

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

Meeting Minutes: August 6, 2018

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

Absent: None

## Item 1 Self-introductions

BBATF members

BART Staff: Susan Poliwka, Steve Beroldo, Heath Maddox

BART Board: Robert Raburn

Others: Tracy Jacks, Rahman Batin

## Item 2 General Discussion and Public Comments

Robert Raburn commented that bike theft reports have been on a downward trend and thief arrests have been growing – 2 arrests were made in the past 2 months. Bike lockers were the target of a couple of attacks.

Item 3 Minutes of the previous meeting were unanimously approved

Item 4 Tracy Jacks' application to join the BBATF was reviewed and unanimously approved

Item 5 Network Gap Study, presentation of project to date and next steps: Susan Poliwka

A. Phase 1 - being optimistic as if they would go through with it, starting with 10 focus stations

a. Identifying system-wide recommendations

B. \$77 (57%) of RR allocation towards investments (\$135 M) are going to active access

C. Report will be given after completing the study

D. Reviewed BART Station Access Typology and Policy

a. Station Types: Urban, Urban with Parking, Balanced Intermodal, Intermodal - Auto Reliant, Auto Dependent

b. The 10 stations were selected based on where they are at and where they aspire to be in collaboration with the city they're in. A station of every type was also included.

E. Step 3 (current): Develop a list of recommended access investments and cost estimates for each Focus Station

F. Draft Global Recommendations

a. Vision Zero

b. High-visibility crosswalks over 2 stripes

c. Traffic Signals

i. Pedestrian countdown signals

ii. Pedestrian clearance intervals (adjust for walking speed for children and elderly)

- iii. Auto pedestrian recall - no need to detect pedestrians, the signal will be given automatically.
- iv. LPIs (Leading Pedestrian Intervals)
- v. Protected left turns
- vi. Bicycle detection - inductive loops and camera
  - 1. Jianhan commented in favor of cameras, it's good for also detecting slower pedestrians.
- vii. Station Area Wayfinding
- d. Clearer directions for bicyclists and pedestrians to get into and out of the station safely.
- e. Rahman asked about keeping light posts capped on the top to reduce light pollution towards the sky.
- f. Make navigating routes through parking lots easier and clearer for those walking and biking.
- G. The draft report is currently being reviewed by stakeholders.
- H. Robert Raburn commented about creating a pedestrian-level mall at two BART stations.

Item 6 Irvington Station, review of access design elements: Susan Poliwka

- A. It will be located halfway between the Fremont and Warm Springs stations.
- B. It has a long history of being identified as a good station to construct.
  - a. Due to limited funds, it was prioritized as an optional station, so the City of Fremont was on the hook for funding it.
  - b. The approval of new measures led to the feasibility of bringing the station online.
- C. Planning Phase - Scope
  - a. Station Site & Area Plan; Environmental Review.
- D. The station information site on the City of Fremont's website and will receive a major update soon - <https://fremont.gov/2977/Irvington-BART-Station> .
- E. Heard a mix of feedback from the 2 community meetings so far.
  - a. The City has committed to permit-only parking in the residential neighborhoods nearby due to concerns of their parking being overly used by BART riders.
  - b. Feedback has been leaning toward less parking space so that there will be less impact on their neighborhoods.
- F. The Hayward Fault Line runs right by the Irvington Station.
- G. There are some property parcels that would need to be purchased depending on the station design.
- H. The City of Fremont has been very active in improving bike infrastructure (protected bike lines, their first protected intersection, etc.).
- I. East Bay Greenway (separate project) - looking into options to continue the path past the overpass where it stops currently.
- J. Developed 3 alternatives (not developed in full detail); the difference depends on parking.
  - a. Will not go over 925 car parking spots regardless of which alternative.

- b. May include a pedestrian path on the east on the section that is already elevated at the Washington / Osgood intersection.
- c. Alternative A; all parking spots are on the east side of the rail tracks and uses up the least amount of land.
- d. Alternatives B and C have increased land use and a larger number of parking spaces.
- K. All alternatives will have bike parking at ground level and in the elevated concourse.
- L. Robert asked about the possibility of the City being able to rezone the land east of Osgood for high-density residential across from the station if the space was not used for parking.
- M. Jon commented that Alternative A seems to be the most sustainable option of the 3 with the highest expected number of people getting to the station by walking and biking.
- N. Due to Union Pacific's high clearance requirements, a pedestrian ramp is not feasible at adequate grade without making it a monster.
- O. Katie commented that the BBATF can write about elements of the alternatives to support the selection of which alternative.

Item 7 BBATF Letter of Support to BART Board for station access project: Jon Spangler, Katie DeLeuw.

- A. The letter was unanimously approved.
- B. Jon commented that the point of the letter is to express appreciation for efforts to improve bicycle and pedestrian safety and access.
- C. August 9th at 9 am is the next BART Board Meeting; Jon Spangler will be representing the BBATF to present the letter (recommended by Robert)

Item 8 Dockless Mobility Devices at BART stations, review of proposed BART policy: Steve Beroldo

- A. The goal is to acknowledge the benefits and challenges shared mobility devices (electrically powered) bring.
- B. Make sure that the companies provide proof of insurance.
- C. There is great potential for good and bad.
- D. If there are no bike racks that they can use without taking parking space from others, they will need to reimburse BART for the purchase of new racks.
- E. Robert commented on the sharing of data - it is beneficial to BART as well as BART's partner, AC Transit; Uber, Lyft, etc. like to not disclose usage data as it is proprietary.
  - a. There was a discussion about requiring it to gain better insight into the impact the devices make and bringing it up to an equal standard as with AC Transit.
- F. Jon commented on the response time to be 2 hr response time 24/7 - the devices might be left in areas that block the paths of passengers with disabilities.

Item 9 BBATF by-laws, review of roles and responsibilities for staff and members – moved to be put on the agenda for the next meeting

Adjournment. Next meeting – October 1, 2018