BART Bicycle Advisory Task Force Meeting
Dec. 7, 2020

MINUTES

Chairperson Rick Goldman called the meeting to order at 6:05 PM.

Attendees

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, RD Frazier, Allison Quach, Tracy Jacks
- BBATF members absent: Phoenix Mangrum

Item 1: Self-introductions of members, staff, and guests

Additional attendees:

- BART staff: Heath Maddox, Kamala Parks, Rachel Factor
- BART Board of Directors: Robert Raburn
- Guests: Jeremiah Maller (Alameda County resident), Carol Brazil (Alameda County resident)

Item 2: General Discussion / Public Comments

No discussion items were raised.

Item 3: Approval of minutes

Approved. Jianhan Wang moved to approve the minutes. Jon Spangler seconded the motion. The motion passed unanimously.

Ayes: Allison, Jianhan, Jon, Katie, RD, Rick, Tracy
Nays: n/a
Absent: Phoenix

Item 4: Safe Routes to BART grant awards. (For Information)

Rachel Factor provided an update. BART is working toward increasing active access from 44% to 52% and have developed a grant program to support this. Projects in San Mateo and Santa Clara counties are not eligible to apply. BART received 12 applications and awarded funding to four projects while leveraging 80% of funding:

- Powell Station – 5th Street Improvement Project
- Fremont Station – Walnut Ave/Liberty Street Projected Intersection
- Pittsburg Station – BART Ped/Bike Connectivity Project
- Dublin/Pleasanton – Iron Horse Trail Bridge and Dublin Blvd

They anticipate opening the application process again in Spring 2022.

Questions and discussion:

- If COVID didn't happen, how many more people walking or biking do you anticipate these projects supporting? (Jianhan Wang)
  We are not able to predict what this mode-shift looks like. We hope it moves the needle and hope the intercept surveys help us understand this.
- Do you plan to continue breaking this into $3-5 million chunks, and does the Spring 2022 timing for the next round reflect changes due to COVID or was this always the plan? (Jon Spangler)
  We may have done it sooner but are constrained due to resources right now and want to be conservative with timing. We also want to be able to do analysis and evaluate how we are doing.

Item 5: Station-specific suggestions for Preferred Path of Bicycle Travel improvements. (For Discussion)

Heath Maddox provided an overview. He and Steve Beroldo are working to identify preferred paths of travel for each station and improvements that could be made to make it easier for people to get to the station via bicycling. Heath shared the work they have done so far for the MacArthur station as an example. They identified the main routes of access and where some elements could be added to improve wayfinding and access. They plan to do this for each station and are interested in feedback for the group about the stations they are most familiar with.

Questions and discussion:

- Regarding MacArthur, will the buses still be there in the future? (Jon Spangler)
  Yes, they will still be there, and we have to consider the curb use. We want to alleviate the potential for conflicts.
- At Hayward station, pre-COVID, a lot of people use the accessibility area as a drop-off point and block the ADA ramp that is near the bike lockers. This prevents people from using the ramps. There is a separate drop-off point that is supposed to be use for vehicle drop-off. (Jianhan Wang)
- At Fruitvale station, there are no obvious signs for bike circulation. (Jon Spangler)
- What is the timeline for this effort? Could you share mark-ups like the one for MacArthur as they are developed? (Allison Quach)
  There is no specific timeline, it is just something we are doing when we have time and are not working on other projects. Yes, we can share mark-ups as we go and share with the Task Force.
- Will there be improvements to make at the San Francisco station? (Rick Goldman)
  San Francisco and downtown Oakland stations are not a high priority for us to evaluate because they do not have much above-ground BART right of way.
- It would be helpful to have bike-share stations included as part of way finding improvements. (Allison Quach)
- Will BART have the funding to implement these improvements? (Katie DeLeuw)
  Projects from previous plans are done and these path-of-travel station improvements could be funded through capital funding.
- The blank concrete walls offer opportunities for wayfinding. (Jon Spangler)

Action: BBATF members should share station-specific suggestions via email to Heath and Steve.

Item 6: Oakland Alameda Access Project (OAAP) (For Action)

Jon described the project – details are on the website: oaklandalamedaaccessproject.com. Some people in Alameda do not think the proposal does enough because it does not include a bike/ped bridge on the south end of the island to Jack London square area. This is largely a vehicle movement project, however the City of Alameda was vocal about there being nothing in the project for them initially. They were able to secure funds to study a bike/ped connect and could lead to long term improvements.

The group discussed the project. Jon suggested the Task Force request an in-depth presentation on this, potentially jointly with the Lake Merritt plaza development. The OAAP is being led by Caltrans and Alameda CTC and we could ask them to present to us. As it ties into BART access, the long-term goal in Alameda is to improve the Alameda and Oakland side of the bridge to improve access to Fruitvale station. Jon would like to request a joint presentation on the Lake Merritt station area plan and the OAAP with regards to the connectivity to BART both at 12th Street and Lake Merritt stations, from Oakland and Alameda.

Action: Heath will reach out to Alameda CTC to request a presentation on this topic.

Item 7: Proposed changes to BBATF by-laws: All. (For Action)

Jon reviewed the changes to Section 7 of the bylaws. Changes include:

- Significantly consolidated the updates about virtual meetings.
- Clarifying that agendas to provide all necessary information to participate in the meetings.
- Updating voting procedures to reflect virtual meeting when necessary.

Discussion needed around the potential to increase the number of meetings to support the Task Force in better achieving what is set out in the Charter. Jon is requesting that we update "at least six (6)" to "at least eight (8)."

Clarification needed about whether it is appropriate to post draft minutes per section E.1. Heath will follow up with BART Legal about whether this should be removed from the bylaws.

Action: Heath to verify with BART Legal about removing the section about posting the draft minutes (Article VIII).

In Article IV – Membership, Jon observed that the edits that the Bylaws Committee had made were confusing. Jon has been working to clarify the language around at-large membership and the potential to have up to 15 members or up to 18 members if the at-large positions and all the county-specific positions are filled.

Action: Bylaws Committee will reconvene to discuss and refine Article IV and bring all the final draft back to the full Task Force in February for approval in April.

Action: Heath to discuss with Steve when and how often they should notify nominating agencies about the Task Force vacancies, and potentially develop some best practices for this.