

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

Meeting Minutes: October 1, 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, Tracy Jacks.

Absent: None

## Item 1 Self-introductions

BBATF members

BART Staff: Susan Poliwka, Heath Maddox

BART Board: Robert Raburn

Others: JoAnne Lauer, Linda Willis, Pam Bovner Susie Hufstader

## Item 2 General Discussion and Public Comments

- A. Robert commented that 19th St Bike Station will be closing at 8 pm instead of 9 pm from today onwards.

## Item 3 Minutes of the previous meeting were approved

## Item 4 Network Gap Study, presentation of station specific recommendations: Susan Poliwka

- A. Background: BART Board passed an access policy that leads them to shift proportions of access modes at all station. The Network Gap Study focuses on 10 stations to begin that change.
- B. A draft report will be released in a few weeks and shared through Steve Beroldo.
- C. Susan commented that they worked hard to get something that everyone can agree upon.
- D. The BBATF voted in favor on taking a deeper dive on a few stations, especially the problematic ones - San Bruno, Hayward, Concord, and El Cerrito – rather than go over all stations.
- E. Went over global recommendations
  - a. Vision Zero - adopt Vision Zero policies for all modes of transportation
    - i. Susie commented that it is such a huge issue that isn't wholly related to the other recommendations that are more infrastructure focused and can become controversial. Jon responded that some of us want BART to consider it and that the infrastructure changes help move us toward safer access and lower collisions (Vision Zero).
  - b. Traffic signals
    - i. The major change is automatic pedestrian recall so that no button presses are necessary to trigger a walk signal
    - ii. Pedestrian clearance time – ensuring that people who may be slow can still make it across safely.
    - iii. Leading Pedestrian Interval - allows for pedestrians to go first before cars get the green light.
    - iv. Protected left turns.

- v. Accessible Pedestrian Signals - transmit info to visually-impaired ped with audible signals & vibration.
    - vi. Bicycle detection - traffic signals that can respond to bikes.
  - c. High-Visibility Crosswalks
  - d. Station Area Wayfinding
  - e. Lighting - Pedestrian-oriented lights both on & leading to BART property
    - i. Robert made a comment that the crosswalks should be better illuminated as well.
  - f. Pedestrian & bicycle routes through BART parking lots
    - i. Providing more direct routes for pedestrians and bicyclists to stations (caveat: didn't look at these from an accessibility perspective for people with physical disabilities).
  - g. Directional curb ramps - construct 2 ramps at each street corner; leading directly into each crosswalk.
  - h. Complete Streets training - for BART planners & designers as well as cities with BART stations.
- F. Preface about recommendations for all stations:
- a. Took a look at things that can be achieved in the short-term; not long term (e.g. 30 year project).
- G. El Cerrito Plaza - Balanced Intermodal -> Urban w/ Parking
- a. A representative from Bike East Bay, the mayor, and several city staff participated in the study tour.
  - b. There is a recommendation about extending a bike lane on Fairmount Ave.
  - c. Recommendations came from Susan, the consultants, and city staff.
  - d. The circle was the target range for people walking, so they went slightly beyond the radius to note things for people riding and high collision areas.
- H. Hayward - Balanced Intermodal -> Urban w/ Parking
- a. Hayward has a lot of issues. Went over various points:
    - i. They are considering a two-way cycletrack around the loop, but the specific recommendation is TBD.
    - ii. Widening bike lanes on A St. to be at least 5 ft.
    - iii. Jianhan commented on B and C Streets – disposal containers and cars stopping and parking in bike lanes, and inadequate lighting.
    - iv. There was a comment on the safety concerns of Hayward station itself.
  - b. Susan mentioned that they rely heavily on comments from people who ride a lot.
- I. San Bruno Station
- a. Katie commented about an intersection crossing with buses that people most likely won't know where to go unless they research it ahead of time.
  - b. Heath mentioned that a Fixit station may be installed at the station soon.
  - c. There was some discussion about improving access for the Japanese community.
- J. Concord Station - Intermodal Auto-reliant -> Balanced Intermodal
- a. Flashing beacons are recommended to be added at some intersections.
- K. Castro Valley - Auto dependent -> Intermodal Auto-Reliant
- a. Point B1 (Castro Valley Blvd) - evaluate class IV separated bikeways.

- b. Point B2 - Consider 2 stage left turn onto Norbridge Ave from Redwood Rd.
- c. Jon commented about the pedestrian signals being too short for people who aren't capable of walking very fast like some of them demand.
- L. Susan requests that everyone read over the draft report - feedback is crucial.

Item 5 Alameda County Bike/Ped Plan, review of recommendations for Castro Valley area: Jon Spangler

- A. Jon was appalled by his visit to Castro Valley Station on the conditions there, 3 pm on a Wednesday. He showed everyone the photos that he took there.
- B. JoAnne Lauer presented her first part of the presentation.
  - a. AC Public Works B&P Master Plan Update
    - i. Got a lot of comments and feedback from the community.
  - b. The Castro Valley MAC is not in favor of any bicycles.
    - i. They are very pro driving; their solution to parking being filled is to build more parking despite a lot of people showing up to speak for bicycles. The loss of even one car parking space is enough for them reject a major proposal.
    - ii. They convinced the local businesses that bikes are not good for business.
  - c. The loss of Paul Keener who was the most forward thinker at AC Public Works has the agency hanging in limbo.
  - d. Community survey results
    - i. Challenges:
      - 1. Drivers are not aware of people walking and biking.
      - 2. Bike lanes are missing on many streets and roads.
      - 3. Traffic volumes are too high.
  - e. Their goal is the fan the flames of those in the community to support changes in favor of bicycle safety and access.
  - f. Turned over part of the presentation to Linda.
- C. Linda delivered her part of the presentation.
  - a. Use public art to:
    - i. Increase pedestrian and bike access to/from BART.
    - ii. Reduce vandalism and graffiti.
    - iii. Enhance placemaking and improve station and community ambiance.
    - iv. Inspire community identity and civic pride.
  - b. Vision: Add public art installations & other accessibility amenities at Castro Valley BART.
    - i. Proposal Items:
      - 1. Add BikeHub services - bike valet, repair, & rental.
      - 2. More art to main BART lobby & include art in the escalator lobby.
      - 3. Add art & pop-up retail to the kiosks in front of the BART station.
      - 4. Add art to plain bike boxes.

5. Replace the mosaic bench sponsored by the Hayward Farmer's Market with a bench sponsored by Castro Valley & add additional seating.
  6. Add Class 2 bike lanes to Wilbeam Ave to connect BART to downtown.
- D. JoAnne Lauer wrapped up the presentation.
- a. Bottom Line
    - i. Lots of common ground with BART
    - ii. Challenges for bikes sharing busy roads with cars
    - iii. Support local community efforts to improve the appearance & safety of bike routes to BART.
    - iv. Continue to focus on secure parking to increase bike access, reduce theft, and encourage cyclists to not bring bikes on trains.
- E. Jon:
- a. Bike Stations must meet certain standards.
- F. Castro Valley is the only station in unincorporated Alameda County.
- G. Jon commented that BART potentially has a huge impact in the Castro Valley community with regards to walking and biking.
- H. Susie mentioned that consultants want to put the class IV recommendations on a long-term objective list instead of on a map so that it is less objectionable by the MAC, but she isn't in favor of it since it doesn't show visually what people want ideally.
- I. Jon connected Susan with a traffic engineer from Alameda County
- a. With Paul Keener's death, efforts toward the new development have basically stopped
    - i. Alameda County Public Works Agency doesn't have anything presentable to show and take to action on since work in that direction has stopped.

Item 6 Bike Space Straps and Signage, update on strap deployment plan and discussion of additional signage needs: Heath Maddox and Jon Spangler

- A. Straps - Heath
- a. The current plan is to have 2 straps per bar.
  - b. The design has been finalized - procurement is in progress.
  - c. Comments on the length of the straps - they seem very short relative to the length of initial straps evaluated.
    - i. They would be effective at best for just the first bike leaning against the bar
    - ii. Heath mentioned that the straps cannot be longer since any longer would disrupt the car's HVAC system.
    - iii. Jon suggested adding a retractable strap near where the bars are bolted to the car.
  - d. Heath will look into whether it would be possible to fix the straps to the bar far enough away from the HVAC vents, such as in the middle of the bar, so that they can still be long enough to fit more kinds of bikes.
- B. Signage Revision - Jon

- a. Leaned bikes do not mean secure bikes.
- b. Issues:
  - i. What do cyclists on BART always need to do?
  - ii. Subject to bike rules are vague
  - iii. Why only in English?
  - iv. Advanced vocabulary
- c. Rick commented that people don't necessarily have to stay with their bikes at all times if their bikes are secure.
- d. Jianhan suggested, "Ensure that your bike is secured to the bar at all times."
- e. Heath mentioned that according to BART Bike Rules, people should stand near their bikes at all times in the train cars.
- f. Suggested Language
  - i. Graphic/Visual Signage to make it easier for people to understand.

Item 7 BATF Coordination, discuss opportunities to coordinate work of both groups and attend BATF meeting: Rick Goldman

- A. Their meetings are on Thursday afternoons - a lot of people cannot make it.
- B. Jon said that he would try to make those meetings.

Item 8 Staff Updates, Fleet of Future bike rack evaluation, Berkeley bike station relocation, Task force participation in Google group: Heath Maddox

- A. Planning a field visit to a train hopefully around our typical meeting time.
- B. Berkeley bike station relocation:
  - a. Working on a city permit to enter; but it might not be approved.
  - b. Heath is working on a contingency plan to addition existing racks within the station.
- C. Legal said no to a Google Group for task force participation.
- D. Walnut Creek construction update:
  - a. A Fixit station has been added, but it has been vandalized already.
  - b. The police hub station will be separated from the bike parking area.

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

Adjournment. Next meeting – December 3, 2018