

BART Bicycle Advisory Task Force (BBATF)

Meeting Minutes: December 3, 2018

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

Absent: Mary Ann Blackwell and Tracy Jacks

Item 1 Self-introductions

BBATF members

BART Staff: Steve Beroldo, Aaron Weinstein, and Heath Maddox

BART Board: Robert Raburn

Others: Nick Ferreira

Item 2 General Discussion and Public Comments

A. BART Fleet of the Future (FotF) feedback – Aaron Weinstein

- a. Aaron is BART's Chief Marketing Officer. He was assigned to the special project of leading design for Fleet of the Future cars and bike rack design in coordination with Bombardier.
- b. For background information on the FotF cars and updates on their implementation, visit <https://www.bart.gov/cars> .
- c. BART is conducting a survey to solicit feedback on the bike spaces in the new train cars. They have hired contractors to ask people at stations for feedback and will be installing green signs that also ask people to complete the survey online at <https://bart.gov/bikespace> .
- d. Aaron shared physical copies of the Fleet of the Future: New Train Car Survey and the Fleet of the Future: Bike Survey with attendees.
- e. They are currently tasking various configurations for bike spaces. Currently, there are 2 bike spaces per train car and 2 options for use of the bike spaces: the "bike racks" or "bike bars"
 - i. Bike racks are the ones with 3 wheel-holders intended to hold 3 bikes
 - ii. The bike bars are ones that were intended to mimic the bike space bars on current trains, but due to the structural design, are currently placed several inches lower than the ones on current trains. While the current design may seem to have it placed in an awkward position, it can be modified to support a more intuitive or convenient position. Surveys are asking for feedback on those bike bars as well as the bike bars on the current non-FotF train cars.
 - iii. They have designed the sides of the trains to support structure modularity, so the "bike racks" and "bike bars" can be plugged in or taken out relatively easily.
- f. The new train cars are no longer being designed from scratch, so they're looking for critical issues that need to be addressed and critical changes that need to be made. Other feedback, comments, and suggestions can be made to fofdesign@bart.gov .

- B. Robert commented that Antioch Station is basically inaccessible by bicycling or walking since it is very dangerous. The bike lane that approaches it is in between two fast-moving full-traffic lanes where cars turn right from.

Item 3 Minutes of the previous meeting were unanimously approved.

Item 4 Bike space straps and signage. Presentation of options for longer straps and review of potential bike space signage improvements: Steve Beroldo and Jon Spangler

- A. Steve and Heath visited the Hayward Train Shop and spoke with the engineers on the ventilation issue to see if there was a good way to get bike strap designs that work effectively for holding bikes and not block the vents that suck in air nearby.
 - a. Jianhan suggested constraining the strap to an optimal point on the bar so that the overall length of the strap could be extended without possibly getting sucked into blocking a vent.
 - b. Steve commented that the engineers were not interested in a stop or protrusion solution when Steve and Heath talked to them about it.
 - c. Robert suggested using the foam covering on the bars to control and keep the straps in the middle by splitting the large foam piece into two segments.
- B. Steve came up with the idea of extending the length of the strap on the shorter segment to help make it easier for the longer segment to wrap around a bike and reach it without increasing the overall length of the strap.
- C. The buckle mechanism will need to be revisited.
- D. Jon suggested adding an elastic piece to it where at rest, it keeps the length of the straps within the limited length, but it can be stretched when used for an additional 3 to 6 inches.
- E. In continuation on the signage discussion from the previous meeting, it seems like it is an appropriate time to change the wording or guided instruction from “Bicyclists must hold their bikes while on the trains” to “secure your bicycle at all times” and/or graphical depictions of the right vs wrong way to do that (to overcome language barriers) as straps are planned to be installed in all the old train cars.

Item 5 On-board test of new train “bike racks.” Group “field trip” to test bike racks/bike space on new train in revenue service (arrived at 19th St Station ~6:07 pm): Steve Beroldo and Heath Maddox

- A. Fenders, front and rear racks, and front baskets were pointed to out to be possibly conflicting with the intended use of “bike racks” currently being tested.
- B. All meeting attendees except Heath went to catch the new train cars, but the trains were too full to bring any bikes on board – even one was very optimistic.
- C. Rick commented that all the bike racks were on the opposite side of the train car, so they weren’t easily accessible.
- D. Though this has been in the works for a while to get the BBATF to test the new FotF train cars with as many of the members as possible, Steve suggested that he can share the schedule of the FotF trains now for BBATF members to individually ride on and test the racks and bars with their bikes.

Item 6 BART bike task force by-laws. Discussion of roles, responsibilities, and expectations as outlined in adopted by-laws: Steve Beroldo

- A. The distinction between a Bicycle Advisory Committee (BAC) and Bicycle Advocacy Organization (BAO) was discussed – some counties have both and some may only have one. In counties that have both, appointments to the BBATF rotates each year between the two. This was overlooked when the by-laws were changed to allow 3 representatives per county in the power-balance dynamics.
- B. While there might be a power-balance issue, it seems like it is not a major issue at this point as both the BAC and BAO would want essentially the same thing from BART.
- C. Aside from where to look at the appointments, Jianhan suggested updating the vice chair role to include keeping track of action items since the current and previous vice chairs have been doing that.
- D. Jon, Allison, and Katie will be forming a subcommittee to update the by-laws.

Item 7 BART bike parking occupancy data. Discussion of data collected in October and options to address stations with high levels of occupancy: Steve Beroldo

- A. Steve mentioned that a new bike station will be coming to Fremont Station.
- B. 12th and 19th Street Oakland Station BikeLink lockers are by the City of Oakland.
- C. 19th St Oakland Bike station will have 400 spaces in the future.
- D. BART removes abandoned bikes every 3-4 months.
- E. Steve has 3-4 years of parking occupancy data, so it would be good to see what the trends have been.
- F. Heath has the lead on designating space for dockless bikeshare bikes.
- G. Steve also mentioned that they will be testing eLock Technologies' new double decker bike lockers (6th generation overall) with a lift-assist soon at North Berkeley. The first installation is in San Francisco by a private organization.

Item 8 Review action items and proposed agenda items for next meeting: All

- A. Katie mentioned that she knows someone who lives in San Francisco and works in San Mateo and might be interested in joining the BBATF.
- B. Robert commented that BART Police no longer records bike theft in their daily log – only arrests. The bike theft records can be followed in the quarterly report to the board instead.

Adjournment. Next meeting – February 4, 2019