

MINUTES

Chairperson Rick Goldman called the meeting to order at 6:04 p.m.

Attendees

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, Tracy Jacks, RD Frazier, Allison Quach
- BBATF members absent: none

Item 1: Introductions

Additional attendees:

- BART staff: Steve Beroldo, Heath Maddox, Rachael Factor, **Monica**, Mack Sowers
- BART Board of Directors: Robert Raburn
- Guests: Steve Mace, Phoenix Magnum

Item 2: Approval of the minutes

The minutes will be approved at the October meeting.

Item 3: General discussion / public comment

- Scott Mace: Can anyone shed light on Ashby Bikehub parking costs and operating costs? What is BART doing to subsidize costs?
Steve explained that there are different contracts for parking operations. He can provide more information on this.
- Steve Beroldo: Rick Goldman presented on behalf of the BBATF to the BART board and did a great job. Director Raeburn agreed he did a great job and appreciated the effort. Rick summarized some of the questions the Board asked:
 - MacArthur station, regarding low occupancy of new bike parking station.
 - Bikelink card, there is some confusion around this. Steve Beroldo discussed challenges regarding the Bikelink.
 - E-BART cars and their ability to accommodate bikes. Steve described that there are challenges to bring bikes on the e-BART cars. The cars are not designed to accommodate bikes. Riders can bring bikes on but space is constrained.
 - Funding to implement projects identified in gap network studies.
 - Retrofitting stair channels.

Item 4: Safe Routes to BART – Rachael Factor

The Board adopted a station access policy in 2016, which set access mode share target to achieve an active mode share of 52% by 2025. In 2015 the active mode share was 44%. This is an aggressive target, which resulted in \$135 million from Measure RR allocated to active transportation improvements, including \$25 million to a Safe Routes to BART (SR2B) grant program. SR2B will help partner agencies implement active transportation projects off BART property that would connect to

BART stations, expanding state access choices and making it safer and easier for all riders to use the system. The program is currently under development; initial elements include:

- Types of projects: Funding infrastructure projects that clearly promote active access to BART stations.
- Location: Projects must be 100% located within Alameda, Contra Costa or San Francisco counties. San Mateo County is to be determined.
- Coordination with partners: Projects must have a minimum of 35% design complete, matching funds (amount to be determined), letters of support.
- Number and frequency of cycles: At least two cycles, will be predictable and standardized.

Jurisdictions would need to apply for the grant and a selection committee, made up of BART staff representing multiple departments, congestion management agency staff, and advocacy groups, would review the projects. The projects would be reviewed among seven criteria that related back to the performance metrics.

BART staff anticipate releasing the call for projects in early 2020 and are starting to do outreach with cities to let them know this is coming.

Questions

- Will BART present to the BBATF before selecting projects?
Rachael responded that this will be possible if the BBATF is interested.
- Regarding the “Better Experience” criteria by which the projects would be evaluated, how would these be scored?
Rachael read the exact language about this – essentially it is about improving lighting and not removing seating.
- Is anyone going to involve disadvantaged communities in meeting the criteria for #4, equitable services?
Rachael agreed this would be important, perhaps addressed through ensuring partnerships and outreach to specific communities by the proposer.
- Is there anything in terms of timeline for when the projects would break ground or be completed?
They are evaluating a goal of 1.5 years for construction or 3 years for design and construction but understand they need to be flexible.

Item 5: Bike and Scooter Share – Heath Maddox

There are a variety of bike and scooter share systems around the bay area near BART stations, including:

- Baywheel (owned by Lyft): There are eight BART stations that have Baywheel docking stations on them. They recently deployed hybrid (can dock or not) electric bikes that are only accessible through the Lyft app, but these have been removed from circulation because multiple bikes spontaneously caught on fire.
- Hopr: Recently launched a new dockless bikeshare system.

- Oakland: Five different scooter companies have been approved to operate 1,000 scooters each. They are working on a parking corral concept especially near 20th and Broadway.

BART is working to develop property use agreements that include developing corral areas for dockless mobility devices. This would be a vinyl ground sticker that would show where to park.

Questions:

- Could BART receive a per-site fee from bike and scooter share companies, for marking out the parking areas?
There is not much of a cost to BART other than the use of space. BART is charging a license fee to cover the cost of the parking area. There is a concern about what would happen with dockless bikes potentially being dependent existing infrastructure.
- Are the mobility share companies held liable for injuries related to parked bikes?
There are indemnity clauses in the agreements.
- The BBATF would like to be kept up to date as things progress.

Item 6: Updates on Fleet of the Future redesign – Steve Beroldo

The decision was made for the fleet of the future (FOTF) design to remove the bike racks and replace that with two bike bar designs in cars instead. It is an extensive process to redesign this but is in progress. BART is attempting to design the bar more similar to the legacy fleet instead of the original bar design in the first set of FOTF cars. BART is also interested in determining a more functional long-term design.

The bike straps are being implemented on legacy cars throughout the system.

Questions and comments:

- What is the delivery schedule for the updated design and/or cars using it?
Steve will ask about this but it is early in the process.

Item 7: Accessible fare gates – Steve Beroldo

Steve described the inventory of accessible fare gates, BART's plans to add accessible fare gates to the system, and new stickers to show priority use for accessible gates.

Questions and comments:

- Regarding access program, what are the acronyms?
These are the groups within BART who leads implementation.
- The idea is to get rid of the swing gates to alleviate fare evasion?
Yes, this is part of it.
- What are the requirements about how long the accessible fare gates are supposed to stay open?
This is unclear.