

# **BART Bicycle Advisory Task Force (BBATF)**

Meeting Minutes: April 2, 2018

Task Force Members Present: Rick Goldman (Chair), Katie DeLeuw (Vice Chair), Jianhan Wang (Secretary), Craig Hagelin, Jon Spangler, Mary Ann Blackwell.

Absent: None

## Item 1 Introductions

BBATF members

BART Staff: Steve Beroldo, Robert Raburn (BART Board)

Others: Megan Colford, Jean Walsh, Allison Quach, Tracy

## Item 2 General Discussion and Public Comments

- A. Jon Spangler mentioned the issue of a person leaving their bike in the wheelchair space and sitting out-of-reach of control. The bike bumped into Jon since it wasn't secure, so better signage telling riders to be responsible for securing their bikes would be helpful.

## Item 3 Minutes of previous meeting approved

## Item 4 LimeBike stationless bikeshare overview of operations and plans: Megan Colford

- A. LimeBike is backed by venture capital - \$130 million over 3 major rounds so far
  - a. 3 products - Standard bikes, ebikes, and electric small scooters
- B. Already launched in several Bay Area markets with increments of 100's of bikes in approved cities including South San Francisco, Alameda, Albany, El Cerrito, and Burlingame
- C. Megan mentioned that they're able to make fixes to their products pretty quickly – gave the seat post adjustment height example
- D. Katie commented on her good experience with them so far
- E. LimeBikes are designed to require much less maintenance than typical bikes
  - a. Airless foam tires
- F. A large portion of LimeBike trips start or end at transit centers.
- G. 24/7 support line in 4 languages with local support teams
- H. Discussion of parking issue
  - a. LimeBike does not tell their users that they can't ride the bikes into cities that have not approved LimeBike use.
  - b. LimeBike is working to gamify and reward good parking behavior as well as geofence no parking zones on the map in their app.
  - c. Steve mentioned potentially creating painted areas for dockless bikeshare bikes and racks to hold them upright. LimeBikes in particular have kickstands and do not need them.

## Item 5 Ford GoBike roll-out to date and plans: Jean Walsh

- A. Motivate powered 42 million trips in 2017

- B. Expanding to 7,000+ bikes in the SF Bay Area with a 10 year agreement with MTC, San Francisco, San Jose, Berkeley, Oakland, and Emeryville
- C. The bikes can be unlocked using a mobile app or Clipper card.
- D. Adopting use of bike trailers (pedal-assisted) to balance their bikes
- E. Also hires locally with cross training in balancing and maintenance
- F. Launching 250 e-bikes in San Francisco this month with no initial price increase
- G. A large portion of trips start or end at transit centers as well.
- H. Robert and a few others commented on the benefits of predictability of docked bikeshare for routines compared to dockless bikeshare.

Item 6 Update on member recruitment

- A. Steve provided information on prospective members
- B. 2 applicants who met the eligibility requirements for membership were approved:
  - a. Allison Quach representing San Francisco
  - b. RD Frazier representing Contra Costa County

Item 7 Fleet of the Future field trip logistics

- A. Steve commented on the difficulty of telling where the new fleet of the future train cars would be well in advance, so it would difficult to coordinate a group visit. They are currently running on the Fremont-Richmond line and looking to add another train made up of new cars.
- B. Robert mentioned that someone with a heavily loaded bike saw their bike's front wheel turn and fall over during turns while parked in the new parking racks. Testing the parking grips and other bicycle-related features needs to happen before 150 new cars get locked in.
- C. The BART Accessibility Task Force is also interested in test riding the new train cars.

Item 8 Staff updates: Steve Beroldo

- A. Steve showed the presentation of what happened in the past year with the 2017 Bike Program Capital Plan
  - a. Work is beginning on a Safe Routes to BART program
- B. When it comes to stair channels, wider is better for making use more feasible like at 16<sup>th</sup> St. Station. The channels at Warm Springs were designed to be very narrow to avoid risk of violating safety code. However, they are too narrow to be usable for a lot of people.

Adjournment. Next meeting – June 4, 2018