April 2022 BART Bicycle Advisory Task Force Minutes

1. Self-Introductions of members, staff, and guests
2. General Discussion
3. Approval of minutes. Approved 3-0
4. Election of Secretary: Deferred to Next Meeting
5. Approval of BBATF Member Application for Rick Goldman as at-large member
   a. Motion Approved unanimously
6. VTA’s BART Silicon Valley Phase 2. Bernice Alaniz and Erica Roecks, VTA
   a. Phase 1: 10-mile extension, 2-stations, opened in 2020
   b. Phase II: 6 miles, 4-stations.
   c. Santa Clara County not part of the BART district.
   d. Santa Clara County pays cost to build, BART will operate and maintain
   e. Better Bike Plan 2025 to get to BART stations
   f. 4 Contract Packages (Systems, Tunnel & Trackwork, Newhall Yard and Santa Clara Station, and 3 other stations.
7. Station Access
   a. Using BART station access hierarchies (walk, bicycle, transit, pick-up/drop-off, parking)
   b. Expected Ridership in 2040. Downtown biggest (27,900) to 28th St. (6,700).
   c. Bike Parking Spaces at each station (75% lockers or bike station spaces; 25% racks)
      i. 28th St. 250
         ii. Downtown: 270
         iii. Diridon: 190
         iv. Santa Clara: 240
   d. 28th Street: could accommodate TOD in the future.
      i. Adding stoplights on 28th Street
      ii. Build sidewalks on both sides
      iii. Raised mid-block crossing.
      iv. Class 1 and Class 2 bike parking is planned.
      v. Stairs channels on preferred bike routes
   e. Downtown San Jose station
      i. Multiple bike lanes around the station
      ii. Paseo behind primary station entrance
      iii. Widen sidewalks near BART entrance
      iv. High Visibility crosswalks
      v. No pick-up/drop-off zone except ADA
   f. Diridon Station/Google West
      i. Google West building bike lanes
      ii. Updated traffic signal timing to be provided for pedestrian priority
      iii. No parking, but do provide loading zone
      iv. Class 1 (longer term, secure) and Class 2 (simple racks) bike parking
   g. Santa Clara Station
      i. Next to CalTrain station
      ii. Existing Pedestrian Undercrossing
      iii. Many proposed bike lanes
iv. New roadway (Champions Way) to include a two-way Class IV bikeway.

v. Bike lanes on Brokaw.

vi. Class 1 and Class 2 bike parking, and a bike station.

h. Vertical Circulation
   i. Preferred bike routes will include stair channels (unless preferred rout is to use the elevator).
   
   i. myVTA to get more info (www.vta.org/bart).

8. Q and A:
   a. Bike Lanes around 28th Street are not there yet. Will they be built in time? BART thinks so.
   b. Look at Decrease height of steps: Not possible in small footprint of the station
   c. Space for bike and scooter share at station: Will be accommodated.
   d. Cost: somewhere between $7 billion (SCCTA Est) and $9 billion (max fed funding).
   e. Why no entrance on both sides of Santa Clara Street? Due to tunnel design (stacked configuration), and safety/security concerns.

9. BBATF Member Local Updates
   a. Bill Pinkham (CC): Richmond Parkway needs a bridge over 23rd street/Carlson Blvd. There is a design but need to find money. Safe Routes to Transit? TDA?
   b. Robert Raburn: Caltrans working on San Pablo corridor
   c. Tyler Morris (SF): SFMTA ready to launch multi-modal study as part of a new bicycle master plan.
   d. Jon Spangler (AL). Noticed some bike access issues to San Leandro BART station.

10. Next Meeting May 9th 6-8pm