

# BART Bicycle Advisory Task Force (BBATF)

Meeting Minutes: June 7, 2022

Task Force Members Present: Jon Spangler (Chair), Rick Goldman (Vice-chair), Tyler Morris, Jeremiah Miller, Phoenix Mangrum, Jianhan Wang, Bill Pinkham, Francisco Muñoz

Absent: None

BART Staff: Heath Maddox, David Silva, Paul Med, Sadie Graham

BART Director: Robert Raburn

Public attendees: Patricia S (Oakland BPAC)

1: Self introductions:

Proposal: Recording Meetings

Jianhan volunteered for rough June minutes.

2: General discussion / public comment:

1. Robert Raburn: Announcement - smartphone app for eLockers and eLockTechnologies; contract approved May 12th to retrofit lockers to use mobile app for access along with bluetooth technology. Encourage everyone to keep it brief as the agenda is jam packed for 2 hours.
2. Phoenix - visited Warm Springs last month; been selling it as a tourist destination. Was concerned about the elevator size. There were 2 cargo bikes along with some people. They met standards - moved fast, too.
  1. Out in the back, there is a cycletrack, car lanes, and sidewalks for pedestrians.
  2. The bridge is wide and comfy.
  3. Hope to not have too many stairs as it is a lot to carry up and down.
  4. Learned that the BART station won a national award.
3. Jon Spangler: Tilden upgrade bridge across the estuary. Unfortunately, it is far off.

3: Approval of April minutes:

Tyler and Jon proposed amend the minutes to include names of those in attendance.  
Phoenix moved. Jianhan seconded. With the amendments, all present voted yes.

4: Warm Springs/South Fremont BART Station West Access Bridge & Plaza Project: David Silva, BART Presentation:

Truss bridge across to the west side of the station for increased accessibility.

City of Fremont Project - led construction - ultimate owner & maintainer of plaza.  
BART provided oversight.

Bike features:

Bike channels on both sides

New elevator: 8' 5" x 5' 0" with passthrough configuration - enter on one side and exit out the other.

Will be open for service again in early February.

Q&A:

Bill: How much did it cost?

- David: Roughly \$24 million including change orders.

Jon: Are the stair channels on the west side of the bridge as the eastern side that we did not like?

- David: They are very similar - 4.5" wide. Same as the new standards that were created.
- Jon: We didn't like them and we got them fixed. The best stair channels are still at 16th and Mission.

5: Irvington Bike Station: David Silva, BART.

Presentation:

Started with a refresher on context on the station.

Close to Washington Ave and Osgood Road.

Intended to connect with East Bay Greenway - extend the existing East Bay Greenway South, crossing the bridge on the south side and onto Osgood Road to the extent adjacent to the station.

Gallegos Winery Site - collapsed during a prior earthquake. Planned to be turned over to the City of Fremont and renovated to become a park space.

Showed two video simulations

2 elevators on the east side.

One bike station on the east side.

2 elevators down to the platform on each side.

No escalators as...

- The height difference from concourse level and the platform level is not as much as some other stations.
- Escalators are very expensive to acquire and maintain. They break a lot.
- BATF feedback: redundant elevators are way more important than escalators.

No cabled bridge design.

Went over bike improvements nearby outside the project scope by the City of Fremont

East Bay Greenway:

The Bikeway will be constructed out of asphalt. Want to indicate sidewalks are for pedestrians.

Q&A:

Jon: How wide are the stairs?

- David: enough for one bike. Don't recall if it was ~6-7 ft.
- If you can look at widening the stairs - 9-10 ft. 6-7 ft is one person traveling in each direction.
- David: Unfortunately, it is not possible to widen the stairs connected to the platforms.

Francisco Munoz: Bike parking utilization expectation?

- 37,000 passengers; ~15% expected to be arriving by bicycling by 2040
- Follow up question: Was valet parking considered?
  - Not something that has been discussed.

## 6: Link 21: Sadie Graham, BART

Director for the Link21 program - led by BART and Capitol Corridor with oversight by the State Northern California Megaregion. Disconnected train/transit system - not competitive with cars. Increased trips between the 9 Bay Area counties and the counties nearby.

Aim to transform the various rail networks to be more connected for easier, more convenient, and increase ridership.

Contact information:

sgraham@bart.gov

Link21Program.org

Questions and Answers:

Bill: Will we be able to use all these forms of transportation using our Clipper card?

Sadie: Hopefully! Ideally before these all come on board. MTC is planning something. Don't know whether it will be Clipper or another card system.

Jon: Are you envisioning BBATF and BATF to advise Link21 from the beginning rather than during the process. How should we advise you about bikes? Or should there be a new advisory task force

Sadie: Have a lot of faith in BART with the BFS being continually updated. The input taken here will affect the BFS and that will impact how designs and construction goes down the line. Will engage with community members. Will be a few years before we get to station design - integrate

Tyler Morris: What in the end is the actual user-end result of integrating all of the broader regional transit systems and the impact of the systems that don't like to share budgets and funds and railway.

Sadie: New right of way between San Francisco and Oakland. The state is involved and gives funds through Capitol Corridor. The state rail plan is being updated.

Francisco Munoz: If I remember correctly, this will be the greatest greenhouse gas reducer with transit. What factors and scenarios were evaluated

Sadie: MTC did the model and methodology that I do not know the details of. Crossings 4:1 the traffic of other corridors.

Jon Spangler: Reading between the lines as everything is conceptual. Am I correct in assuming that the 2nd transbay tube will include something in addition to BART?

Sadie: They will likely not be all in the same tube. Their customer base can be different in different markets. Color of money is important during rail crossings. Want to make sure everyone is treated fairly. Long way of getting to yes.

Sadie: would love for you to sign up for updates on the project site to be notified of updates and when to be updated.

## 7: BART Bicycle Advisory Committee Application—Francisco Munoz: Heath Maddox, BART.

Grew up in Southern California. Never owned a bike as Los Angeles is very car-centric. Seeing the Bay Area and how much less car dependent it is with bicycles and transit being accessible.

Jon moved; Tyler seconded

Yes's: Jianhan, Jon, Phoenix, Bill, Tyler

No's: -

Abstains: -

#### 8: BART to Silicon Valley II: Jon Spangler

Wanted to bring up VTA.

Tyler: It seems like they want to build the station they want to build within the BART guidelines. Wary of the changes we can swing.

Jon: Wanted to bring up to VTA other possibilities. Twin bore and allow access on both sides of the street. We might not have weight as an individual group. A lot of transit advocates are concerned about the single bore process. What important issues do we see? What are we going to do about it?

Phoenix: We should have a presence there to be informed of the process. I don't mind.

Jon: Context: vertical layout is not preferred.

Preserves downtown activity during construction a bit better.

Shared the pros and cons of single bore vs twin bore. Differences in construction speed, affecting local, ADA access.

Find members who will engage closer with other influencers and stakeholders. Invite VTA back.

Francisco: Would like to know more about the impact of construction on the local residents. BATF involvement progress?

Jon: Their concerns are very similar to ours. Will draft a letter at night.

#### 9: BART Elevators Upgrade & Replacement: Jon Spangler.

Jon shared that there were changes to fix typos and make the letter more concise.

Tyler motions to approve the letter with amendments.

Yes's: Jianhan, Jon, Bill, Phoenix, Tyler, Francisco

No's: -

Abstains: -

Jon volunteered to present the letter at the next board meeting - Thursday 9 am.

#### 10: BBATF Member Local Updates: All

Updates by Heath:

- Change order contract with eLockTechnologies. Their app is fully functional - used the app to open at Ashby. None of the lockers can be read yet. Will be turning on access for all lockers all at once. Should go quick - by late summer and early fall to come online. Will be able to use the mobile app; upgrade the Ashby kiosk. Paid for by Measure RR funds.
- 19th Street Bike Station: Lease and Cooperative Agreement with City of Oakland have been updated for the current location for three more years, through June 2025. The Berkeley Bike Station will be open in July. New operator; considering some new ones.
- Ashby & Millbrae keyed lockers: 24 decrepit keyed lockers at Ashby were recycled. All but three were unrented. Six keyed lockers at Millbrae were recently replaced with BikeLink lockers, so the Millbrae

keyed lockers were moved to Ashby. BART has around 400 aging keyed lockers and over 1,800 eLockers. Keyed lockers are being phased out but are being left in place as long as they are functional and demand remains. ..

- Ashby Bicycle Boulevard Connector - drawings to be seen in August.
- From bike locker data: ridership seems to be rebounding more quickly than eLocker usage. Possible reasons for this are Remote and hybrid work models and it may be easier to bring bikes on trains with depressed ridership.

11: Recording BBATF Meetings: Jon Spangler

Secretary election scheduled for the next meeting.

Predict no further special meetings unless we take a field trip.

Adjournment. Next Scheduled Meeting August 1, 2022