

BART Bicycle Advisory Task Force Meeting  
Dec. 2, 2019

**MINUTES**

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

**Attendees**

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, Tracy Jacks, Allison Quach
  - BBATF members absent: RD Frazier
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**Item 1: Introductions**

Additional attendees:

- BART staff: Steve Beroldo, Heath Maddox, Rachael Factor, David Silva, Paul Medfid
- BART Board of Directors: Robert Raburn
- Guests: Phoenix Magnum, Jeremiah Maller, Katelyn Stangl

**Item 2: General discussion / public comment**

No items for general discussion.

**Item 3: Approval of the minutes**

- June minutes: No corrections. Jon Spangler moved to approve the motion. Jianhan Wang seconded the motion. The motion passed unanimously. Ayes: 5 – R. Goldman, J. Spangler, K. DeLeuw, J. Wang, T. Jacks. Nays: 0. Abstains: 0. Absent: 2 – R. Frazier, A. Quach.
- August minutes: No corrections. Jon Spangler moved to approve the motion. Jianhan Wang seconded the motion. The motion passed unanimously. Ayes: 5 – R. Goldman, J. Spangler, K. DeLeuw, J. Wang, T. Jacks. Nays: 0. Abstains: 0. Absent: 2 – R. Frazier, A. Quach.

**Item 4: Evaluation criteria for Safe Routes to BART grant program – Rachael Factor**

Rachael Factor reviewed the Safe Routes to BART program. Under Measure RR, BART will provide up to \$25 million in grant funding to cities. The first cycle will be \$5 million for \$500,000 - \$1.5 million for projects within Alameda, Contra Costa, or San Francisco counties. Rachel reviewed the seven overarching project goals, which include some flexibility to get what they want within the grant program. Rachel described the policy criteria for and questions they will ask when evaluating project applications.

Questions and discussion

- Regarding the transit-oriented development (TOD) parking thresholds, how are these defined?  
This is different at different locations.
- How will jurisdictions find out about this opportunity?  
Go back out to stakeholders, post on social media, announce through standard communication channels.

- Who can apply?  
Cities or other public agencies, such as counties for stations in unincorporated areas.
- Regarding engaging disadvantaged communities, can you include a question about how these communities were engaged in determining the benefit or the project design?  
Yes, this can be added to the partnership criteria.
- Recommendation from BBATF member: When published, distribute to the bicycle advisory committees and advocacy groups to ensure cities find out about the opportunity, they can help ensure cities find out about it.
- Is there anything around project evaluation after the projects have been implemented?  
Yes, and we are working on that. BART would do some counts before and after the project.

**Item 5: Plan for bike access/parking at Irvington BART station – David Silva**

David Silva reviewed the Irvington BART station project. The original design concept included significant parking. In 2003, it was decided that the station would become optional and the city and BART would implement it later once funding was identified. Other challenges include the proximity of BART right of way to Union Pacific Railroad right of way, and the unique geometry of the site.

A lot has changed since 2003: bike/ped access policy, sustainability policy, codes and regulatory requirements, city policies and plans, increased cost of land and construction, completion of the Warm Springs station. BART is revisiting the station design now. Changes since the original design include: less parking, more elevators and no escalators, improved pedestrian connections, a smaller bus transit facility based on changes to the AC Transit schedule. The overall footprint is a lot smaller and right of way impacts are smaller.

In addition, the connections to the Eastbay Greenway are improved. The project will extend the greenway to the station to the south part of the site. The City of Fremont can continue it south of the station. David reviewed the design for bike access and BART's anticipated access mode split. They estimate 335 people arriving by bike by 2040, and are accommodating about half of that in terms of parking.

At the station, people with bikes will be able to use bike channels on the stairs or the elevators to get to the platforms. There will be a bike station for bike parking on the station concourse level, with space for up to 80 bikes. Additional bike parking would be located outside the station.

David reviewed implementation phasing associated with the approved site plan. Design will occur through 2022, with procurement in 2022-23 and construction starting in 2023. They are targeting a late 2026 station opening.

Questions and discussion

- What are flex schedule buses?  
AC Transit has been piloting these buses, which people can call through an app and meet at a nearby station.
- Can people biking use the pedestrian connection instead of going past it and around?  
Yes, they will be able to do this.

- The Eastbay Greenway is a two-way bike path?  
Yes.
- Going east on Washington, do you expect people will use the left-turn lane to turn in to the station, or the crosswalks?  
Either would work, whatever people are more comfortable with.
- Recommendation from BBATF member: Include a dedicated left turn bike signal at the intersection of Washington and Driscoll/Osgood. This would be a much safer way to approach the station.
- Is there bike parking within the paid area included in the current design concept?  
No.
- Can additional bike parking be provided within the paid area?  
BART staff can look at this and see if more bike parking can be provided within the paid area.
- Can we build in the capacity to accommodate higher demand for bike parking if it increases in the future?  
We're dealing with real world constraints right now, but do want to be able to expand as needed. Irvington is a relatively smaller station, but we want to leave it open to change in the future.
- How useful are the outdoor stand-alone racks?  
They are used, it's good to offer options for people who have varying needs and preferences for bike parking. Plus, this allows us to claim space for bike parking that could be upgraded in the future if needed.
- What if AC Transit changes their bus routes and the need for the bus facility at this station?  
The facility is designed to be flexible, already accommodating more than what AC Transit requested.
- Will this need to go back to the board if the phasing changes?  
We will go back to the board for updates, but they are aware of phasing and their approval has already been built in.
- How much funding is allocated for this?  
Funding has been provided for planning, environmental and design/engineering. Additional funding is needed for right of way acquisitions and construction.
- What happens to the bike access if only phase 1 is built?  
The main change is if you're approaching from the west side. However, the city is committed to completing all the phases.
- Regarding the 9% bike mode split, are there design elements that could further encourage bike access?  
The surrounding bike network and lighting would encourage bike access.
- How was the bike mode split calculated?  
We average about 5% bike access at most stations. We have a goal of trying to get to 8%. Given the environment, 9% seems like a realistic target.

**Item 6: Request to endorse the SF BAC's resolution calling for reconsideration of Caltrain bike-car layout for electric trains – Jon Spangler**

Jon reviewed the resolution and provided background. Katie DeLeuw made a motion to endorse the resolution. Rick Goldman seconded the motion. The motion passed unanimously. Ayes: 6 – R. Goldman, J. Spangler, K. DeLeuw, J. Wang, T. Jacks, A. Quach. Nays: 0. Abstains: 0. Absent: 1 – R. Frazier.

Rick Goldman made a motion authorizing Jon to go to the Caltrain Joint Powers Board meeting to verbally endorse the resolution if SF BAC and Bikes on Board group agree this is a helpful approach. Katie DeLeuw seconded the motion. The motion passed unanimously. Ayes: 6 – R. Goldman, J. Spangler, K. DeLeuw, J. Wang, T. Jacks, A. Quach. Nays: 0. Abstains: 0. Absent: 1 – R. Frazier.

**Item 7: Review of member terms and vacancies**

Katie reviewed the member vacancies. Tracy, Jianhan, and Katie all are reaching the end of their 3-year terms in 2019 and have agreed to extend them. There is one vacancy for Alameda County, and also one application from Phoenix Magnum. There are two vacancies each for Contra Costa and San Mateo counties, and three vacancies for Santa Clara County.

The BBATF reviewed Phoenix Magnum's application. Rick Goldman made a motion to approve Phoenix joining the Task Force; Jon Spangler seconded the motion. The motion passed unanimously. Ayes: 6 – R. Goldman, J. Spangler, K. DeLeuw, J. Wang, T. Jacks, A. Quach. Nays: 0. Abstains: 0. Absent: 1 – R. Frazier.

**Item 8: Staff updates: Clipper on BikeLink Pilot, Accessible Fare Gates, Dockless Mobility Partnerships – Steve Beroldo**

Steve reviewed the BikeLink Pilot. Discussion occurred around technologies used for this, options to reserve lockers, integration of Bikalink and Clipper cards, security of the Bikalink lockers, and increased use of the Bikalink system with the Clipper card.

Steve also provided updates on accessible fare gates and dockless mobility partnerships. Steve will follow up on the locations of dockless parking areas currently in the system.

**Item 9: Review action items and proposed agenda for the next meeting**

The group reviewed the action items. The next meeting will be Feb. 3, 2020.