

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

### **Meeting Minutes**

**August 7, 2023 6:00 p.m. – 8:00 p.m.**

BBATF Members: Jon Spangler (Chairperson), Rick Goldman (Vice Chairperson), Tyler Morris (Secretary), Marc Hedlund, Francisco Hulse, Jeremiah Maller, Phoenix Mangrum, Francisco Muñoz, and Bill Pinkham.

Chair Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on August 7, 2023, at 6:00 p.m. via Zoom link <https://us06web.zoom.us/j/87698053757>

Meeting called to order at 6:05 p.m. by Chair Jon Spangler

In attendance:

BBATF: Jon Spangler (Chair), Jeremiah Maller, Bill Pinkham, Francisco Muñoz, Francisco Hulse, Tyler Morris (Secretary), Phoenix Mangrum

BART Staff: Heath Maddox (Liaison), Rachel Factor, Matt Lewis

BART Directors: Robert Raburn

Guests:

Cedar Makhijani, Michael Sacks, Robert Prinz (Bike East Bay)

Absent:

Marc Hedlund

Agenda with Minutes follows as:

1. 6:05 pm Self-Introductions of Members, Staff, and Guests: All. (*For Information*)
  1. Jon Spangler calls meeting to order, welcomed guests and colleagues, and kicked off introductions
2. 6:13pm General Discussion and Public Comment: Jon Spangler. (*For Information*)
  1. No general comments
3. 6:14pm Approval of June 2023 BBATF Minutes: Jon Spangler. (*For Action*)
  1. Jeremiah Maller motioned to approve, Rick Goldman seconds
  2. Unanimously approved
4. 6:15pm Approval of BBATF Member Applications: (*For Action*)
  1. Sebastian Harper – San Francisco County
    1. *Not present at the first mention, to be revisited at the October meeting*
  2. Cedar Makhijani – At-large
    1. Bill Pinkham motions to approve, Jon Spangler seconds
    2. Unanimously approved
  3. Ashley Von Edge – At-large
    1. *Not present at the first mention, to be revisited at the October meeting*

5. 6:19pm North Berkeley Transit-Oriented Development Bicycle Access Update: Rachel Factor, BART Station Planning. (*For Information*)
  1. Jon opens with contextualizing concerns on the developer's presentation and approach
  2. Rachel mentions developer holding community meeting back in May, various community activities for input, announcement for site plan upcoming later in the year (September/October)
  3. Heath mentions context:
    1. North Berkeley access improvements projects currently under construction - on city streets and BART property
      1. Extended in-house project - new bike parking, BART parking lot, etc.
      2. Most of the improvements will be kept, but some of the TOD development may change existing development
  4. Rachel presents preliminary developer concept
    1. 2 years of community meetings and discussion
      1. Site was zoned through this process
    2. Primary goals:
      1. Making site pedestrian-friendly
      2. Reducing parking
      3. Connection to Ohlone Greenway
    3. 750 new homes, 50% affordable, ~300 resident parking spaces, ~100 BART parking spaces
    4. Strong feedback that the site did not integrate well with Ohlone Greenway, was too circuitous and resulted in a re-imagining
      1. Intent was always to have Ohlone be an accessible and primary route to access the station - not intended to direct bicyclists to streets
  5. Jon mentions gratitude at having seen the preliminary developer concept - winding path shown in the preliminary developer concept fits his understanding of the feedback
  6. Jon asks question on timing
    1. Rachel recommends attending community meeting - BART Board will not review until after entitlements
  7. Bill questions about connectivity to Shattuck Ave
6. 6:33pm El Cerrito Plaza Transit-Oriented Development Bicycle Access Update and Letter from BBATF: Rachel Factor, BART Station Planning. (*For Information and Action*)
  1. Rachel presents El Cerrito Plaza TOD slides
    1. Slide 1
      1. Station located in suburban area presented issues with parking constraints - addressed in planning
      2. Community engagement throughout, beginning in 2019
      3. Winter 2020: Holliday Development selected as Developer
      4. Awards: \$24M for access improvements, \$1M state allocation
      5. Spring 2023 - El Cerrito approves Parcel A

6. Summer 2023- El Cerrito approves remaining 5 buildings
7. Construction to start as early as Q4 2024, Parcel B patron replacement parking in 2027
2. Matt Lewis - BART Project Manager speaks to slides beginning with 'Overview'
  1. Slide 2
    1. Right section of slide contains Master Plan snippet
    2. Phase 3,4 will have space for a city library, the other will have space for a cafe
    3. Phase 5 will have affordable (80% medium income - higher but no additional subsidy)
    4. Phase 6 market rate building, also will incorporate Ohlone Greenway changes
    5. 266 resident parking spaces for 743 new units
  2. Slide 3
    1. Overview of renders for concepts - left image is library space, right is expanded Ohlone Greenway
3. Rachel returns to speaking
  1. Slide 4 - BECCAP
    1. Many of the corridor improvements are not in BART's control. Have put together into a plan but many are not on BART property
  2. Slide 5 - El Cerrito Plaza Station specific recommendations
    1. Ohlone Greenway improvements
    2. Users mentioned increased desired and feeling of safety with better lighting - would be a separate study and project on its own
  3. Slide 6 - Access Plan Curb Use
    1. Busway is currently 1-way circular, will be consolidated to just the West side of the station as bus-only (with some taxi access), ensuring that on the east side, bike-ped activity will have vehicle conflicts reduced/minimized
    2. Provides space for current and future service
    3. Library in Parcel C West still under discussion - but could have loading on SW corner (top left on diagram)
  4. Slide 7 - Access Plan Pedestrian Access
    1. Clear pedestrian access from ADA parking
    2. High-visibility crosswalks and bulb-outs, clear wayfinding across the station
  5. Slide 8 - Access Plan Bike Access
    1. Central Ave - current proposal was to have two-way cycle tracks
    2. City is doing their own study to possibly consolidate to one side, and then south of Richmond to be double
  6. Slide 9 - Thank you and Links
  7. Questions
    1. Michael - what's the rationale for parking proximate to BART?
      1. Rachel - process started at 0 parking for the sites, but currently El Cerrito has 740 spaces - extensive analysis

contained in the BECCAP page determined ideal spots - lots of people in the hills who don't have access to reliable bus systems, people with mobility issues, people with multiple stops (kid pick-up, drop-off). Started at 250 max and board adopted 0-250 range. Working with developer identified 100 spaces. BART is not putting money into the parking - it's all coming from grants

2. Michael - follow-up - unconvinced that people will be parking in 5 years
  2. Bill - also concerned of parking and the sequence of building. Because there are so many people coming to the lot currently. Thinks that the garage should be built first - possibility of displacing existing drivers.
    1. Rachel - garage is one of the first phases, working with the city to identify paid parking spots - funds can be channeled into the management
    2. Bill - doesn't think there's that much parking there, need to allow for residents to park, street parking might be a mistake
  3. Cedar - second the idea that any parking at a BART station is too much (100 spots -> 1500 people on a train). what do 'bike stations' encompass?
    1. Rachel - bike stations will be similar to Ashby station - a place where people could park their bikes in a room. BikeLink lockers will continue.
      1. Jon - we will likely see the bike stations later on in the design process
  4. Robert - thank you for the great presentation and the hard work. Bike East Bay is working on the areas around BART - San Pablo Ave is a current focus. City of El Cerrito is already working on protected bikeway, BEB is focused on making sure it comes down to San Pablo Ave. Oct 7 - campaign event - movie screening at El Cerrito theater envisioning the future of San Pablo Ave.
  5. Jon - could the parking structure be designed to be repurposed in future away from parking / easily demolished?
7. 7:00 pm Safe Routes to BART Grant Program Round 2 Awards: Rachel Factor, BART Station Planning. (*For Information*)
1. Cycle 3 Update - moving quickly to add an extra cycle
  2. BART Station Access policy - carved out \$25M for BART access from Measure RR funds
  3. Goal is to shift the needle on how people get to BART stations - get the cities to
  4. Goals
    1. Looking for projects that are ready to go
    2. Impact mobility
    3. Equitable

5. SR2B cycles
  1. Two rounds already
  2. Listed on slide
6. SR2B Cycle 3
  1. Up to \$16M
  2. Funding awards between \$500k and \$3M - up from \$1M cap previously, hoping to attract more projects with the higher cap
  3. Need to be highly supported by the city (30% minimum match)
  4. At least 35% design
  5. Can be delivered in 1.5-3.5 years
  6. Scoring criteria directly related to the goals of the station access policy
  7. Inquiry forms Due August 10 - presuming good response, call for projects will come Late September 2023
  8. [www.bart.gov/sr2b](http://www.bart.gov/sr2b) for more info
  9. Questions
    1. Francisco M - is the construction funding new for Cycle 3?
      1. Rachel - no, just the funding cap raise - came from advice from ATCT - cities are burdened and lower cap might not be attractive
    2. Jon - Improvements planned for Fernside and Tilden and Blanding for access
    3. Tyler - what is the intended merit of the grants - lay groundwork or bolster existing?
      1. Heath - one of the key criteria is project readiness - intent is not to give seed money to a project for 10 years
8. 7:17 pm BART to Silicon Valley Phase II Extension Santa Clara Valley Transportation Authority (VTA) Responses and Letter from BBATF: Jon Spangler. *(For Discussion and Action)*
  1. Jon - considered that we might have a letter written in response to VTA's responses. Would like to solicit input from members
  2. Heath presents VTA responses
    1. DTSJ and Little Portugal stations
      1. DTSJ has much more exit trips in the morning whereas Little Portugal has more starting trips in the morning
      2. Francisco M - was satisfied by the bike parking explanation - operating on the assumption that bike parking is more relevant for 'entry' trips than exit trips
    2. VTA bike access / parking demand methodology
      1. Jon - APBP recommendations - does this align with BART's policies?
        1. Heath - not clear but 9% of 2040 trips needing bike parking seems reasonable. Want to prioritize flexibility for future changes
    3. Existing BART station references?
    4. Elevators - double-sided
      1. BATF has desire for single-sided entry and exit

5. Elevators out of order
  1. Heath – VTA’s response indicates a possible misinterpretation - bike escalator  $\neq$  bikes on escalators - Google campus in Seattle is installing a Dutch bike escalator
    1. Heath looking into similar possibility for BART as a pilot
    2. Michael - suggestion for stairway channels as a partial implementation - seconded by Francisco H
    3. Francisco H - has BART studied ferry’s implementation?
      1. Heath - that has emerged in conversations with Seattle importer company
6. Addt’l entrances to Diridon and DTSJ
  1. Jon - when one side of a busy station (Market st) gets closed off - many organizations have pushed for two entrances with Diridon and DTSJ for improved access. Station re-design in the spring has included steps that will make it easier to open those second entrances. No direct progress towards that and VTA response is nebulous, would like to keep pressure on to push for that.
  2. Tyler - seconds applying pressure, but also would like to acknowledge and thank VTA for their answer to these questions and for the detail - reflective of overall high engagement from VTA - personally appreciated to see how engaged they have been in comparison to other local agencies
  3. Jon - agrees, changes from single to double bore indicated high amount of engagement and flexibility
7. Elevator size
  1. 6:45 pm BART Bike Program Updates: Heath Maddox, BART Customer Access. (*For Information*)
    1. Pg 42 - charts
      1. Monthly Volumes at BART bike stations vs. ridership, by station
      2. Monthly Volumes at BART Bikekeep Smart Racks vs. Ridership
      3. Monthly Rentals at BikeLink Bike Lockers and BART Bike Stations vs. BART Ridership
        1. Added BayWheels stations on BART property
        2. Francisco M - curious if BayWheels is also coming from other modes
          1. Heath - surveys indicate that trips from other modes (car, walk, transit) are coming to BayWheels, but ridership is priority
        3. Robert Prinz - toured a number of new apt. buildings at TOD developments - for better or worse the city’s bike parking standards appear not great - never any enforcement. Bike cage at MacArthur station has been under-utilized. Could cages be used by residents in the near term?

1. Heath - bike sitting long term would become a target. Not sure long-term use is something BART would want to encourage.
2. Jon - would like to investigate possibility of the discussing the sub-par during the October meeting. Robert to consider further and follow up as needed
2. Improvement diagrams
3. Stairway channels - grant funding to expire quickly - working in-house to finish quickly before the end of the year
  1. Materials choice for friction - stainless steel is slippery, trials using grip tape (maintenance headache), diamond-plate steel to provide a bit better friction, expanded steel would get dirtier but could have more friction
  2. Michael Sacks
    1. concrete for channels with texture? Heath - lots of work on material choice, concrete has been considered and not desired
    2. One-way channels on more stairs? Heath - right side could be preferred for drivetrain
    3. Parking at stations? Heath - 700 to 100 is impressive, better than what he might've hoped for. Hope it will be built in such a way that
  3. Robert - narrower stairs would likely prefer right side channel - can bring people to test it once done
2. 8:10 pm Future Agenda Items: All. (*For Discussion*)
  1. Jon - look at current design standards and identify if there should be texture on bottom of stair channels - maybe a rubber mat? Industrial floor, stairs as inspiration. Can we push stair channel further with BART facilities staff
  2. Heath - new members
    1. Sebastian Harper – San Francisco County
    2. Ashley Von Edge – At-large
  3. Jon - Letter to VTA
  4. Tyler - revisit conversation around submitting letters more quickly?
  5. Jon - technology we're using - meet live? Any difficulties, let Heath know and that could be an agenda item if needed. In-person communication seems to be more effective

Meeting adjourned at 8:17 p.m. by Chair Jon Spangler

Next meeting is called for by Chair Jon Spangler on October 2, 2023 at 6:00p.m.