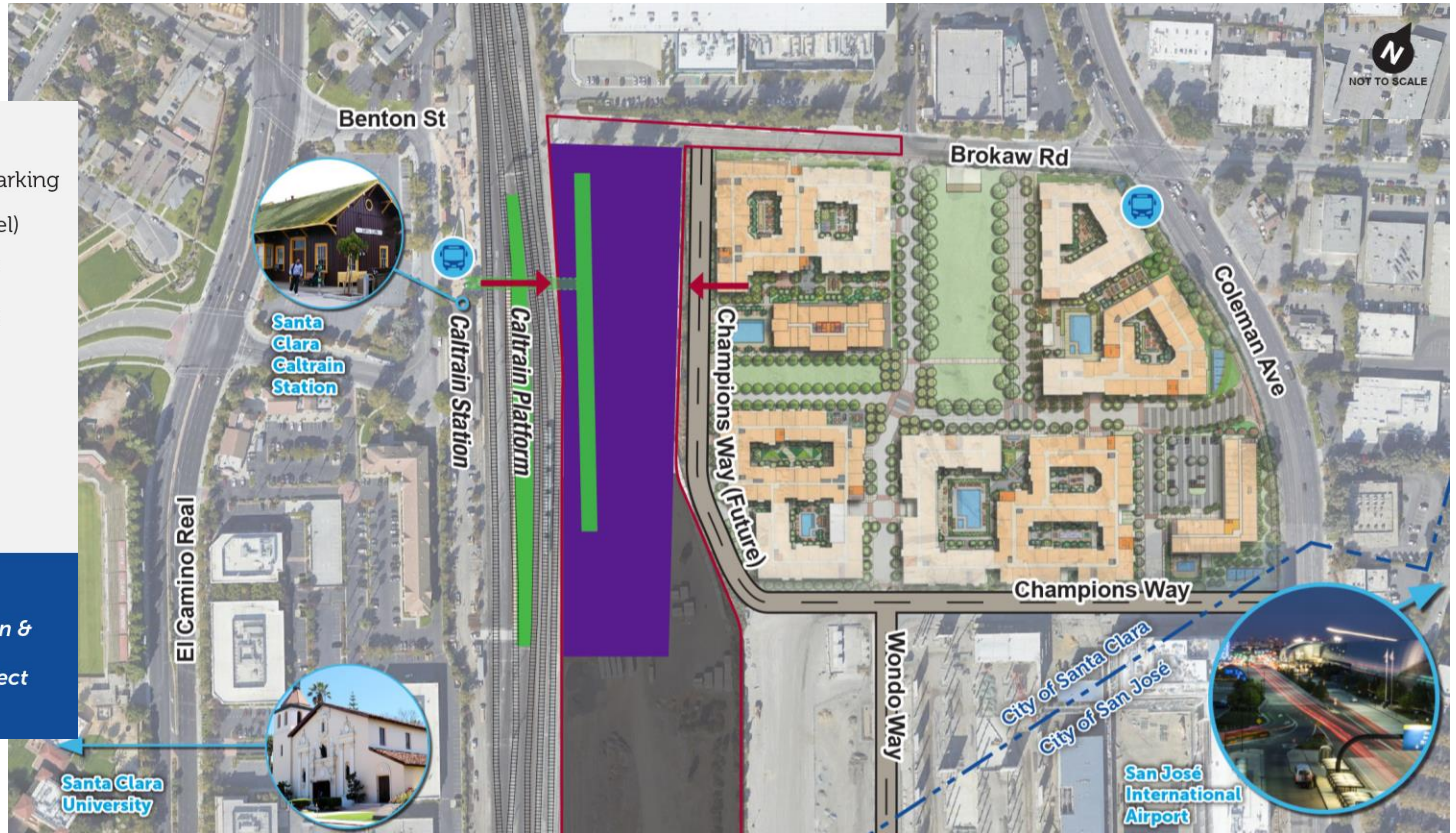


## LEGEND

- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Newhall Maintenance Facility
- Construction & Staging Areas (under consideration)
- Station Entrance & Exit
- Bus Stop
- Class 2 Bikeway
- Class 3 Bikeway

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.





# Santa Clara Station



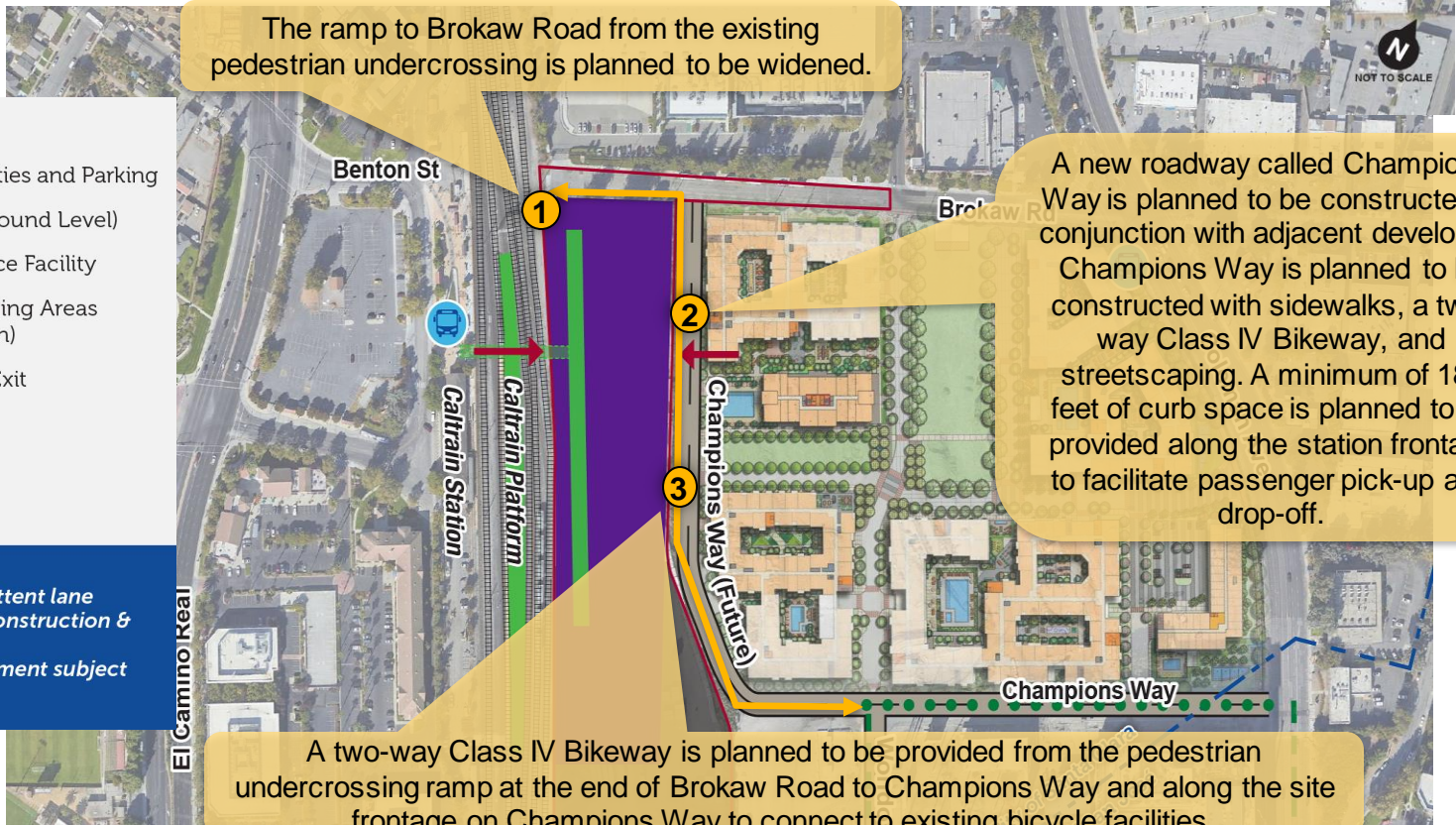
The ramp to Brokaw Road from the existing pedestrian undercrossing is planned to be widened.

## LEGEND

- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Newhall Maintenance Facility
- Construction & Staging Areas (under consideration)
- Station Entrance & Exit
- Bus Stop
- Class 2 Bikeway
- Class 3 Bikeway

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
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A new roadway called Champions Way is planned to be constructed in conjunction with adjacent developer. Champions Way is planned to be constructed with sidewalks, a two-way Class IV Bikeway, and streetscaping. A minimum of 180 feet of curb space is planned to be provided along the station frontage to facilitate passenger pick-up and drop-off.

A two-way Class IV Bikeway is planned to be provided from the pedestrian undercrossing ramp at the end of Brokaw Road to Champions Way and along the site frontage on Champions Way to connect to existing bicycle facilities.

# Santa Clara Station

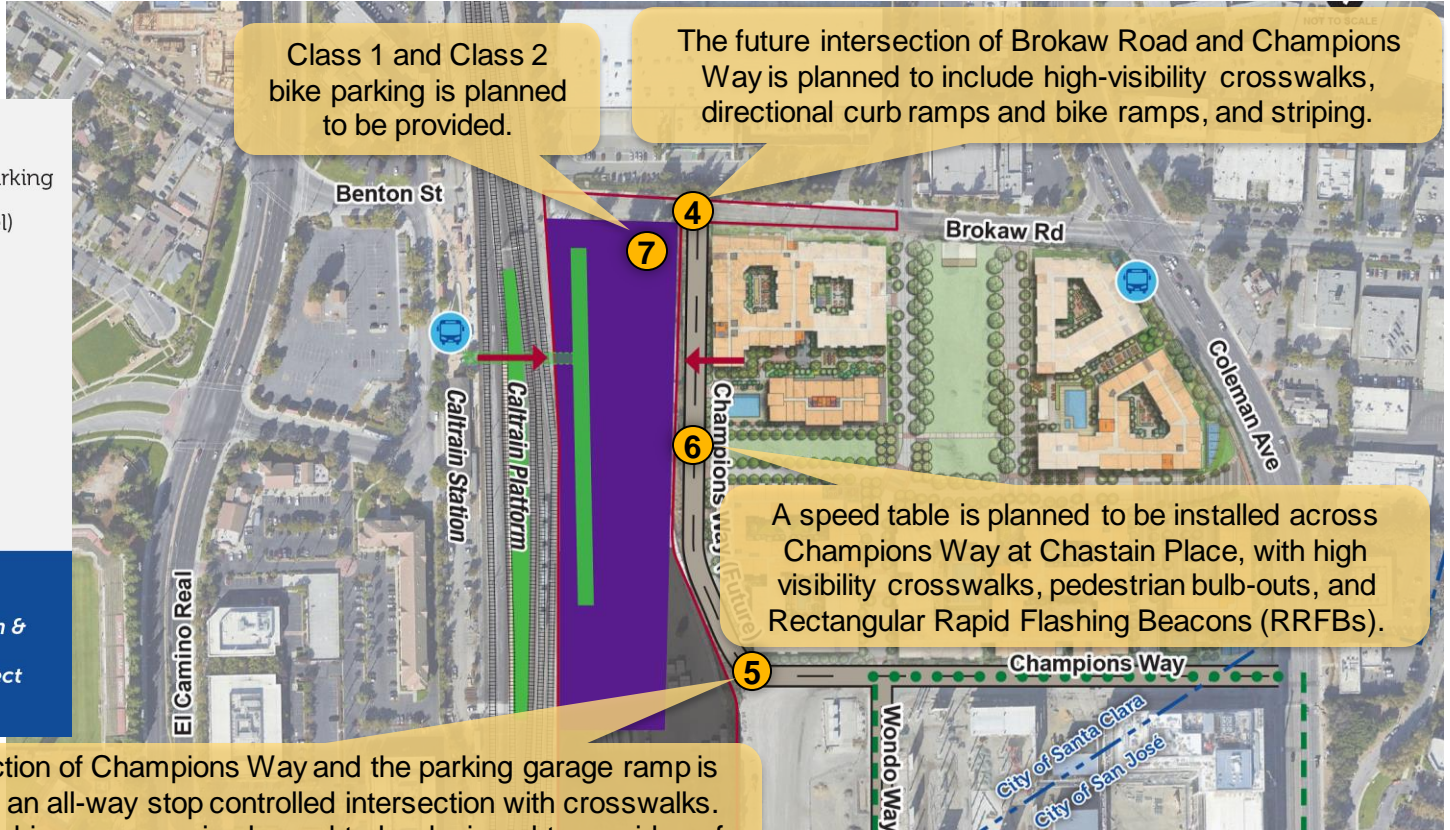


## LEGEND

-  Station Access Facilities and Parking
-  Station Platform (Ground Level)
-  Newhall Maintenance Facility
-  Construction & Staging Areas (under consideration)
-  Station Entrance & Exit
-  Bus Stop
-  Class 2 Bikeway
-  Class 3 Bikeway

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.



# Vertical Circulation Element Summary



Station	Elevators	Escalators Runs	Stairs Between all Levels	Bike Channels
28th Street/ Little Portugal	6	1 up & 1 down	Yes	Yes, along designated 'preferred bike routes'  If 'preferred bike route' includes elevator, there may not be bike channels on stairs
Downtown San José	3 in primary entrance building  4 in secondary entrance building	2 up & 2 down in primary entrance building	Yes	
Diridon	2	2 up & 2 down	Yes	
Santa Clara	6	2 up & 2 down	Yes	Yes

# Other Ways to Stay Involved



VTA Board Meetings



Email List



Project Website



Provide Feedback to team



MyVTA SMS Alerts



CWG Meetings

# Stay Involved with the Phase II Project!



- Subscribe to Updates  
[www.vta.org/bart](http://www.vta.org/bart)
- Follow us on Facebook and Twitter @bartsv
- We also expect to meet with you again in 2025-26 after the contractors are on-board



## 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?**

- |  |  |
|--|--|
| <input type="checkbox"/> 5 days a week or more | <input checked="" type="checkbox"/> A couple times a month |
| <input type="checkbox"/> 1-4 days a week       | <input type="checkbox"/> Once a month or less              |

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

- |   |  |
|---|--|
| <input type="checkbox"/> Always           | <input checked="" type="checkbox"/> Occasionally |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Never                   |

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

- |   |  |
|---|--|
| <input type="checkbox"/> Always           | <input checked="" type="checkbox"/> Occasionally |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Never                   |

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

Wanting to improve bicycle access to BART, and  
improve accomodations for bicycles while on BART.

---

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

I have been serving on the BBATF since 2003 and continue  
to desire to make BART more bike friendly. In that time, I have worked  
with BART staff and others to work toward that goal.

---

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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:

---

Already on the BBATF.

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**(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?**

From the SFBAC.

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

None

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**(10) Your information:**

Rick Goldman

---

Name

Marin


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County of Residence

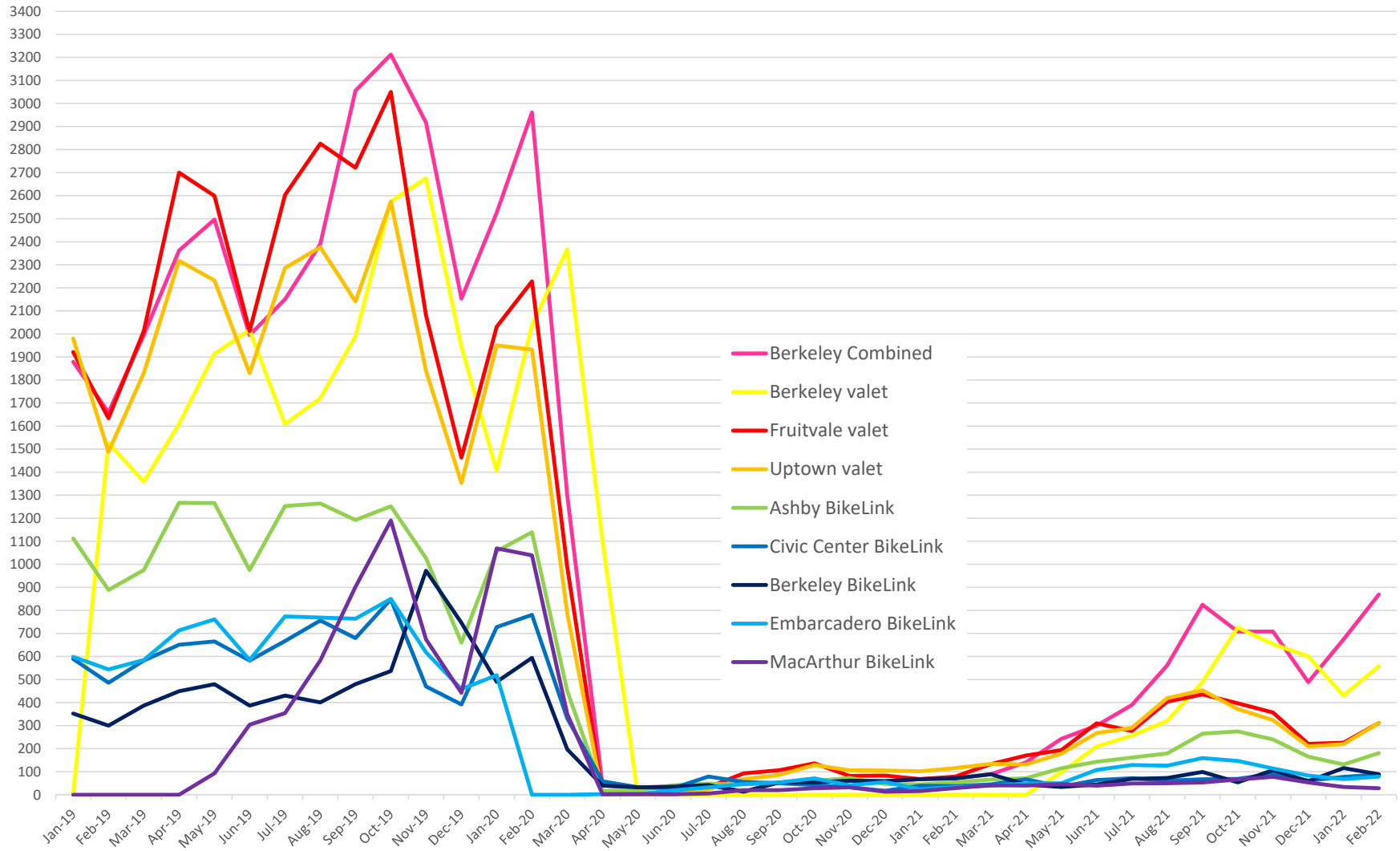
Alameda

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County of Employment

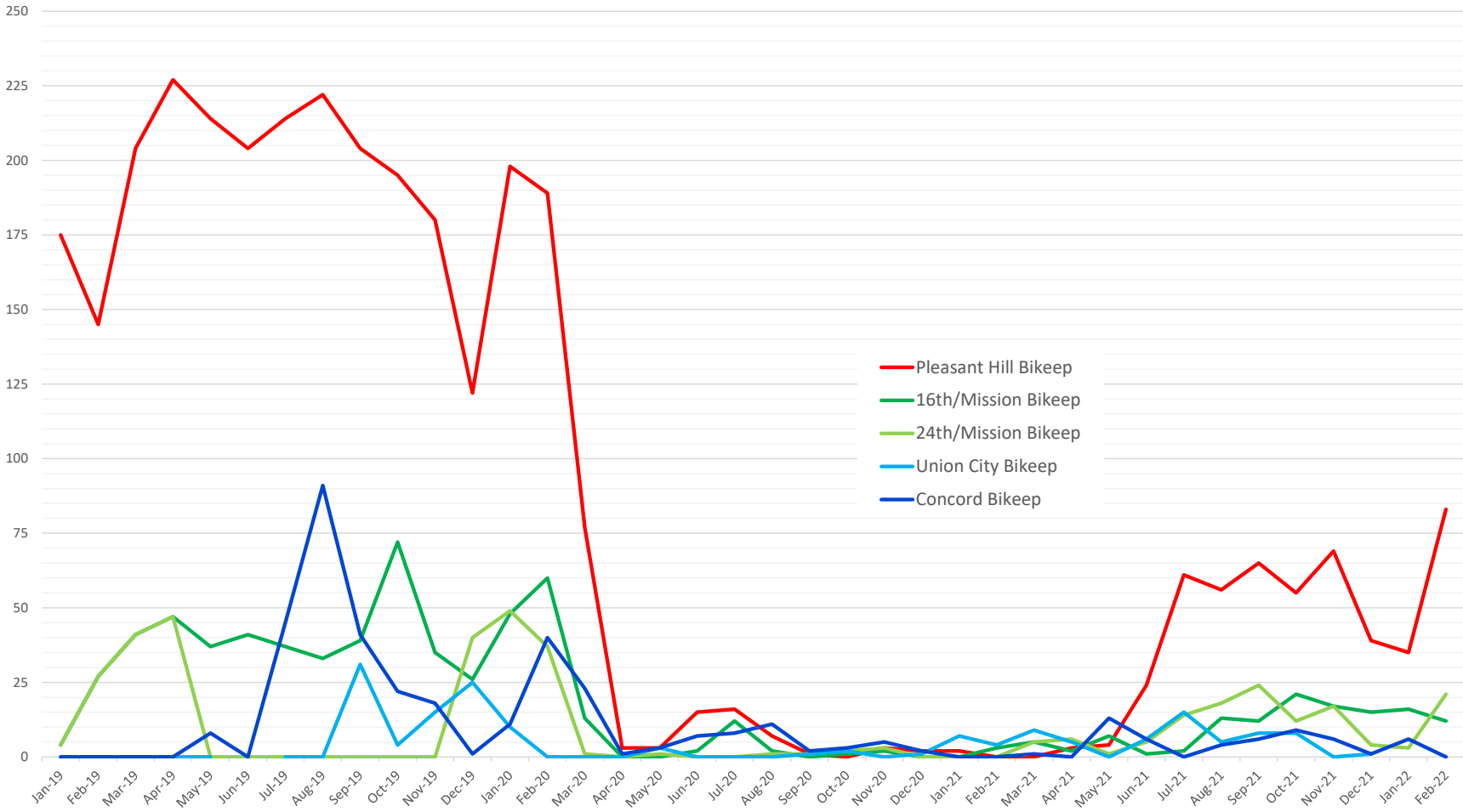
  
Email and/or phone

# Monthly Volumes at BART Bike Stations Jan 2019-Feb 2022





# Monthly Volumes at BART Bikeep Smart Racks Jan 2019-Feb 2022



## Heath Maddox

---

**From:** Heath Maddox  
**Sent:** Monday, March 14, 2022 8:27 AM  
**To:** Wynn  
**Cc:** CustomerServices Bart; Elizabeth Ames; April Quintanilla; Robert Franklin; Robert Raburn; Brian Bentley  
**Subject:** RE: Bikes on BART, Straps to secure bikes on trains are inadequate in length.  
**Attachments:** FoTF\_bike\_space\_with\_strap.JPG

Hi Wynn,

If you carefully review my response below, you will note that I did not write that the shorter straps were implemented because of the danger of the straps being sucked into the air ducts, rather that we were unable to implement the longer straps due to the potential for the straps to be sucked onto the air intake grate. I don't have the precise dimensions of the grates, but they are not particularly wide (perhaps 6"—see attached photo), so it's not inconceivable that most or even all of a single grate could potentially be blocked by multiple loose 2" straps, and I believe that even a much smaller partial blockage would be problematic, even while still allowing for some amount of blockage as you note. My understanding is that any significant blockage of the intake could lead not just to stuffy cars, but a larger failure of the air purification and climate control system. All that said, I am not an air duct engineer, and my intent is not to enter into a debate with you about the defensibility of BART's decision to implement shorter straps. I trust the expertise of BART's engineers, and, even though I am may not be entirely happy with the outcome, I am confident that the justification given for not allowing the longer straps makes good sense from the standpoint of system safety.

Sincerely,

Heath Maddox

---

**From:** Wynn <[REDACTED]>  
**Sent:** Sunday, March 13, 2022 8:45 AM  
**To:** Heath Maddox <hmaddox@bart.gov>  
**Cc:** CustomerServices Bart <CustomerServices@bart.gov>; Elizabeth Ames <eames2@bart.gov>; April Quintanilla <AAndra2@bart.gov>; Robert Franklin <BFrankl@bart.gov>; Robert Raburn <Robert.Raburn@BART.gov>  
**Subject:** RE: Bikes on BART, Straps to secure bikes on trains are inadequate in length.

Hello Heath,

Thank you for your reply. Being an engineer myself I find it very difficult to understand your reasoning mentioned in your message

Did your people not properly define requirements and boundary conditions of the implementation of straps? If so, you will know there is absolutely no way a strap of this size could ever be sucked into airducts. Airduct work has specific requirements limiting the maximum size of particle that can pass.

In addition, the flow rate of proper air ducts should sufficiently allow for blockage. It's nor at all challenging given proper entrance and exit criteria to come up with a very reasonable solution for this.

Perhaps applying some test cases of the maximum criteria may help you to understand what solutions meet the requirements.

Wynn Kageyama

[Sent from Yahoo Mail on Android](#)

Sr\$TmQ ev\$556466\$e\$-86Q. iexl\$Q ehhs |\$  
@lq ehhs |D few&szB\$ { vsxi\$

Dear Wynn,

Thank you for the note regarding your experience with the straps in the bicycle area on BART trains. Director Robert Raburn also shared your concern with me.

I am sorry to hear that you had trouble securing your loaded bicycle, and I sincerely wish there were a simple solution we could offer. Clearly, to serve all potential cyclists and their foreseeable loads, the straps could be longer. I can assure you that the bike straps actually went through extensive and iterative testing by a number of individuals who were in no way lacking in knowledge or experience. Unfortunately, however, as is often the case, the final result was in some ways a compromise that responded to a number of competing priorities.

Our initial design for the straps was in fact longer, to better accommodate wider or loaded bikes. Unfortunately, however, we were unable to implement the longer straps due to the potential for the straps to be sucked onto the air intake grate immediately below the bike lean bar on both old and new BART cars. Due to the potential for compromising the climate control and air filtration system on the cars, having longer straps was non-negotiable. We did try a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

All that said, and your experience notwithstanding, the feedback we have received on the straps so far has been overwhelmingly positive and reinforces the decision to halt installation of the clamper-style racks that were initially deployed on the new cars and replace all existing racks with bars and straps.

A few final things to consider:

- One observation that my colleagues and I made during testing was that if the bike nearest the lean bar is secured with a strap and additional bikes are leaned against this secured bike without being strapped themselves, the outer bikes are actually fairly stable since the handlebars, pedals, etc tend to keep them from rolling away.
- When I load my bicycle for touring or carrying a lot of cargo, I will almost always have an extra strap or bungee which can easily be put into service tethering my bike. If you know you will be riding BART with a loaded bike, bringing an extra strap is a good idea, just in case you can't get the spot closest the rail. In a pinch, a helmet strap can sometimes work to tether to the adjacent bike.
- As a longtime BART-with -bike user, before the straps were implemented, I would try to sit in the seat nearest to my bike so I could keep a hand on it to keep it from rolling away. If a seat were not available, I'd either stand

near my bike, or sometimes politely ask the person sitting nearest the bike area if they could perhaps move to a nearby seat.

Again, thank you for your thoughtful note. I hope my long-winded response has given you some insights into how the straps ended up as they are as well as some ideas to make riding BART with a loaded bike more pleasant.

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



---

**From:** April Quintanilla <[AAndra2@bart.gov](mailto:AAndra2@bart.gov)>

**Sent:** Friday, March 11, 2022 8:59 AM

**To:** Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)>

**Cc:** CustomerServices Bart <[CustomerServices@bart.gov](mailto:CustomerServices@bart.gov)>; Elizabeth Ames <[eames2@bart.gov](mailto:eames2@bart.gov)>

**Subject:** RE: Bikes on BART, Straps to secure bikes on trains are inadequate in length.

Good Morning Heath,

Can you please respond to customer Wynn Kageyama's concern/comment? Please cc me and Director Ames on your response.

Please let me know if we should direct this customer's concern/comment to a different staff member.

Thank you.

Sincerely,

**April B. A. Quintanilla, J.D.**

Assistant District Secretary

San Francisco Bay Area Rapid Transit District (BART)  
2150 Webster Street, 10th floor, Office 1004 | Oakland, CA 94612

P.O. Box 12688 | Oakland, CA 94604-2688

510.464.6082 office | 510.529.9785 cell

[aandra2@bart.gov](mailto:aandra2@bart.gov)



OFFICE OF THE  
DISTRICT SECRETARY

---

**From:** Elizabeth Ames <[eames2@bart.gov](mailto:eames2@bart.gov)>

**Sent:** Thursday, March 10, 2022 7:31 AM

**To:** Wynn <[davitusrider@yahoo.com](mailto:davitusrider@yahoo.com)>

**Cc:** CustomerServices Bart <[CustomerServices@bart.gov](mailto:CustomerServices@bart.gov)>; April Quintanilla <[AAndra2@bart.gov](mailto:AAndra2@bart.gov)>

**Subject:** Re: Bikes on BART, Straps to secure bikes on trains are inadequate in length.

Hi Wynn,

Thank you for your email and I hope BART can respond and improve upon the straps OR reach another solution!

I am including the District Secretary, April and our customer services group and look forward to their response.

If you like, please call me if you have any questions, ideas or concerns.

yours.

liz

[REDACTED]

---

**From:** Wynn [REDACTED]  
**Sent:** Tuesday, March 8, 2022 4:51 PM  
**To:** Elizabeth Ames <[eames2@bart.gov](mailto:eames2@bart.gov)>  
**Subject:** Bikes on BART, Straps to secure bikes on trains are inadequate in length.

Hello Ms Ames,

I am Wynn Kageyama, a League Cycling Instructor in Fremont. Wanted to share recent submission to BART via the website. Also forwarded a copy to my good friend Director Robert Rayburn.

Rode the older and newest train March 5&6, 2022. Noticed that the straps to secure bicycles to be far too short. One strap in the existing length is acceptable. The second and third straps are inadequate and are useless. They will not reach any bike using panniers. If both bikes have panniers, or three bikes are touring bikes there is no hope of securing the bikes on BART.

I would like to see this defect corrected. It's more of a nuisance caused by some one lacking knowledge and experience of testing and validation in requirements.

Wynn Kageyama

## Heath Maddox

---

**From:** BART Customer Service <webcustomerservices@bart.gov>  
**Sent:** Wednesday, March 9, 2022 4:44 PM  
**To:** Nick Mavrakis  
**Cc:** Heath Maddox; Paula Fraser  
**Subject:** RE: Case 00280009: Bikes on escalator [ ref:\_00Dd0hrYV.\_5006T1w5pId:ref ]

Hello Lt. Mavrakis:

FYI. No action requested.

Customer commented about need for enforcement after her bicyclist encounter on Embarcadero escalator. We also provided her with BPD contact info to report such incidents. Thank you.

Regards,

Samson Wong  
BART Customer Services

cc: Paula, Heath

=====  
Case 00280009: Bikes on escalator

First name: Irene Gomez

[REDACTED]

Subject: Bikes on escalator

**Comment:**

This morning I got off the Daly City train and I was going up the escalator at the Embarcadero Station a little after 8:00 a.m towards Drumm. A young man rode the escalator ahead of me with his bike on his shoulder. The bike got caught on something and he lost control of it. The tire hit me on my right shoulder and it somehow got ensnared on my bag and I was unable to free myself so consequently it started to drag me down hitting me on my arms, chest and legs. I had to run down the escalator to avoid falling down. the sleeve of my puffer jacket and some of my pants and I was dragged with the bike up the escalator.

Please enforce the no bike on escalators rule. Every day I routinely see people with bikes on the escalators and there were at least two ahead of me this morning. I have two rips on my waterproof jacket and a very painful scrape and bruise on my arm under where the tears happened, I have aches on my leg and ribs where the bike hit me and my back is also aching from being knocked back . I could have received more serious injuries if I hadn't been able to maintain my balance.

Thank you.

Irene Gomez



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Check Before You Go! Sign up for email and text alerts about BART service, improvements, and emergencies at <https://www.bart.gov/alerts>.  
ref:\_00Dd0hrYV.\_5006T1w5pId:ref

## Heath Maddox

---

**From:** Carlos Valenzuela [REDACTED] >  
**Sent:** Friday, March 11, 2022 5:50 PM  
**To:** Heath Maddox  
**Subject:** Re: RE: Case 00280161: Electric scooters [ ref:\_00Dd0hrYV.\_5006T1w6Bpe:ref ]

Dear Heath,

Thanks for your reply, i hope this gets enforced. Im a daily rider for the past 13 years and its really getting out of hand with the electric scooters being on trains and riders not having a proper etiquette to riders that don't bring scooters on board.

Thanks!

On Fri, Mar 11, 2022 at 5:00 PM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Dear Carlos,

Thanks for reaching out about the increase of scooters on BART.

I recently updated the language on the [Bikes on BART web page](#) to address just this concern:

Q sxs vi h\$Wgssxiw\$Q sxs v}giw\$Q sxs vHvzir\$ }giw\$rh\$Q stihw

BART does not permit motorcycles, motor-driven cycles or mopeds, which are classified as vehicles and defined in the California Vehicle Code (CVC; info [here](#)), to be brought onboard trains. Individuals bringing any of these vehicles on a BART train may be cited for an infraction, as violating section 21113 of the Vehicle Code. Under CVC Section 670, a "vehicle" is "any device by which any person or property may be propelled, moved, or drawn on a highway, excepting a device moved by exclusively human power..."

Motorized scooters, including electric-assist scooters, are also considered vehicles and are prohibited inside BART stations and onboard BART trains *unless they can be folded and carried*. No special permit is required from BART for folding electric scooters, but they must remain folded and may not be ridden when inside BART stations and trains. Shared use, app-based electric rental scooters (e.g. Lime, Spin, Link, Veo, HOPR) may not be brought inside stations or onboard trains and must be parked appropriately outside the paid area.

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**

-----Original Message-----

From: BART Customer Service <[webcustomerservices@bart.gov](mailto:webcustomerservices@bart.gov)>

Sent: Friday, March 11, 2022 4:27 PM

To: Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)>

Subject: FW: RE: Case 00280161: Electric scooters [ ref: \_00Dd0hrYV.\_5006T1w6Bpe:ref ]

Hi Heath:

See below. Thanks.

Samson Wong

=====

Case 00280161: Electric scooters

carlos valenzuela



Hi, i have a small complaint about electric scooters now that everyone is starting to go back to work theres an increase in non human propeled scooters or electric bikes that are full blown electricmotorcycle.

Most riders dont fold their scooters taking up more space now that its getting crowded on trains. I witnessed a young man hitting an elder lady getting hit on the shins by a electric scoter upon exiting. Please reinforce the non self propeled transportation on bart trains especially during rush hours. " Under Vehicle Code section 670, a "vehicle" is "any device by which any person or property may be propelled, moved, or drawn on a highway, excepting a device moved by human power." Individuals bringing a scooter or moped on a BART train may be cited for an infraction, as violating section 21113 of the Vehicle Code.

Thanks i hope this feedback email will change the dynamic on e bikes/scooters.

-----

Check Before You Go! Sign up for email and text alerts about BART service, improvements, and emergencies at <https://www.bart.gov/alerts>.

ref:\_00Dd0hrYV.\_5006T1w6Bpe:ref

## Heath Maddox

---

**From:** Heath Maddox  
**Sent:** Tuesday, March 15, 2022 8:58 AM  
**To:** [REDACTED]  
**Subject:** RE: Case 00280291: Bike straps

Hi Monica,

Thanks for writing to relate your recent experience using the straps and lean bar in the BART bike area. I am sorry to hear that you had trouble securing your ultra low step e-bikes, and I sincerely wish there were a simple solution we could offer. Keeping your bike safe on BART is first and foremost your responsibility. The straps are a recently added convenience feature, and we cannot guarantee that bike space with a strap will always be available, or that the straps will fit or reach all manner of bikes.

By way of background, in 2018 we installed straps on all the legacy (older) cars, and soon thereafter new cars began to be shipped with a special purpose-built rack that grabbed the front or rear wheel. The new racks did not live up to their expectations and were universally reviled, which led to a change of plans and a retrofit process to install the simpler lean bars and straps on the new cars.

Given your experience and that of a small number of other cycling BART customers, it's clear that to serve all potential bicycles and their foreseeable loads, the straps could be longer. As is so often the case, the design of the straps was somewhat of a compromise that was responding to a number of competing priorities. Our initial design for the straps was in fact longer, to better accommodate a diversity of bike types, and bikes with bags, etc. Unfortunately, however, we were unable to implement the longer straps due to the potential for the straps to be sucked onto the air intake grate immediately below the bike lean bar on both old and new BART cars. Due to the potential for compromising the climate control and air filtration system on the cars, having longer straps was non-negotiable. We did try a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

All that said, and your experience notwithstanding, the majority of feedback we have received on the straps so far has been overwhelmingly positive and reinforces the decision to halt installation of the clamper-style racks that were initially deployed on the new cars and replace all existing racks with bars and straps.

A few final things to consider:

- One observation that my colleagues and I made during testing was that if the bike nearest the lean bar is secured with a strap and additional bikes are leaned against this secured bike without being strapped themselves, the outer bikes are actually fairly stable since the handlebars, pedals, etc tend to keep them from rolling away.
- When I load my bicycle for touring or carrying cargo, I will almost always have an extra strap or bungee which can easily be put into service tethering my bike. If you know you will be riding BART with a loaded bike or one that presents some difficulty with BART's bike straps, bringing an extra strap is a good idea, just in case you can't get the spot closest the rail. In a pinch, a helmet strap can sometimes work to tether to the adjacent bike.
- As a longtime BART-with-bike user, in the many years before the straps were implemented, I would try to sit in the seat nearest to my bike so I could keep a hand on it to keep it from rolling away. If a seat were not available, I'd either stand near my bike, or sometimes politely ask the person sitting nearest the bike area if they could perhaps move to a nearby seat.

Again, thank you for your note. I hope my long-winded response has given you some insights into how the straps ended up as they are as well as some ideas to make riding BART your bike more pleasant.

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**

-----Original Message-----

From: Michelle Pallen <webcustomerservices@bart.gov>  
Sent: Tuesday, March 15, 2022 8:32 AM  
To: Heath Maddox <hmaddox@bart.gov>  
Subject: RE: Case 00280291: Bike straps [ ref:\_00Dd0hrYV.\_5006T1w6Shm:ref ]

Hi Heath,

See customers concern below.

Regards,

Michelle Pallen  
BART Customer Services

=====  
Case 00280291: Bike straps

Monica-April Skinner



Hello, i recently took bart and brought my buke along with me to commute when i got to my destination. I was travelling with my mother and we both have ultra low step e-bikes. The struggle we had was when we went to secure our bikes for the ride, the straps could barely reach one bike, let alone the second. We had to lock our bikes together so they wild be stable. We were able to get one of the straps to connect around a seat post, but there was no way a strap could reach the second bike. If we had not been traveling together, enabling us to lock our bikes together, someone would have had to stand the whole way, basically making the bike area useless for all but one bike. Maybe longer secure extendeds can be added. Thank you, Monica  
ref:\_00Dd0hrYV.\_5006T1w6Shm:ref

## Heath Maddox

---

**From:** daniel erwin <[REDACTED]>  
**Sent:** Friday, March 4, 2022 11:52 AM  
**To:** Heath Maddox  
**Cc:** Ream, Charlie  
**Subject:** Re: Bike parking

Thanks!

As I've been exploring other options, it has come to my attention that many of the other bike facilities aren't designed for longer bikes, either.

I haven't yet taken my long bike nor a measuring tape, so these assertions might be a little imprecise:

- bike boxes barely fit regular bikes, both height and length look insufficient for my Tern HSD compact cargo model
- the bike vises/grabbers on the new bart trains are great for my road bike - but the longer cargo bike will extend into the doorway
- the elevators at the Montgomery St station are iffy - might just barely accommodate my bike. My model stands on end so I can probably make it work.

To be clear, I am thrilled that this is even nearly working for me to stop relying on a car. And in a few years when batteries and motors get even lighter, I'll be happy to just lug it up and down the stairs with me. Keep up the great work!

Regards,  
Daniel

On Fri, Mar 4, 2022 at 11:22 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Charlie, thanks for looping me in. I know space at Fruitvale is tight, but accommodating cargo bikes is 100% in line with our mission. Larger bikes were not really contemplated in the design of many of our older bike parking facilities and we've been working to retrofit them.

Daniel, I will bring this up with the bike station operations team and see what can be done.

-Heath

---

**From:** Ream, Charlie <[CREam@oaklandca.gov](mailto:CREam@oaklandca.gov)>  
**Sent:** Wednesday, March 2, 2022 9:39 AM  
**To:** daniel erwin <[REDACTED]>  
**Cc:** Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)>  
**Subject:** RE: Bike parking

Hi Daniel – I commuted to BART via the Fruitvale Bike Station every day for 4 years, and I share your appreciation of that service. The secure bike parking facilities at BART stations are actually administered as a partnership between BART and their vendor, so not within OakDOT.

I've copied Heath Maddox here who is the bike parking guru at BART, and I'm sure he would appreciate your sentiments for the need for more cargo bike parking at BART stations. My sense is that the space at the Fruitvale station bike valet is simply too limited to retrofit with expanded racks, but this will be something to remember for future bike stations and bike parking solutions at BART stations.

Sorry that I don't have a great solution for you,

Charlie Ream

---

**From:** daniel erwin <[REDACTED]>  
**Sent:** Wednesday, March 2, 2022 9:14 AM  
**To:** Ream, Charlie <[CReam@oaklandca.gov](mailto:CReam@oaklandca.gov)>  
**Subject:** Bike parking

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Hi Charlie,

I understand this is probably not your area of responsibility - can you help me find someone who can inform me about the considerations and what I can request to enable me to continue commuting by bike (in addition of course to contacting my council member, Carol Fife of dist 3)?

Basically, I am surprised that Fruitvale bike valet cannot accommodate my cargo bike, which I need to get my 6 year old to school. What can we do to enable them to secure my oversize bike?

Here are a bunch of details to help understand why this is important, framed in a story that I hope will be compelling to the stakeholders involved:



I live in Dist 3 at 29th st and Telegraph, and my 6 year old daughter goes to school at Manzanita Seed in Fruitvale because I value bilingual education. I have started taking her there on a bike for my own exercise, for the planet, and so we can enjoy seeing the beautiful lake every day. Now that I am going back to the office, it's most efficient for me to leave my bike at the Fruitvale station and Bart to SF where I work near the Montgomery st station.

I bought a good electric bike to make the 6 mile round trip doable for me up to twice a day when I am working from home. Mine cost around \$4k but even the cheapest \$2k options would still have the same concerns about safety: I don't feel comfortable leaving it locked up all day at an unsupervised bike rack. This is from personal experience.

I am thrilled and impressed that the city (and, I presume, other government entities) have created the bike valet for commuters like me! This program is part of what gave me the confidence to invest in my commuter bike and switch away from my car. And it is easier and more convenient than I expected.

But it is also too limited for my specific needs. The attendant at the Fruitvale bike valet let me know that my over-long bike doesn't fit their rack, and will end up in the aisle disrupting their work.

Here are some thoughts about what would help me:

- expand the bike valet inside parking racks or open parking space
- create some kind of outside racks that are monitored during the bike valet hours.
- some kinda city-sponsored bike theft insurance, likely in combination with the semi-monitored approach above (I could even get used to photographing it properly locked every day if that would help)

To be clear, my next best option is to take another 25 minutes to ride back home, then another 5 to ride by cheap bike to 19th st bike valet. I will be late to work every day.

Thanks for listening!

Daniel Erwin



## Heath Maddox

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**From:** BART Customer Service <webcustomerservices@bart.gov>  
**Sent:** Wednesday, March 16, 2022 9:24 AM  
**To:** Heath Maddox  
**Subject:** FW: Re: Case 00280275: more bicycle infrastructure [ ref:\_00Dd0hrYV.\_5006T1w6R9y:ref ]

Hi Heath:

Customer comment (sent 3/11/2022 7:27 PM). Thanks.

Samson

----- Original Message -----

From: Xander Johnson [REDACTED]  
Sent: 3/16/2022 9:11 AM  
To: webcustomerservices@bart.gov  
Subject: Re: Case 00280275: more bicycle infrastructure [ ]

I think in San Francisco and Oakland stops more generally it's most noticable.

Thank you

On Tue, Mar 15, 2022, 2:14 PM BART Customer Service < webcustomerservices@bart.gov> wrote:

> Hello Xander:  
>  
> Thank you for feedback. Was there a specific station?  
>  
> Regards,  
>  
> Samson Wong  
> BART Customer Services  
>  
> =====  
> Case 00280275: more bicycle infrastructure  
>  
> Xander Johnson  
> [REDACTED]  
> often all the all bike spots are full. we need more support and space  
> for bicycles on Bart. Caltrain has a great system... so many people  
> and so many bicycles!  
>  
>  
> -----  
> Check Before You Go! Sign up for email and text alerts about BART  
> service, improvements, and emergencies at <https://www.bart.gov/alerts>.  
>  
>  
ref:\_00Dd0hrYV.\_5006T1w6R9y:ref