

MINUTES - FINAL

Chairperson Rick Goldman called the meeting to order at 6:02 PM.

Attendees

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, Phoenix Mangrum, RD Frazier, Allison Quach
- BBATF members absent: none

Item 1: Self-introductions of members, staff, and guests

Additional attendees:

- BART staff: Heath Maddox, Aileen Hernandez, Patrick Quinn
- BART Board of Directors: Robert Raburn
- Alameda CTC OAAP: Brandon Wong, HNTB; Joy Sharma, Alameda CTC; Gary Sidhu
- Guests: Jackie Phillips, San Leandro resident and prospective member

Item 2: General Discussion / Public Comments

Jon Spangler inquired about bike parking at the new BART headquarters on Webster Street. Heath Maddox responded that the move is in progress. There is bike parking for staff but it is not clear what bike parking will be available for guests. Guests may be able to bring their bikes into the building.

Action: Heath will provide an update on this at the next BBATF meeting.

Item 3: Approval of minutes

The BBATF will review and approve the April minutes at the September meeting.

Item 4: Embarcadero Station Platform Elevator Capacity and Redundancy Project: Aileen Hernandez & Patrick Quinn, BART. (For Discussion)

Aileen Hernandez and Patrick Quinn gave a presentation about the project. They are required to conduct public outreach due to the Safe and Seamless Mobility Quick Strive Program. Aileen reviewed the grant application schedule. The project will include a new interior elevator at the north end of the station, a new set of stairs that are wider than the existing, and refurbishing the existing elevator. Patrick reviewed the schedule and budget and gave an overview of the design.

Questions and discussion

Jon Spangler: Where does the other \$14 million of committed funds come from?

Aileen responded that this is a mix of funds, MTC, OBAG, SFCTA, Measure RR and BART operational funds.

Jon Spangler: If the stairs are only 6 inches wider – what would it take to increase the street level to BART platform continuous vertical capacity?

Patrick responded that this may never be possible because the platform is a center platform, directly underneath Market Street. There is no way to go from the platform up because it would hit the street.

There is another study in place to look at the four Market Street stations to add street level elevators that go to the concourse levels. BART is seeking funding for this study.

Jianhan Wang: Can you clarify the existing elevator that will be refurbished and which levels the serves? Will there be an elevator that allows for direct transfer between Muni and BART?

Patrick responded that they will redo the plumbing and bring into state of good repair, and it will go from Concourse to Muni and not travel to the BART platform. At the end of the project there will be 3 independent elevators. Using an elevator to transfer between Muni and BART would allow for fare evasion because there are no fare gates. BART puts elevators within the paid area.

Katie DeLeuw: Is it possible to widen the landing between switchbacks on the stairs to allow for easier movement when switching direction while carrying a bike? Can the elevators have front and back doors to make it easier to enter and exit? Will the size of the elevator accommodate longtail bikes like cargo bikes?

Patrick responded that they will look into these items.

Item 5: Oakland-Alameda Access Project Overview & Update: Joy Sharma, Alameda County Transportation Commission. (For Information)

Joy Sharma shared a presentation that included: overview and purpose of project, who is involved, and the bike and pedestrian safety and access improvements, the project schedule.

Rick Goldman: Will this improve bicycle access inside the tube?

Brandon Wong responded that they will connect the tube to Webster in addition to Posey. They tried to improve it as much as possible with the existing space constraints.

Jianhan Wang: The project proposes car parking. Are there any plans for additional bike parking anywhere? Or raised crosswalks for pedestrian safety?

Brandon Wong responded that they do not plan to use any of the identified car parking area for bike parking at this time but this could be negotiated. There are not plans currently to raise the crosswalks but they are propose high-visibility crosswalks, signal improvements, removing right turn on red, pedestrian lead signals, and bulbouts.

Jon Spangler: Where does the funding need to come from to build a bike/pedestrian bridge? The tube is not safe. Also, can you address the issue of congestion in the tube from people trying to get on to 880?

Brandon Wong responded that, similar to existing conditions, a driver would need to loop around on 7th to access the freeway. Joy Sharma responded regarding the bridge. There are several bike improvements on the Alameda and Oakland sides. A bike/pedestrian bridge is a City of Alameda project and it's related but being led by the city. The improvements for OAAP will not preclude the bridge from being built. The additional connections on the surface level will complement the future bridge.

Rick Goldman: Given the history of the project, why do you think this time the project will move forward and how will you pay for it?

Joy Sharma responded that the team has been doing a lot more stakeholder engagement and have a lot more support for this project than in past years. There is a funding gap but ACTC is working to close it with partnering agencies.

Rick Goldman shared a concern about doing the road improvements and running out of money before they get to the bike improvements.

Item 6: BART Bicycle Programs & Projects Updates: Heath Maddox, BART. (For Information)

Heath shared an update on bike programs and projects:

- Hiring: BART is looking to hire another access position.
- Bike stations: All stations have reopened now except the part-time retail facility in Pleasant Hill. There are two contracts up for approval by the board on 6/24: Bike station operations and maintenance for \$2.5 million and the Bikelink locker management.
- Berkeley bike parking: Approval by the board in April to negotiate a new lease for the downtown Berkeley bike parking area.
- Stairway channels: Design being done in house by BART staff to add stairway channels at 7 stations. Fabrication is slow; hope is for them to be constructed in summer/fall 2021.
- Bike rack: BART has funding for two more of these – 12th Street and MacArthur stations.
- Lafayette bike station/pathway project: City is constructing according to BART specifications. Bike parking and connections will improve. BART is working through the details of funding currently.
- North Berkeley BART access project: Mariana Parreiras is managing this for BART, to address bike circulation at this station. This is being done in coordination with a bunch of improvements the City of Berkeley is leading. There is double-decker bike locker that will be included at this station.
- Ashby station: Bike improvements for people traveling through the station and improve connections on both sides. There will be a separate bike entry that leads to the bike station and widen exit on west side of station.
- Micromobility: Construction at Balboa on a TOD project and there is a Baywheels bikeshare station that needs to be removed. Oakland has scooter shares. Fremont has Gotcha which will relaunch with scooters and bikes, BART will be locating new corrals. Richmond has a grant and is getting ready to launch and has requested a bikeshare station at El Cerrito del Norte station.
 - Allison Quach: How long will construction of the TOD project at Balboa be? What is the usage of the bikeshare program at this station?
- BART is designing or building many of the projects that were lined up in the Capital plan. Heath had been working on the preferred path of travel for each project but has not had time to continue and may look at getting consultant support for this.
- Jon Spangler asked about the Master Bike Plan. Director Raburn was under the impression that Eisen|Letunic was engaged.

Item 7. Proposed changes to BBATF by-laws: Jon Spangler. (For Discussion)

Heath explained that there needs to be two successive readings of the bylaws. Jon explained that it has been a heavy lift. The language in today's meeting is the same language as presented in the February meeting. Jon moved to preliminarily approve the amended bylaws dated January 2021. Jianhan Wang seconded the motion.

BART Bicycle Advisory Task Force Meeting
June 7, 2021

Aye: Allison Quach, Jianhan Wang, Katie DeLeuw, Phoenix, Rick, Jon, RD

Nay: none

Abstain: none

Item 8: Task Force Member Recruitment: All. (For Discussion)

Heath shared that he has been reaching out to nominating organizations to recruit more Task Force members. There are a few people interested from Alameda County, including Jackie who is at the meeting tonight. After the amended bylaws are approved, Jackie can join as an at-large member. Phoenix and Rick will follow up with some people that they know who may be interested. Jon suggested Heath reach out to Caltrain/Samtrans staff. Katie will follow up with the Silicon Valley Bicycle Coalition.

Agenda items for next meeting

- Jon suggested receiving an update from the City of Alameda on the bike/ped bridge
- Director Raburn suggested receiving an update on the Safe Routes to BART program

Action: BBATF members to send other ideas to Heath.