

BART Bicycle Advisory Task Force (BBATF)

Meeting Minutes: February 4, 2019

Task Force Members Present: Rick Goldman (Chairperson), Katie DeLeuw (Vice Chairperson), Jianhan Wang (Secretary), Jon Spangler, RD Frazier, Tracy Jacks.

Absent: Allison Quach, Craig Hagelin, Mary Ann Blackwell.

Item 1 Self-introductions

BBATF members

BART Staff: Heath Maddox, Aaron Weinstein, Maureen Wetter, Kamala Parks

BART Director(s): Robert Raburn

Item 2 General Discussion and Public Comments

- A. Robert - followed up on email regarding arrest based on an e-locker break-in at MacArthur. BikeLink saw that the M.O. of the suspect was similar. He appealed to the chief of police to prosecute the suspect. He also noted that SFPD was able to reunite a bike with its owner by calling BikeLink with the sticker number that they found.
- B. Jon provided tips on successfully transferring to a new Senior Clipper card for being 65+ years old.

Item 3 Minutes of the previous meeting were approved.

Item 4 Fleet of the Future (FotF) Bike Rack Evaluation. Critique by task force members on experience testing new racks: Aaron Weinstein and Maureen Wetter

- A. Rollout of new trains - currently running 4 trains - 3 to SF, 1 on Warm Springs - Richmond line. They arrived at a point where they feel like they are getting good data on the new train cars. All the surveying they intended to complete are complete. They feel like they've collected enough data to make some final key design decisions:
 - a. How much square footage on each train car should be devoted to bikes, wheelchairs, etc.?
 - b. Tradeoff between 4 seats vs open space/bike space.
 - c. For each bike space, should it be a bike rack, leaning bar on the FotF cars, or should it be a combo?
- B. Surveys were conducted on the new trains and somewhat on the old trains. However, they weren't getting enough input from bicyclists which led to Aaron's team adding online-surveys for them.
- C. Aiming to wrap up data collection by April BBATF meeting prior to the April BART Board meeting.
- D. Aiming to primarily listen to BBATF members for feedback this meeting.
- E. Jon commented about just one bike space per car not being enough.
- F. Jianhan shared his observations with riding a new train car with a bike rack:
 - a. The decals are good for wayfinding, but he was confused by only one decal since there are 2 bike spaces on older cars.
 - b. Commented about variance between the bike racks based on usage and only being somewhat stable.

- c. Noted that a bike wheel stuck out into the door entrance area when placed in the rack closest to the wall of the train car.
- d. Testing various ways of putting his bike into the rack led to a preference for the bike bar + strap combo instead of the rack designs.
- G. Jon shared the photos he took and agreed with Jianhan's suggestion on bike bar preference.
 - a. Reiterated the clearance issue and suggested shortening the length of the bike rack bars.
 - b. Noted that his bike had more utility attachments to it like a front pizza rack.
 - c. Noted confusion by other passengers about what the space was for.
 - d. Noted vent location and little potential for longer straps to block any part of it.
 - e. Suggested making use of the loops on top of the bike racks or using a strap around the bike rack.
- H. Rick noted that it was tough to get enough speed to get his front wheel in deep enough for good stability.
- I. Jianhan noted an issue with one of the racks leading to leaning of his bike in a weird, unstable way would lead to his bike falling over within 20 seconds.
- J. RD asked about the design of the bike rack – BART is using a modified design based on one used in the Netherlands.
- K. There are currently only 4 cars out there with bike bars (currently been running on the yellow line - 4000 series - Pleasant Hill - Daly City - according to Maureen). No one on the BBATF has had any experience with using a bike bar since they are so rare to catch currently.
- L. Robert asked about a photo to show where the leaning bars were on the new cars. He also commented about the racks not supporting front-wheel-in. The bike will lean on the steering tube one way or another too much and tip over.
- M. Jon suggested tying a strap to help keep wheels stable to the rack.
- N. Heath commented that 17 inches would be the minimum even with vertical offset for high-capacity parking which there does not seem to be in between each rack. Aaron noted that they kept the one in the middle just in case the bikes parked on the outer two were skinny enough or could support one in the middle.

Item 5 Network Gap Study Phase II. Wrap-up of phase I findings and discussion of station selection for phase II: Kamala Parks

- a. There is a deadline in June to wrap up Phase 2 Stations and site visits.
- b. BART staff targeted cities that are easier to get a response from. The more jurisdictions a station is under, the longer and more difficult responses are to get.
- c. Reminder that the study is not aiming to obtain funding, but to prioritize things for everyone to see.
- d. Stations that aren't on the gap study right now (held up by the delay in Prop 6 funding which hopefully won't be the case the next fiscal year) will likely get opportunities next year.
- e. There is transit-oriented development going on around Colma station.

Item 6 Bike Space Straps. Review of strap tests/options and roll-out plans: Heath Maddox

- a. Gave an overview of how the straps have been developed with each prototype iteration.

- b. The original buckle only works with tension without lengthening another side of the strap too much or when both sides are tightened unequally.
- c. There were some suggestions made to improve the design of the strap to overcome the tension issue.

Item 7 BART Bike Parking Occupancy. Review and discussion of time series (2015-2018) data:
Health Maddox

- A. While there is a good amount of data, it doesn't show or explain exactly why some of the changes are happening. There may need to be more investigative work done.

Item 8 Review action items and proposed agenda items for next meeting: All

- A. Katie went over them with everyone.

Adjournment. Next meeting – April 1, 2019