

# BART Bicycle Advisory Task Force (BBATF)

Meeting Minutes: April 6, 2015

BBATF members:

Present: David Favello (Chair), Shirley Johnson (Vice-Chair), Rick Goldman (Secretary), Craig Hagelin, Mary Ann Blackwell, Jon Spangler

## Item 1 Introductions

Others: Steve Beroldo (BART staff), Nick Josefowitz (BART director, District 8), Alan Smith (Chair: BART Accessibility Task Force-BATF), Dave Campbell (Bike East Bay), Carolyn Rogers (general public)

## Item 2 Public Comments

- A. Alan commented on the issue of bicyclists blocking doors. Request for undercover BART police with bikes to educate public on rules/courtesy to other riders.
  - a. Request to discuss with BART police at a future meeting.
  - b. It was pointed out Bike East Bay has Bike Ambassador training that may be useful to BART.
- B. Carolyn Rogers commented on the restriction of no bicycles on crowded cars. As someone with tight time limitations, she found the restriction made BART too unpredictable to rely on for these time-critical trips.
  - a. Suggestion to try the last cars, which tend to be less crowded.

Item 3 Minutes for previous meetings were approved.

## Item 6 Discussion of proposed bike rule: walking bikes in all BART pedestrian areas.

- A. Alan Smith requested changes in the wording of the bicycle rules to emphasize where bikes need to be walked. Discussion of proposed changes.
  - a. **Present Rule:** Bicyclists must use elevators or stairs, not escalators and always walk bikes.
  - b. Alan wanted to further emphasize where bicycles should be walked. **Proposed Rules:** Bicyclists must use elevators or stairs, not escalators and always walk bikes inside the paid area of BART stations (concourse and platform; as well as on all sidewalks meant for pedestrians).
  - c. Proposed modification to separate vertical transport (stairs, elevators, escalators), and horizontal transport (sidewalks, platforms and concourse) rules.
  - d. There was a motion to propose modifications to the rules, which passed, but later there was request for further clarification before submitting an official request.

## Item 4 Review of Board decision on new rail cars.

- A. ~~Director Raburn had a question if~~ The question was raised whether control cars could be in the center of a train, with reference to Director Raburn's

suggestion at the Board meeting that control cars be configured different than non-control cars.

- a. Answer: Yes, control cars could be in the middle of long trains.
- B. Decision of configuration of first 10 test cars
  - a. 2 with family flex space at one end (one will be a control car)
  - b. 2 with family flex space at one end and bike racks at other end.
  - c. 6 with bike racks at one end (3 will be control cars).
  - d. Question was raised of providing some securing mechanism for bicycles in the family flex space. A couple hardware suggestions:
    - i. Bungee cords?
    - ii. Web nylon with fastex buckle?
    - iii. Steve will discuss with Aaron about possibilities
  - e. Unclear at this moment how the train will be configured during the testing phase.

Item 5 Review of Board Presentation: Annual Update on Bike Access.

- A. Steve distributed his presentation he gave to the board.
- B. Huge increase in bike access to BART (new bikes on BART rules)
- C. New rules had no effect on 80% of riders
- D. Key Issues from Station Agents and Train Operators:
  - a. Enforcement and visibility of bike rules
  - b. Lack of consequences for violations
  - c. Secure parking/bike theft
- E. Continuing to Expand Bike Parking
  - a. New Bike stations (19<sup>th</sup> St., Civic Center, MacArthur, Concord, Pleasant Hill)
  - b. 280 new eLockers (84 to West Oakland).

Item 7 Discussion on whether BART should attempt to provide lockers for cargo/extended bikes.

- A. There have been requests for this type of e-Locker
- B. Takes up more real estate, and are more expensive
  - a. Not clear how much more expensive
- C. With money available, it is hard to keep up with demand for basic bike e-lockers.
- D. BBATF requested to bring in manufacture to get more details on options/costs to see if feasible to accommodate extended bikes.

Item 8 Comparison of how Caltrain and BART manage bikes on board. Deferred to next meeting.

Item 9 Adjournment. Meeting adjourned at 8:06. Next Meeting June 1, 2015.