

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

**NOTICE OF MEETING AND AGENDA
BART Bicycle Advisory Task Force (BBATF)**

October 7, 2024
6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chairperson), Jeremiah Maller (Vice Chair), Tyler Morris (Secretary), Maya Chaffee, Rick Goldman, Marc Hedlund, Phoenix Mangrum, Francisco Muñoz, Natalie Makhijani, and Estrella Sainburg.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on October 7, 2024, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 845 7881 9277; logging into Zoom.com and entering access code 845 7881 9277 or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/84578819277>

If you wish to make a public comment:

- 1) Submit written comments via email to hmaddox@bart.gov using “public comment” as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon October 4, 2024 in order to be included in the record.
- 2) Call (833) 548-0282, enter access code 845 7881 9277, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log into Zoom.com, enter access code 845 7881 9277 and use the raise hand feature; or join the Task Force meeting via the Zoom link (<https://us06web.zoom.us/j/84578819277>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2150 Webster Street, Oakland, CA 94612 • P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

AGENDA

- | | | | |
|----|---|----|------|
| 1. | Self-Introductions of Members, Staff, and Guests: All. (<i>For information</i>) | 5 | min. |
| 2. | General Discussion and Public Comment: Jon Spangler. (<i>For information</i>) | 5 | min. |
| 3. | Approval of August 2024 BBATF Minutes: Jon Spangler. (<i>For action</i>) | 5 | min. |
| 4. | Approval of BBATF Member Application from Morris Gevirtz, Contra Costa County: Jon Spangler. (<i>For Action</i>) | 10 | min. |
| 5. | BART Bicycle Preferred Path of Travel Capital Plan Update: Susie Hufstader, Fehr & Peers Associates. (<i>For discussion and potential action</i>) | 50 | min. |
| 6. | BART Next Generation Fare Gates—Proposed letter to BART Board on BBATF concerns with the new faregates: Jon Spangler. (<i>For action</i>) | 20 | min. |
| 7. | BART Bike Program Updates: Heath Maddox, BART Customer Access. (<i>For Information</i>) | 10 | min. |
| 8. | Future Agenda Items: All. (<i>For Discussion</i>) | 15 | min. |

TOTAL: 120 min.

BART Bicycle Advisory Task Force Membership Application

The BART Bicycle Advisory Task Force (BBATF) advises the BART Board on bicycle-related matters. The BBATF meets on the first Monday of even-numbered months from 6:00 to 8:00 PM in downtown Oakland at a BART-accessible location. Task force members are expected to attend all/most meetings. More information about the purpose of the task force can be found here: <http://www.bart.gov/about/bod/advisory/bicycle>

Please email application to:

Heath Maddox
BART Bike Program Manager
hmaddox@bart.gov
415-728-1352

(1) How frequently do use BART or other public transit?

- 5 days a week or more
 1-4 days a week
 A couple times a month
 Once a month or less

(2) How often do you use a bicycle to get to and from BART or other public transit?

- Always
 Most of the time
 Occasionally
 Never

(3) How often do you use a bicycle to commute to work or for daily transportation?

- Always
 Most of the time
 Occasionally
 Never

(4) What motivates you to want to serve on the BBATF?

I want to make the world a better place for myself, my loved ones and my community. Bikes + trains give unprecedented access to so much of the SF Bay at a low price. I want to see a world where we know our neighbors, where we don't each have to own a \$45k vehicle to shop, visit friends, go to a bar, etc.

I want to live in a world where seniors and children can get around easily. I want everyone to know that biking and bike + train is an option. Many Contra Costa residents have no idea what great savings and opportunities are offered by combining BART + bike – I also have some idea of how much better we can do.

(5) What perspectives, skills, or experiences you would bring to the BBATF?

I am really talented at meeting and connecting with people. It's a skill I continue to hone.

I live in Contra Costa and cycle literally everywhere. BART is my primary tool for expanding my range, but I use all the Bay Area trains. I have lived all over the world including in cities with great public transit (but poor bike infrastructure).

I'm a decent analyst with passable data science skills. I am a good content creator and also a serial entrepreneur, I just incorporated an eco-logistics company. I have a long history of teaching and have learned to listen better as a result.

(6) Are you involved with any organizations or advisory boards related to public transit or bicycling?

No, but my enthusiasm and fresh perspective are just what the BBATF needs

Yes, please describe:

(7) Could you commit to attending most or all of the BBATF's 6 meetings each year?

Yes No

Not sure: _____

(8) How did you hear about the BBATF?

My buddy George Pavlov told me about it.

(9) What questions do you have about the role of the BBATF or being a BBATF member?

What do you see as the priorities for Bike infrastructure on BART?

What have been some of your successes in increasing access to bike users on BART.

Do you have a budget, for what and how much?

What do you need help with most?

(10) Your information:

MORRIS AARON GEVIRTZ

Name

Contra Costa

County of Residence

Alameda

County of Employment

415 990 8116

moegev@gmail.com

Email and/or phone

From: [Dani Lanis](#)
To: [Heath Maddox](#)
Cc: [Jon Spangler](#); [Justin Hu-Nguyen](#); [Robert Prinz](#)
Subject: Re: BART Bicycle Advisory Task Force application
Date: Monday, July 1, 2024 1:10:41 PM

Hi Heath,

Thank you for providing more contextual information. Upon further consideration, Bike East Bay would like to endorse Morris Gevirtz for BART Bicycle Advisory Task Force as a Contra Costa representative.

Please let me know if you have any questions,



Pedal Brewfest is July 20! We're partnering with Drake's Brewing to bring a free summer festival to Lake Merritt. Get the details for refreshing beers, music, food and bikey fun at: BikeEastBay.org/PedalBrewfest



Dani Lanis | Advocacy Manager

Pronouns: he/him/el

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

E: [email](#)

On Fri, Jun 21, 2024 at 11:18 AM Heath Maddox <hmaddox@bart.gov> wrote:

Hi Dani,

Thanks for asking about the knowledge and skills to serve on the BBATF.

From my perspective, I think that a good candidate would possess the following qualities:

- Experience cycling for everyday transportation in an urban/suburban setting (especially in the County they represent)
- Experience combining a bike with BART and other modes of transit
- Some knowledge or understanding of (or at least an interest in learning about):
 - principles of good bicycle facility design
 - how public agencies develop and implement goals and policies

BART Bicycle Advisory Task Force Membership Application

The BART Bicycle Advisory Task Force (BBATF) advises the BART Board on bicycle-related matters. The BBATF meets on the first Monday of even-numbered months from 6:00 to 8:00 PM in downtown Oakland at a BART-accessible location. Task force members are expected to attend all/most meetings. More information about the purpose of the task force can be found here: <http://www.bart.gov/about/bod/advisory/bicycle>

Please email application to:

Heath Maddox
BART Bike Program Manager
hmaddox@bart.gov
415-728-1352

(1) How frequently do use BART or other public transit?

- 5 days a week or more
 1-4 days a week
 A couple times a month
 Once a month or less

(2) How often do you use a bicycle to get to and from BART or other public transit?

- Always
 Most of the time
 Occasionally
 Never

(3) How often do you use a bicycle to commute to work or for daily transportation?

- Always
 Most of the time
 Occasionally
 Never

(4) What motivates you to want to serve on the BBATF?

I want to make the world a better place for myself, my loved ones and my community. Bikes + trains give unprecedented access to so much of the SF Bay at a low price. I want to see a world where we know our neighbors, where we don't each have to own a \$45k vehicle to shop, visit friends, go to a bar, etc.

I want to live in a world where seniors and children can get around easily. I want everyone to know that biking and bike + train is an option. Many Contra Costa residents have no idea what great savings and opportunities are offered by combining BART + bike – I also have some idea of how much better we can do.

(5) What perspectives, skills, or experiences you would bring to the BBATF?

I am really talented at meeting and connecting with people. It's a skill I continue to hone.

I live in Contra Costa and cycle literally everywhere. BART is my primary tool for expanding my range, but I use all the Bay Area trains. I have lived all over the world including in cities with great public transit (but poor bike infrastructure).

I'm a decent analyst with passable data science skills. I am a good content creator and also a serial entrepreneur, I just incorporated an eco-logistics company. I have a long history of teaching and have learned to listen better as a result.

(6) Are you involved with any organizations or advisory boards related to public transit or bicycling?

No, but my enthusiasm and fresh perspective are just what the BBATF needs

Yes, please describe:

(7) Could you commit to attending most or all of the BBATF's 6 meetings each year?

Yes No

Not sure: _____

(8) How did you hear about the BBATF?

My buddy George Pavlov told me about it.

(9) What questions do you have about the role of the BBATF or being a BBATF member?

What do you see as the priorities for Bike infrastructure on BART?

What have been some of your successes in increasing access to bike users on BART.

Do you have a budget, for what and how much?

What do you need help with most?

(10) Your information:

MORRIS AARON GEVIRTZ

Name

Contra Costa

County of Residence

Alameda

County of Employment

415 990 8116

moegev@gmail.com

Email and/or phone

From: [Dani Lanis](#)
To: [Heath Maddox](#)
Cc: [Jon Spangler](#); [Justin Hu-Nguyen](#); [Robert Prinz](#)
Subject: Re: BART Bicycle Advisory Task Force application
Date: Monday, July 1, 2024 1:10:41 PM

Hi Heath,

Thank you for providing more contextual information. Upon further consideration, Bike East Bay would like to endorse Morris Gevirtz for BART Bicycle Advisory Task Force as a Contra Costa representative.

Please let me know if you have any questions,



Pedal Brewfest is July 20! We're partnering with Drake's Brewing to bring a free summer festival to Lake Merritt. Get the details for refreshing beers, music, food and bikey fun at: BikeEastBay.org/PedalBrewfest



Dani Lanis | Advocacy Manager

Pronouns: he/him/el

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

E: [email](#)

On Fri, Jun 21, 2024 at 11:18 AM Heath Maddox <hmaddox@bart.gov> wrote:

Hi Dani,

Thanks for asking about the knowledge and skills to serve on the BBATF.

From my perspective, I think that a good candidate would possess the following qualities:

- Experience cycling for everyday transportation in an urban/suburban setting (especially in the County they represent)
- Experience combining a bike with BART and other modes of transit
- Some knowledge or understanding of (or at least an interest in learning about):
 - principles of good bicycle facility design
 - how public agencies develop and implement goals and policies

BART Bicycle Preferred Path of Travel Capital Plan

Phase 1

BBATF Update

10/7/24



What is a Preferred Path of Travel?

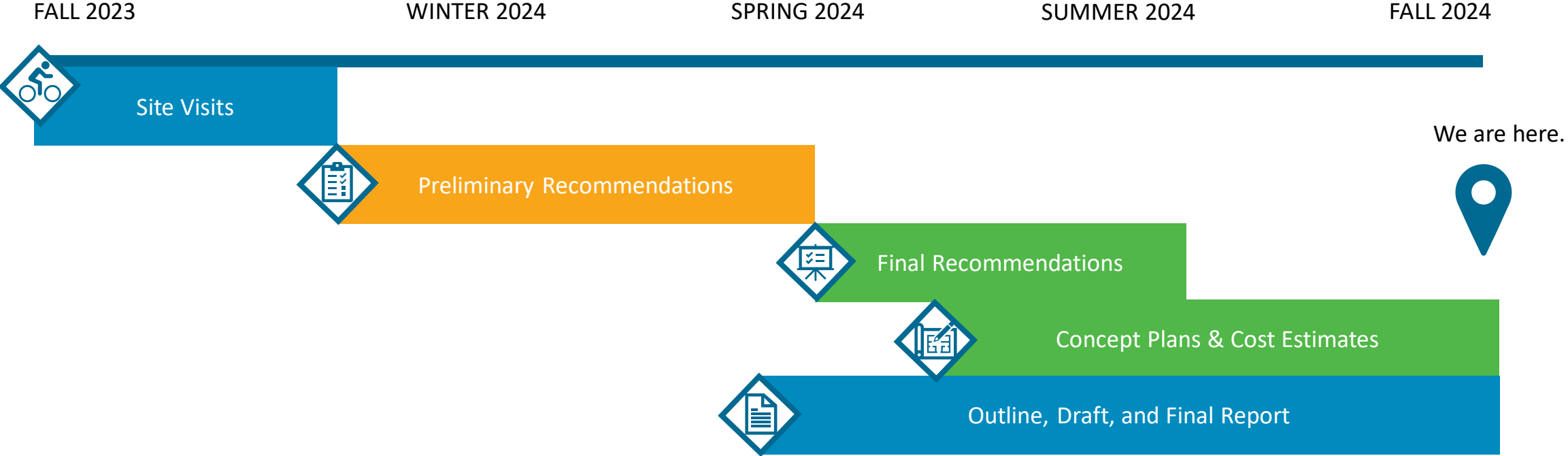
The project aims to support clear, predictable bicycle access between the edge of BART property to station platforms and bicycle parking.

The plan will include:

- Grant-ready concept plans
- Cost estimates
- Recommendation lists



Project Schedule



Phase 1 covers 10 stations.

- Balboa Park
- Bay Fair
- Castro Valley
- Coliseum
- Concord
- Daly City
- Hayward
- MacArthur
- San Leandro
- Walnut Creek

12 more to come in Phase 2!



The draft report is now complete.



Report overview: what's inside?

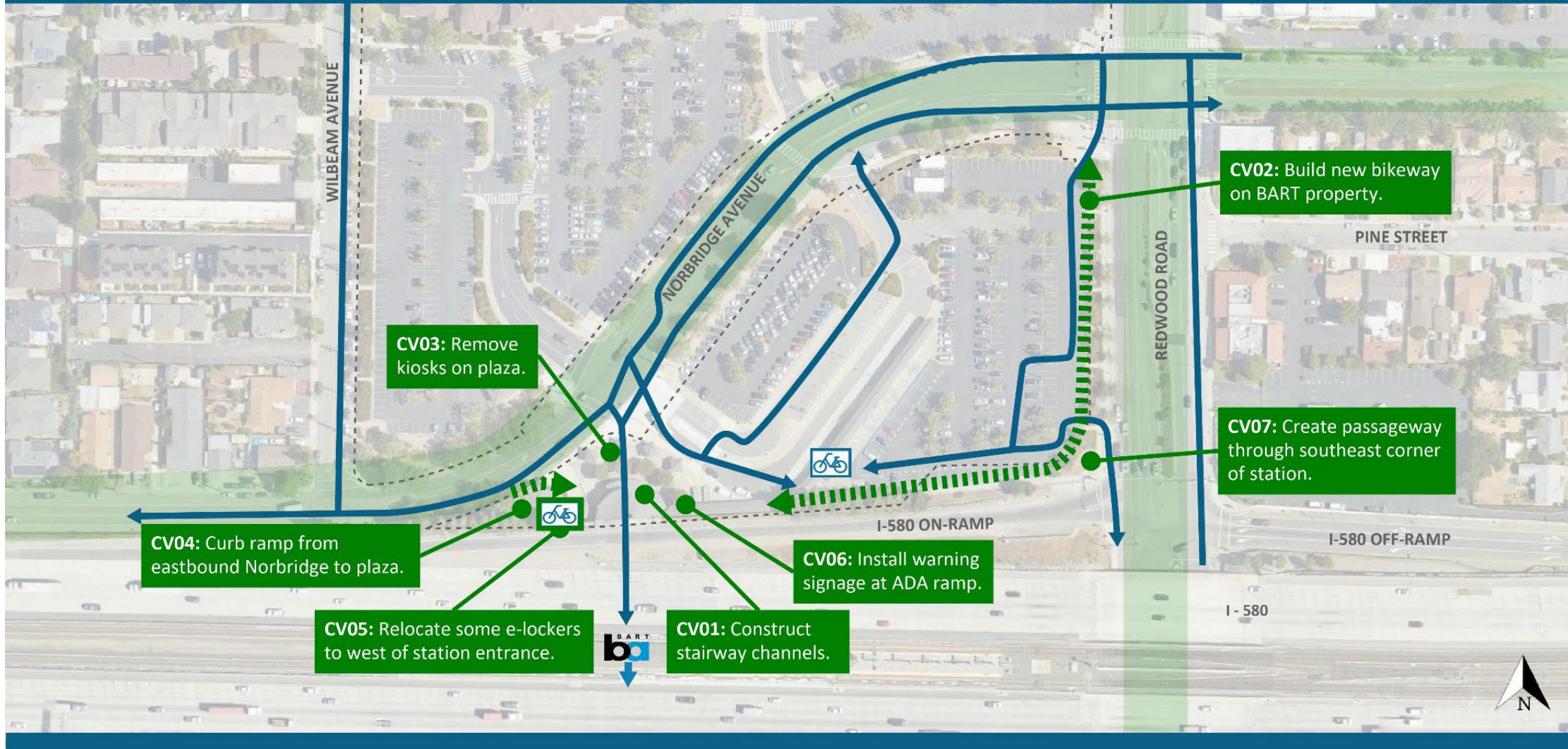
Table of Contents

Introduction	1
Global Recommendations	5
Station Profiles and Recommendations	7
Balboa Park	8
Bay Fair	12
Castro Valley	20
Coliseum	25
Concord	31
Daly City	36
Hayward	41
MacArthur	46
San Leandro	51
Walnut Creek	56
Appendix A: Summary of Recommendations	61
Appendix B: Conceptual Designs	69



Castro Valley BART Station

Bicycle Access Recommendations



Sample Updated Figure

LEGEND

Bicycle Paths of Travel

Station Fare Gates

 (under freeway)

Existing Secure Bike Parking

Existing/Proposed Bikeways

Recommended Lockers

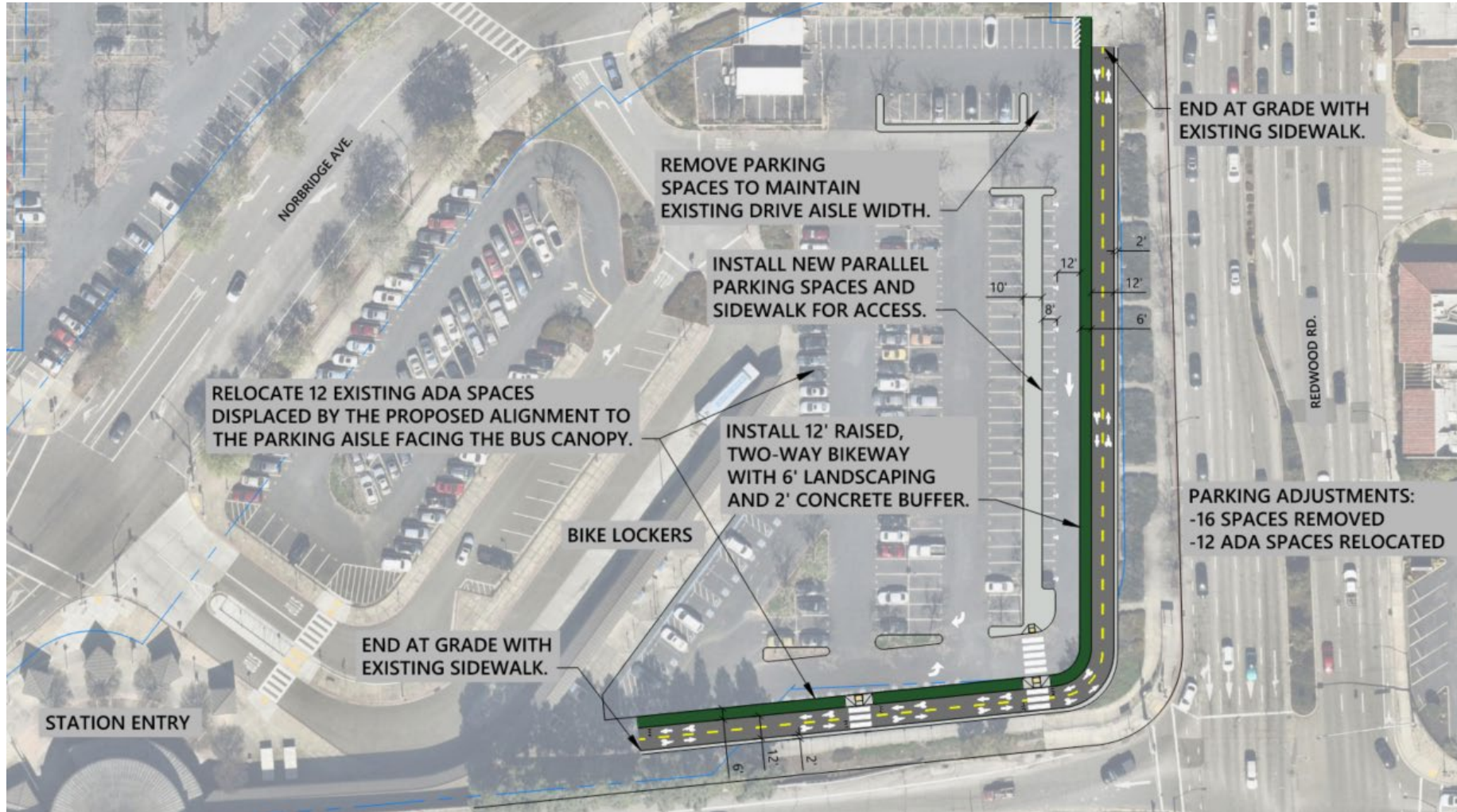
Bicycle Access Recommendation

Recommended Bikeway

BART Property Line



Sample concept plan: Castro Valley

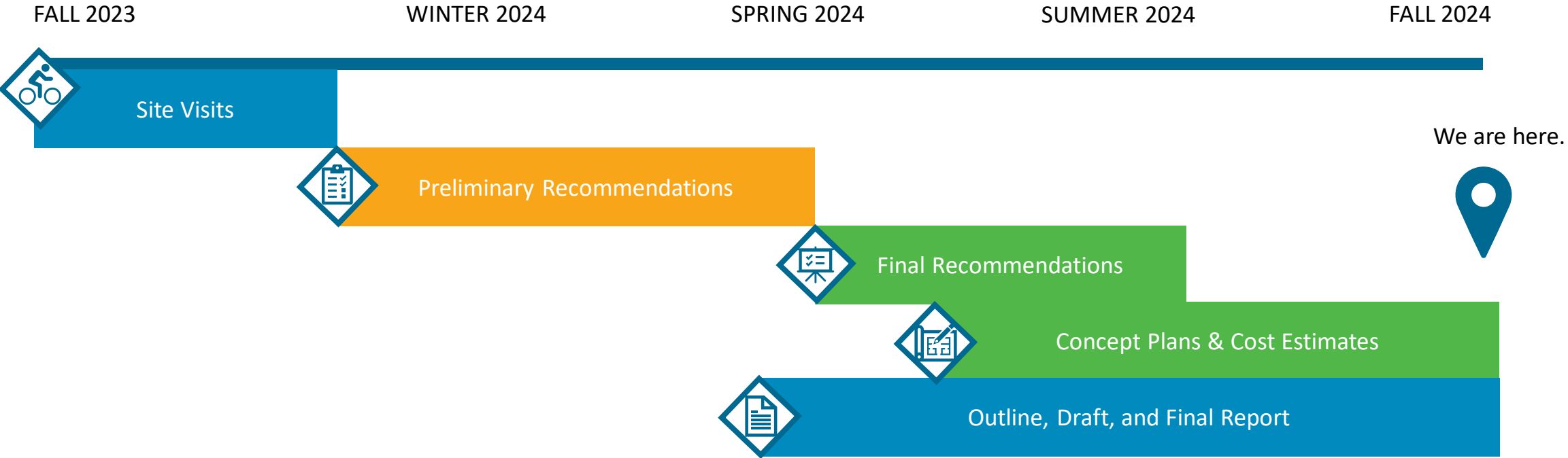


The concept plans are currently undergoing detailed revision based on transit agency and local jurisdiction comments.

What revisions and coordination are ongoing?

- **Bay Fair:** Revision to bikeway transition away from the station area to better accommodate buses
- **Coliseum:** Added pedestrian safety treatments at 73rd and Hawle, raised bikeway as a shared use path through parking lot, and speedhump in roadway at pedestrian plaza
- **Concord:** Revising curb extension to better accommodate bus turning
- **San Leandro:** Review and confirmation of paratransit loading needs and locations near bikeway crossing
- **Walnut Creek:** Adding bikeway access point at Ygnacio Boulevard driveway

Project Schedule





Bay Area
Rapid Transit

Bicycle Preferred Path of Travel Capital Plan



Prepared by Eisen | Letunic
In collaboration with Fehr & Peers

September 2024

Acknowledgments

Agencies / Organizations

- AC Transit
- Bike East Bay
- Bike Hayward
- Bike Walk Castro Valley
- Bike Walnut Creek
- City of Concord
- City of Hayward
- City of Oakland
- City of Oakland Bicycle and Pedestrian Advisory Committee
- City of San Leandro
- City of Walnut Creek
- County Connection
- San Francisco Municipal Transportation Agency
- YBike

BART Bicycle Access Task Force

- Jon Spangler (Chair)
- Tyler Morris (Secretary)
- Maya Chaffee
- Rick Goldman
- Marc Hedlund
- Natalie Makhijani
- Jeremiah Maller
- Phoenix Mangrum
- Francisco Muñoz
- Estrella Sainburg

Table of Contents

Introduction	1
Global Recommendations	5
Station Profiles and Recommendations	7
Balboa Park	8
Bay Fair	12
Castro Valley	20
Coliseum	25
Concord	31
Daly City	36
Hayward	41
MacArthur	46
San Leandro	51
Walnut Creek	56
Appendix A: Summary of Recommendations	61
Appendix B: Conceptual Designs	69

Introduction

The BART Bicycle Preferred Path of Travel (PPoT) Capital Plan guides BART staff's pursuit of safer and more intuitive and inviting paths of travel at ten stations (see sidebar at right). The Plan focuses on preferred paths—including those that BART intentionally constructed, others that cyclists use (e.g., through parking lots) and some that people who routinely bike to and from particular stations say they would use. These routes have in common that they are between the edges of BART property and secure bike parking (i.e., electronic and keyed lockers, bike racks within the paid area, "smart" bike racks¹ and Bike Stations) and fare gates. Some are also used by local cyclists to pass through the station for trips where the BART system is neither the origin nor destination. The plan will be used primarily for two purposes:

¹ Smart racks have electronic locking swingarms and other security features that provide significantly greater theft protection than traditional U locks alone.

BART Bicycle PPoT stations

Stations with recommendations and bikeway concept plans

- Balboa Park
- Bay Fair (northwest)
- Bay Fair (southeast)
- Castro Valley
- Coliseum
- Concord
- Hayward
- San Leandro
- Walnut Creek

Stations with recommendations only

- Daly City
- MacArthur

- To communicate improvements to be implemented by internal BART staff, either as a component of a larger project at a given station or as a stand-alone project. This category includes being prepared to participate in planning for future transit-oriented

development/housing or station access and modernization projects at particular stations.

- To provide visual and narrative information that persuasively makes the case for particular improvements at specific stations, while providing concept-level plans and cost estimates for the purpose of grant applications.

The Preferred Path of Travel Plan primarily focuses on projects on BART property. Recommendations on or near City/County or Caltrans right-of-way but not directly on BART property note that coordination will be needed to implement, although it is assumed that BART staff will generally be the lead agency implementing the projects recommended in the report.

The impact of Covid-19 on BART ridership

Beginning in March 2020, the Covid-19 pandemic had a profound impact on BART ridership and, thus, station access. Lower ridership, while placing an enormous burden on BART's finances, has had a silver lining for bike access. Fewer BART passengers has translated into significantly reduced demand for parking at BART stations, opening opportunities to repurpose or reconfigure space for safe and convenient bike access that was formerly dedicated to vehicle storage.

From a planning perspective, another consequence of the pandemic is that any data on BART riders' mode of access gathered since early 2020 is of limited use in planning for the future. Systemwide ridership is continuing to recover. Even though BART ridership is not expected to fully return to pre-pandemic levels for some time, this plan relies on data collected in the latest pre-pandemic year, 2015, because ridership is expected to rebound within the plan horizon.

After this introductory chapter, the capital plan provides a chapter with ideas that pertain to all stations ("global" recommendations). The final plan chapter includes ten sections, each with specific ideas for each of ten stations. Eight of these stations include design concepts and cost estimates for recommended improvements (see sidebar on previous page). These sections each present an overview of the station, a summary of its access challenges, and a set of recommended improvements to encourage more people to bike, and to bike safely, to BART.

Process

The process of developing the BART Bicycle Preferred Path of Travel Capital Plan involved selecting the ten stations to be studied; touring these stations with BART staff and other transportation professionals and community members familiar with each station; identifying barriers to bicycle access and egress at each station; developing recommendations that address the barriers; vetting the recommendations (and barriers) with the people who toured each station and others; and finalizing the list of barriers and recommendations set forth in the plan.

The designs presented in this plan are conceptual. Police and fire fighters who protect BART property and the surrounding jurisdictions, and AC Transit will be consulted during the process of developing more detailed plans.

Collision data

Almost any measure of how dangerous a given area is for bicycling will incorporate data on collisions involving cyclists. To understand relative danger, or risk, however, the number of people bicycling in that area is also needed to normalize the collision data. The ratio of collisions to bicyclists provides a collision rate (collisions per cyclist over a given period of time) indicating bicyclists' "exposure" and allowing comparative analysis.

Local police departments submit collision reports to the California Highway Patrol (CHP) for inclusion in the Statewide Integrated Traffic Records System (SWITRS). BART's own police department typically tracks collisions on BART property separately, so SWITRS rarely includes these collisions. Even in the absence of complete collision and exposure data, compared to nearby streets and highways, we know that cars typically move at low speeds and volumes on BART property, so collisions with bikes are less common than those occurring outside BART property.

People on bikes are generally not being injured in large numbers on BART property, but this does not mean that biking around BART stations feels safe or inviting. In addition to identifying and correcting conditions on BART property that contribute to injury collisions, the PPOt Plan intends to create a low-stress environment that is comfortable for customers of all ages and abilities to access stations by bike.

Station selection

BART's 50 stations were screened down to 19 for potential inclusion in the Bicycle PPOt plan using factors such as: presence of above-ground property; age of station (i.e., recently constructed stations were filtered out); and planned/completed TOD or station access improvement projects. The remaining 19 were then ranked initially by total weekday bike access, calculated from the latest BART Station Profile Study (2015). The top ten ranked stations were then mapped and a geographic analysis of proximity to Equity Priority Communities and distribution across political jurisdictions, districts and the BART system was performed to see if any adjustments were necessary. Finally, the ranked list was reviewed by BART Station Planning and Customer Access staff and minor adjustments were made to account for stations with low, but potentially much higher, bike ridership.

Site visits

Once the ten stations that are the subject of the PPOt Capital Plan were chosen, site visits to each station were planned. The project team identified key stakeholders who should be involved with this exercise. Site visit participants included the following:

- **BART staff**, including Access Planning staff who led the effort, and Station Planning, Safety and Transportation division staff, who assisted;
- **BART Bicycle Advisory Task Force (BBATF)**, a volunteer committee that advises BART staff and the Board on matters related to bicycle access to and at stations, as well as onboard trains;
- **Local and transit agency staff**, who represent the jurisdictions surrounding each station and the transit agencies that serve them;
- **Bicycle advocacy organizations**, represented by local community

- members who use the stations regularly; and
- **Consultant team members**, who managed the process of developing and vetting this plan’s recommendations.

The site visits at each station began with identifying the key station access points that BART riders use when they arrive and depart by bike, as well as the routes they are known to take to reach bike parking and the fare gates (called “desire lines”). This information was later recorded on site plans of each station as bicyclists’ Preferred Paths of Travel (PPoTs). Site visit participants then pointed out existing barriers to these paths and discussed with the project team recommendations to improve existing and create new paths of travel that follow cyclists’ desire lines.

Challenges and Solutions

After the site visits, the project team synthesized the feedback that participants had provided with their own observations and historic knowledge at each station. One product of this step was a list of Bicycle Access Needs & Barriers for each station, which are the challenges BART customers face when accessing BART by bike. Next, they developed a list of Bicycle Access Recommendations (see Appendix A) that was also based on the feedback of site visit participants and experience at each station, plus guidance from the following documents:

- BART Multimodal Access Design Guidelines (2017)
- Federal Highway Administration (FHWA) Bikeway Selection Guide (2019)

These lists were then translated into two maps for each of the ten stations that are the subject of this study: one that depicts the challenges/barriers and a second that shows the improvements needed to create safer, less stressful and more intuitive paths of

travel for customers on bikes. The BART Bicycle Advisory Task Force reviewed these maps and commented on needed adjustments. BBATF comments were incorporated and BART Customer Access and Station Planning staff and site visit participants reviewed and commented on the 20 revised maps, resulting in the final pair of maps for each station that appear in this plan.

Design concepts

In order to facilitate funding and implementation of the projects recommended in this plan, the Plan scope included developing conceptual designs and estimates for the recommendations at eight stations (see Appendix B). These designs show alignment, width, bikeway type, raised or not raised, material and basic geometry. These conceptual designs do not show construction detail and are subject to changes during the detailed design phase. The designs were informed by the following guidelines:

- BART Multimodal Access Design Guidelines (2017)
- National Association of City Transportation Officials (NACTO) Designing for All Ages and Abilities (2017)
- FHWA Separated Bikeway Planning and Design Guide (2015)
- BART Station Experience Guidelines (2017)
- Massachusetts Department of Transportation (MassDOT) Bikeway Design Guide

Global Recommendations

This chapter outlines improvements that are needed to make it safer and more intuitive to bike between BART station entrances and bike parking and fare gates at all stations.

Wayfinding Signage

Wayfinding is a specific recommendation for some stations where the need to provide directions to bike parking and fare gates were particularly evident on the site visit, or where a new bikeway is recommended on the property.

Wayfinding signage is also a global recommendation for all stations as part of the [Regional Mapping and Wayfinding Project](#), which is making maps, signs and screens more consistent and easier to identify. Prototypes



were being tested while this plan was under development; final designs and installation are expected beginning in 2027. In the BART system, these efforts should especially consider the best ways to access BART bike parking and fare gates, and how best to travel between BART stations and major bikeways like the East Bay Greenway, the Ohlone Greenway and the Iron Horse Trail.

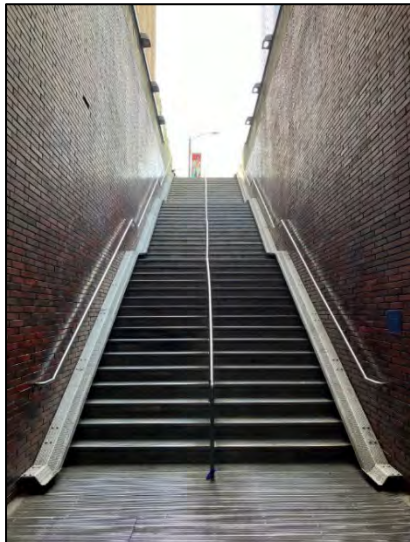
Bike Stations

BART Bike Stations are secure facilities for BART customers to safely store their bicycles. BART has three valet Bike Stations, which are staffed and offer retail and repair services, and six self-park Bike Stations, which are accessible through the same means as BART's electronic BikeLink lockers. Valet and self-park Bike Stations are both popular with BART passengers, are more space-efficient than electronic lockers, and provide a much higher level of security than simple unenclosed bicycle racks.

Stairway Channels

Bicycle stairway channels are ramps at the edges of stairways that allow cyclists to push, rather than carry, their bikes up and down

stairs. Eight BART stations currently feature stairway channels and four more are expected to be complete by the end of 2025. At most stations, at least one stairway connecting to bike parking, fare gates and/or platforms should be outfitted with channels. Station-specific recommendations in this plan identify these stairways.



New bicycle stairway channels at 12th Street Station



Instructions for stairway channels

Station Profiles and Recommendations



Balboa Park BART Station

Station Access Overview

San Francisco’s Balboa Park Station is an extremely urban station with no on-site parking and very little property owned/controlled by BART. It is tightly constrained by a Muni light rail transit (LRT) yard to the east and the I-280 northbound onramp to the west. The station is accessed from the north via Ocean Avenue and from the south via either side of Geneva Avenue. The area is very hilly, generally sloping uphill to the west, which also influences the routes BART customers use to access the station by bike. The tracks and platform are underground at this station.

Historic Bike Access and Bike Parking

Station access by bike*	6%
Secure bike parking	55
• Bike Station	0
• E-lockers	12
• Keyed lockers	0
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	43

* 2015 BART Station Profile Study

Secure Bike Parking and Fare Gate Locations

Bike lockers are located on the north side of the station between the fare gates and Ocean Avenue. There is a bike share station at Ocean Avenue with 24 docks and another at Geneva Avenue with 19 docks. There are 12 e-lockers at the northern-most entrance to the station, between Ocean Avenue and the fare gates.

There are four sets of fare gates at the Balboa Park Station:

- **From the north:** About 300 feet south of Ocean Avenue.
- **From the east:** Via a narrow walkway adjacent to the LRT tracks.
- **From the south:** There are fare gates on either side of Geneva Avenue just west of San Jose Avenue.



Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers bike to and from the Balboa Park station several directions:

- **From the north:** Cyclists access the Balboa Park station from the north from bike lanes on Ocean Avenue.
- **From the east:** The station entrance on the north side of Geneva Avenue is up a steep slope from the Geneva/San Jose Avenue intersection. To avoid this hill, cyclists from the east access the

station instead from the Geneva/San Jose Avenue intersection using a very narrow walkway that is sandwiched between the LRT tracks and the Geneva Avenue retaining wall.

- **From the south:** San Jose Avenue is a major LRT corridor and has no bike facilities. BART customers who bike from the south take Niagara Avenue across San Jose Avenue, where there is a four-way stop, to access the BART drop-off at the new Kapuso at the Upper Yard TOD.
- **From the west:** BART-bound cyclists use the mountable curb on the south side of Geneva Avenue to reach a BART entrance.



Current Access Challenges

There are no bike-friendly ways to access the Balboa Park Station. Nonetheless, hundreds of passengers arrive by bike daily and surmount numerous barriers: there is no curb ramp at the northern entrance off Ocean Avenue; the route to the flatter south-

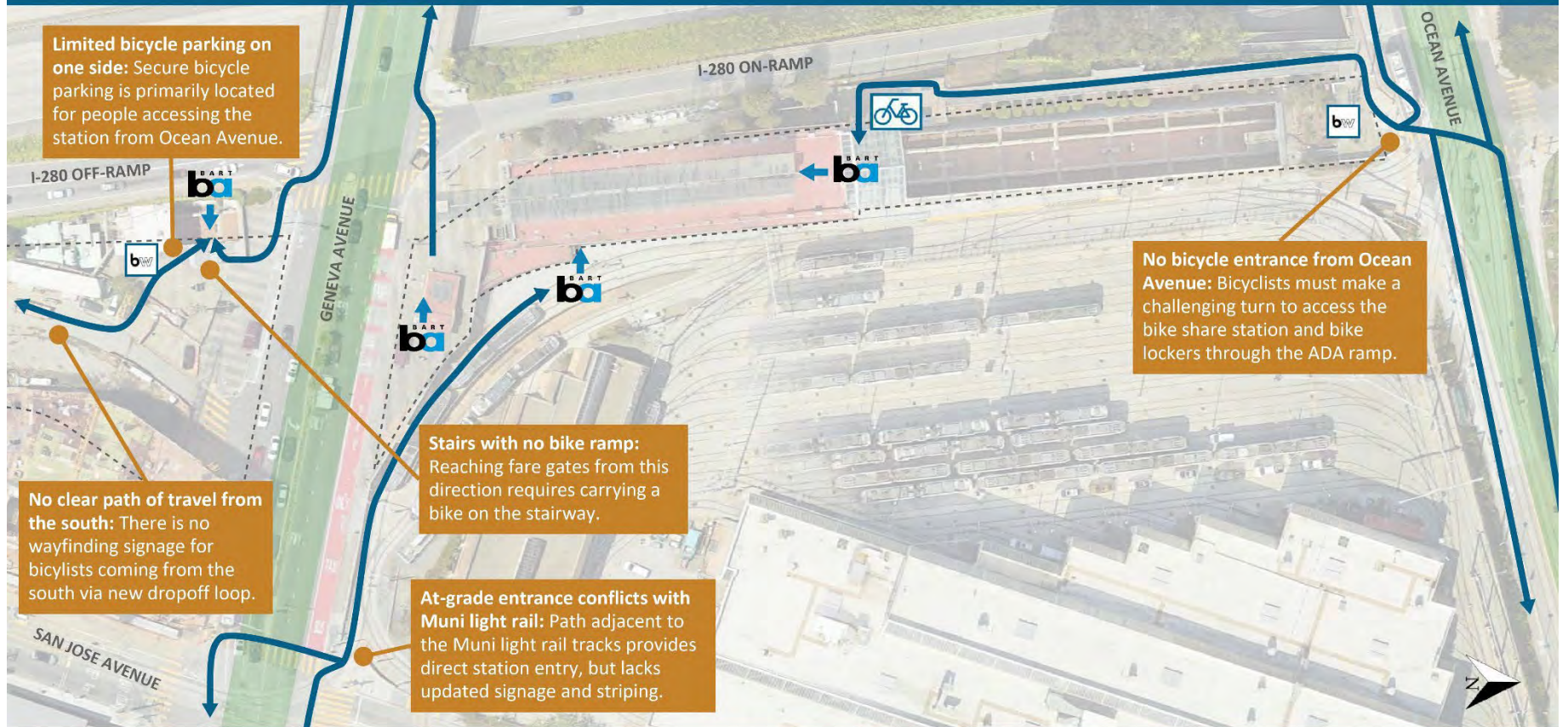
side-of-Geneva route is perilously narrow and close to moving Muni trains and is shared with pedestrians; there are no signs directing cyclists coming from the west to the new TOD drop-off location; there is no bike parking accessible from the south/Geneva Avenue side of the station; and the stairway to the station concourse from the south side of Geneva lacks stairway channels, so cyclists have to carry their bikes down to the platform.

Recommended Solutions

- **BPo1. Install e-lockers on the south side of the station:** Site electronic lockers on the BART plaza on the south side of Geneva Avenue.
- **BPo2. Add stair channel on stairway between plaza and concourse.**
- **BPo3. Construct ramp on Ocean Avenue to station:** Work with San Francisco Department of Public Works to build a curb ramp on Ocean Avenue near the bike share station.
- **BPo4. Add sharrows to Niagara Avenue and new drop-off loop:** Work with SFMTA to paint sharrows to alert motorists to the presence of bikes on Niagara Avenue and on the new BART TOD drop-off loop.
- **BPo5. Enhance safety on path adjacent to LRT tracks:** Work with SFMTA/Muni to maintain and enhance wayfinding and striping at pathway adjacent to the Muni LRT tracks.

Balboa Park BART Station

Bicycle Access Needs and Barriers



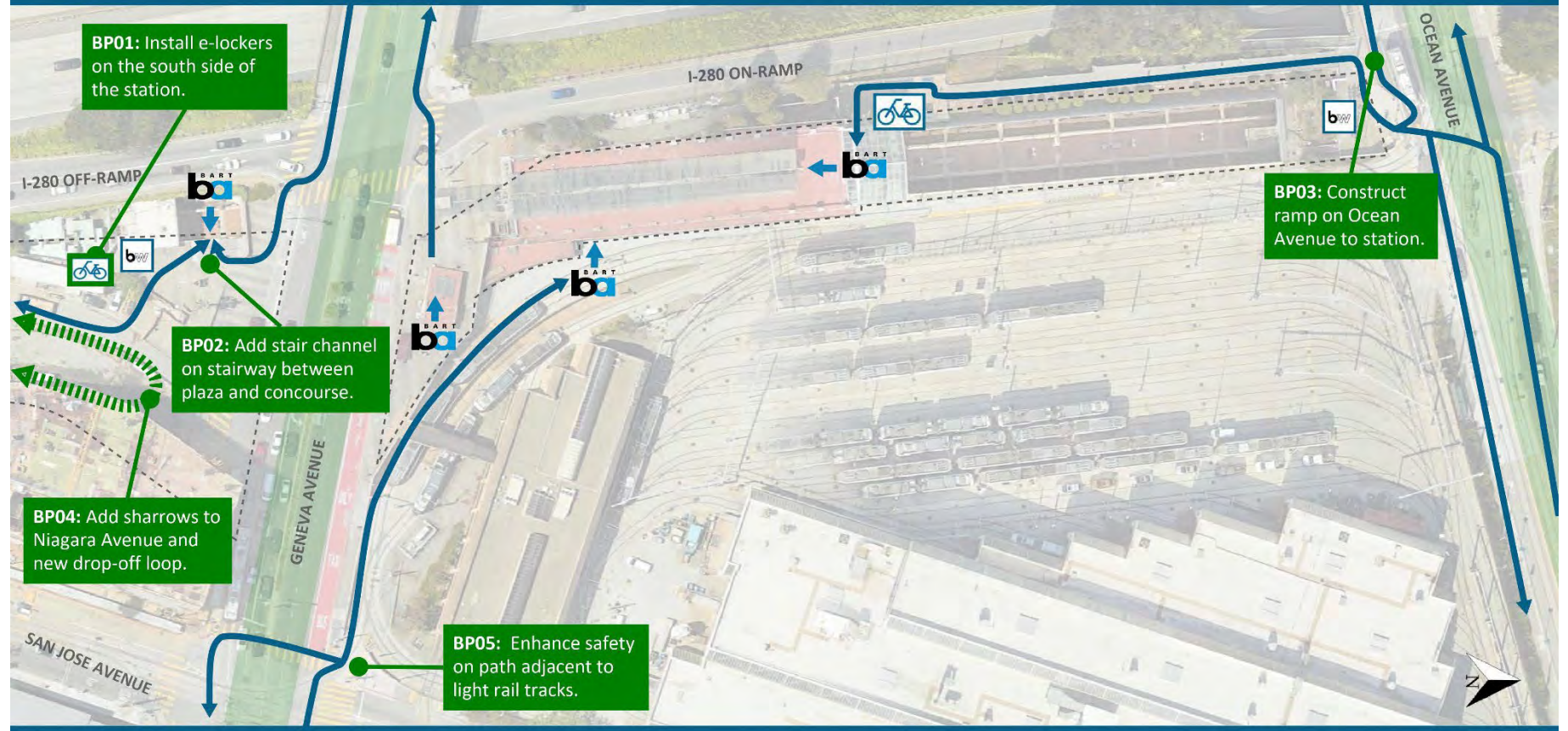
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Bike Share Station
- Existing Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Barrier
- BART Property Line



Balboa Park BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel 
- Station Fare Gates 
- Bike Share Station 
- Existing Secure Bike Parking 
- Existing/Proposed Bikeways 
- Recommended Lockers 
- Bicycle Access Recommendation 
- Recommended Bikeway 
- BART Property Line 



Bay Fair BART Station

Station Access Overview

The Bay Fair BART station is located in San Leandro just south of the Bay Fair Shopping Center. The station is surrounded on the other three sides by residential neighborhoods requiring routes residents can use to reach the station, bike parking and fare gates by bike. Bay Fair BART is bifurcated by the Union Pacific Railroad (UPRR) tracks, which run parallel to and to the west of the elevated BART tracks.² Both sides of the station have very large parking lots, which have largely stood empty since 2020 as a result of changes in regional travel patterns due to the Covid pandemic. In the near term, sharrows could help direct cyclists find the most direct routes through these lots; longer term, a transit-oriented development (TOD) will replace them and will need to accommodate bicyclists' preferred paths of travel in the TOD design.

Thornally Drive joins the two sides of the station by dropping below the UPRR tracks. Although Thornally has sharrows, its concrete retaining walls and poor sight lines where it passes beneath the tracks create an unwelcoming environment for bicyclists. This situation makes it all the more important to make access on both the west and east sides of the station clear and welcoming so that riders do not need to use Thornally.

² Although the BART tracks run at a 45-degree northwest-to-southeast angle through San Leandro, directions are identified in this section as if they run due north/south, with Hesperian Blvd. and the smaller parking lot to the west and the station entrance, intermodal and larger parking lot to the east.

Historic Bike Access and Bike Parking

Station access by bike*	6%
Secure bike parking	28
• Bike Station	0
• E-lockers	28
• Keyed lockers	0
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	0

* 2015 BART Station Profile Study



Secure Bike Parking and Fare Gate Locations

There are 28 electronic lockers at the Bay Fair BART station, 20 of which are located in the eastern parking lot across the access road from the station entrance; eight are in the western parking lot, near the stairway to the station entrance, which is on the east side of the UPRR tracks.

The Bay Fair fare gates are located on the east side of the station. Customers coming from the west side use a stairway under the UPRR tracks and up to the fare gates on the east side of the tracks.



Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers bike to and from the east and west sides of the Bay Fair station on completely separate routes, as follows:

East

- **From the north:** From the northwest, Bay Fair Dr. and a narrow bridge over a creek from the shopping center provide the most direct route from Hesperian Blvd. to the east side of the Bay Fair station. From the northeast, Bay Fair Dr. from E. 14th St. to Coelho Dr. also brings cyclists to Thornally. In either case, Thornally leads to the parking lot, bike lockers and fare gates.
- **From the east:** Cyclists use sharrows on one-way Thornally Drive to reach the bike lockers and fare gates. To leave, they ride through or around the parking lot to Coelho Drive, which intersects Thornally at the northeastern corner of BART property.
- **From the south:** From the Elgin Street sharrows, customers arrive and leave the Bay Fair station via the intermodal sidewalk.

West

- **From the west:** BART customers who ride to the Bay Fair station from Hesperian Blvd. and other points west enter the station either by turning onto the Thornally Drive sharrows and navigating through the central parking aisle or by turning off Hesperian onto Colby Street and riding through the mostly empty parking lot. Either way, the destination is the bike lockers and stairway to the station fare gates.
- **From the south:** Wagner Street provides a quiet residential alternative to Hesperian Blvd. for BART customers coming from the south to reach the edge of the parking lot closest to the east side e-lockers and stairway.

Current Access Challenges

BART customers biking to the Bay Fair station from the east use the same one-way roadways as motorists, which can be intimidating, indirect and uncomfortable. From the south, the most direct route (via Elgin to the intermodal area) is unsigned and offers those arriving by bike the unenviable choice of riding the wrong way on the busway or on a narrow sidewalk shared with pedestrians. The route from the west shares a narrow roadway beneath the UPRR tracks with motorists. From the north, BART customers must navigate a narrow pedestrian bridge from the shopping center that has tight turns, then figure out how to find the bike parking and fare gates.



Accessing the west side of the station by bike from Hesperian Blvd., BART customers have little indication of an alternative to Thornally Drive. The stairs that lead beneath the UPRR tracks to the fare gates and bike parking lack bicycle stairway channels that

would make this trip possible for people unable to carry their bikes up and down stairs. It is unclear where those who take Colby Street to reduce time on busy Hesperian Blvd. should travel across the parking lot to the stairway that leads to the station entrance and bike parking. Those biking on Wagner Street have no curb ramp to enter the parking lot.

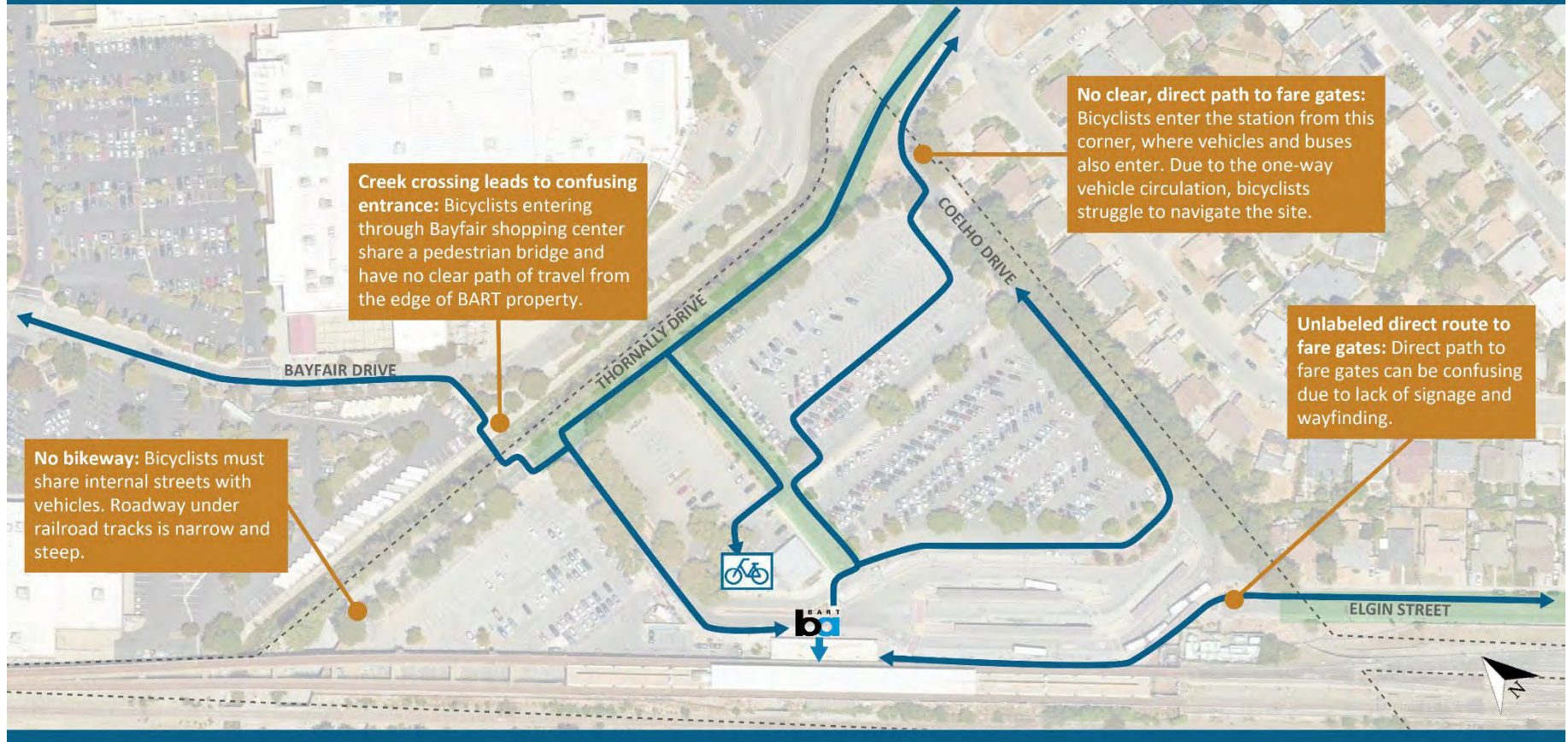
Recommended Solutions

- **BF01. Facilitate bike access from Bayfair Shopping Center:** Widen the curb ramp, create an opening in the landscaping for bikes and mark sharrows through the parking aisle to establish bike access parallel to the bus lane.
- **BF02. Create 2-way bikeway between NE corner of northeast parking lot to bike parking & fare gates:** In the near term, repurpose some parking spaces and landscaping to construct a 2-way separated bikeway between Coelho Drive and the bike parking and fare gates. Longer term, incorporate a bike path along this route through the future TOD.
- **BF03. Improve bike access from Elgin Street:** In the near term, improve signage and wayfinding from Elgin Street to the station entrance. In the longer term, incorporate bike access from Elgin into a potential redesign of the bus terminal.
- **BF04. Install bike lockers at Elgin Street access:** To reduce the need and temptation to ride contraflow in the bus lane or on the narrow sidewalk, add or move electronic bike lockers to the north end of Elgin Street near where it meets the intermodal.
- **BF05. Use sharrows to direct customers from west:** On the west side of the station, refresh and center sharrows on Thornally Drive and the central parking aisle to bike lockers and the stairway to the station entrance.

- **BFo6. Install stair channels from west side of station:** Until a TOD is built at the Bay Fair station, stair channels are needed to encourage and assist customers coming from the west side of the station to avoid Thornally Drive.
- **BFo7. Create curb ramp at Wagner St./Colby St. intersection & paint sharrows in parking lot:** Work with Alameda County to facilitate bike travel between the roadway network south of the west parking lot and the bike parking and stairway with a curb ramp and sharrows.
- **Future TOD. Include Bike Station:** A staffed or self-serve Bike Station should be considered as part of any future TOD that is built on either or both parking lots.

Bay Fair BART Station (Northeast)

Bicycle Access Needs and Barriers



LEGEND

- Bicycle Paths of Travel 
- Station Fare Gates 
- Existing Secure Bike Parking 
- Existing/Proposed Bikeways 
- Bicycle Access Barrier 
- BART Property Line 



Bay Fair BART Station (Northeast)

Bicycle Access Recommendations



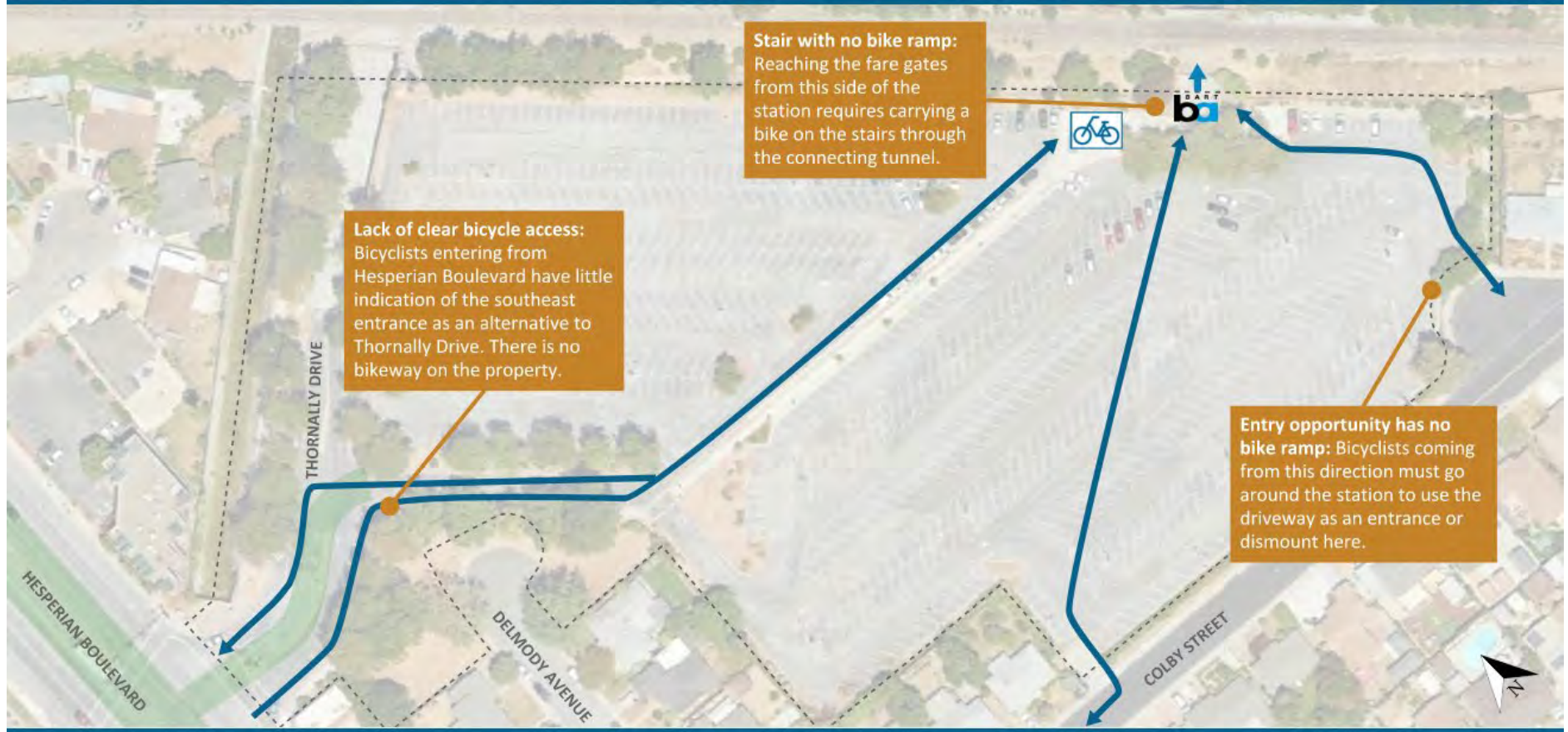
LEGEND

- Bicycle Paths of Travel 
- Station Fare Gates 
- Existing Secure Bike Parking 
- Existing/Proposed Bikeways 
- Recommended Lockers 
- Bicycle Access Recommendation 
- Recommended Bikeway 
- BART Property Line 



Bay Fair BART Station (Southwest)

Bicycle Access Needs and Barriers



LEGEND

Bicycle Paths of Travel

Station Fare Gates

Existing Secure Bike Parking

Existing/Proposed Bikeways

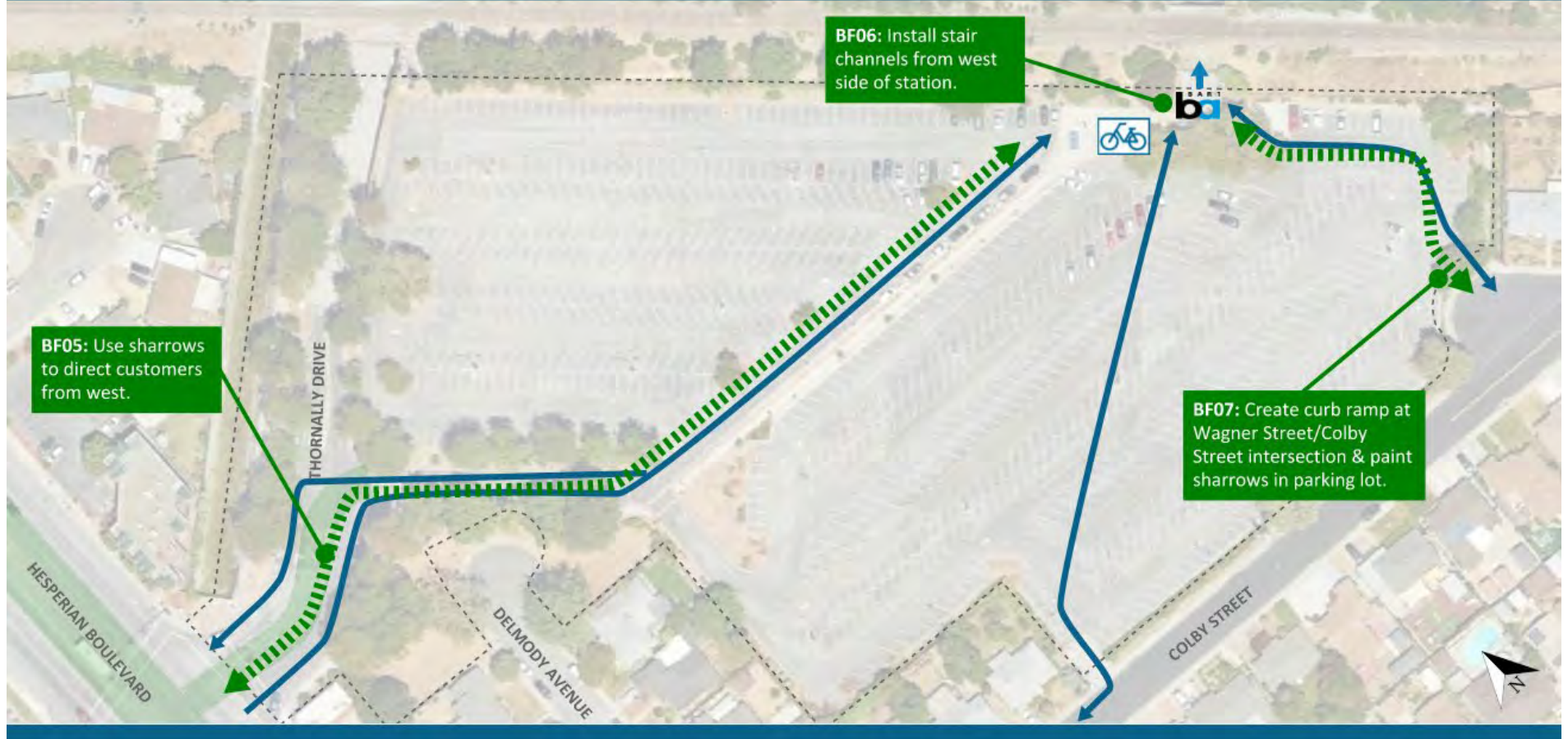
Bicycle Access Barrier

BART Property Line



Bay Fair BART Station (Southwest)

Bicycle Access Recommendations



LEGEND

Bicycle Paths of Travel



Station Fare Gates



Existing Secure Bike Parking



Existing/Proposed Bikeways



Recommended Lockers



Bicycle Access Recommendation



Recommended Bikeway



BART Property Line



Castro Valley BART Station

Station Access Overview

The Castro Valley BART station is located in Castro Valley, an unincorporated community in central Alameda County. The concourse and elevated platform are in the I-580 freeway median. There is a single station entrance, off of Norbridge Avenue, a County-owned road that functions as a BART access road, running through BART property, with a BART parking lot on either side. Besides a pedestrian plaza and intermodal busway located adjacent to the station entry, the entire north side of the station is dominated by over 1,000 surface motor vehicle parking spaces, accessible from the north and west on Wilbeam and Norbridge Avenues and from the north, south and east from Redwood Road.

Historic Bike Access and Bike Parking

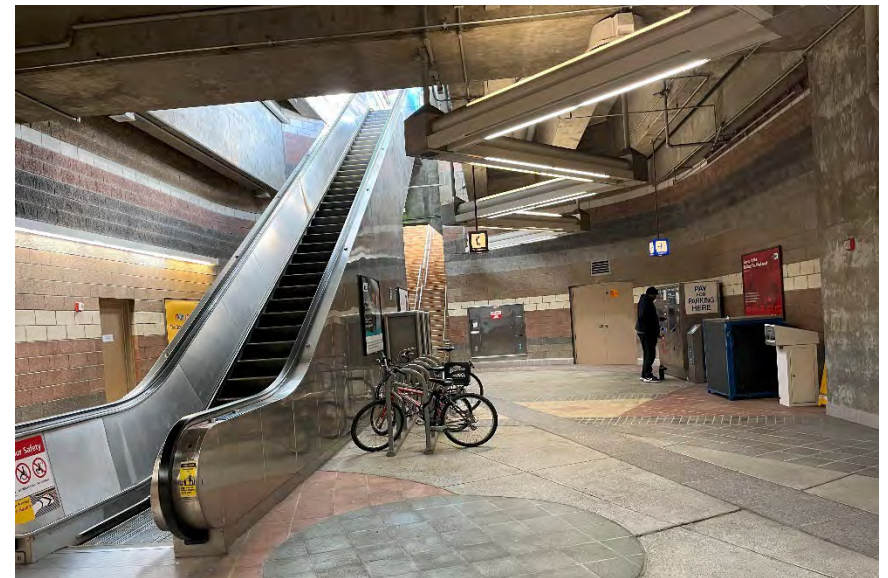
Station access by bike*	9%
Secure bike parking	62
• Bike Station	0
• E-lockers	32
• Keyed lockers	20
• Smart racks	0
• Racks inside paid area	20
• Bike share docks	0

* 2015 BART Station Profile Study

Secure Bike Parking and Fare Gate Locations

Electronic and keyed bike lockers are on the east side of the BART plaza, not far from the stairs and ramp down to the station entrance. Bike racks are provided in the underpass leading to the concourse and within the paid area.

The Castro Valley BART station’s single set of fare gates is located directly under the adjacent freeway, accessible from the north side of the station only by passing through the station’s pedestrian plaza and down a set of stairs or ramp and through a pedestrian underpass.



Station Access Points and Desire Lines for Riders Arriving by Bike

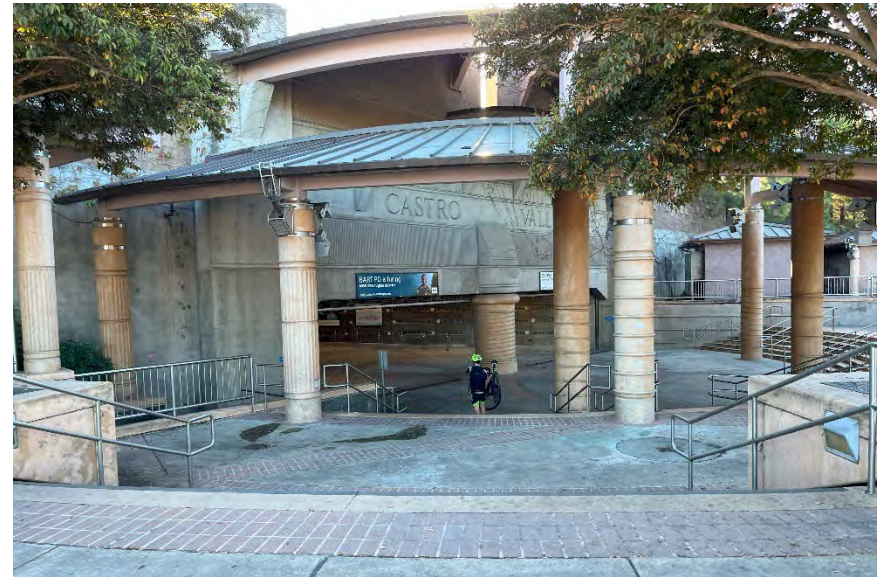
Passengers enter and exit the station by bike from two directions:

- **From the west**, people biking from Wilbeam Avenue and from Norbridge Avenue west of the Castro Valley BART station for BART riders who bike to this station to reach the fare gates is via the BART plaza. Accessing the fare gates also involves crossing the plaza, then going down a wide stairway or ramp.
- **From the east**, cyclists use the Redwood Road/ Norbridge Avenue intersection to enter the station and ride down Norbridge to the busway access road where they turn left to reach secure bike parking and the fare gates beyond.



Current Access Challenges

For bicycling Castro Valley BART customers coming from the west and northwest, the plaza and stairs present the most immediate challenges. Although traversing the plaza is the most direct route from this direction, the only curb ramp to the plaza is at the crosswalk on the corner, requiring cyclists to either dismount in the roadway and lift their bike up the curb or overshoot the plaza and ride in the bus access road to reach secure bike parking and, via stairs or a ramp, the fare gates. The plaza itself also creates challenges: unused retail kiosks block sight lines and create an obstacle course to reach the bike lockers or fare gates.



People coming by bike from the northeast on Redwood Road access the station at the Norbridge Avenue intersection and turn right into the station. Accessing the secure bike parking and fare gates requires riding in the left turn lane and mixing with

motorized traffic, including buses. Those coming from the south face the same challenges, but first must also cross two lanes of fast-moving traffic on Redwood Road to turn left onto Norbridge. The most direct path from this direction would be to enter the station where Redwood Road crosses the I-580 westbound onramp; however, a chain-link fence prevents access at this location.

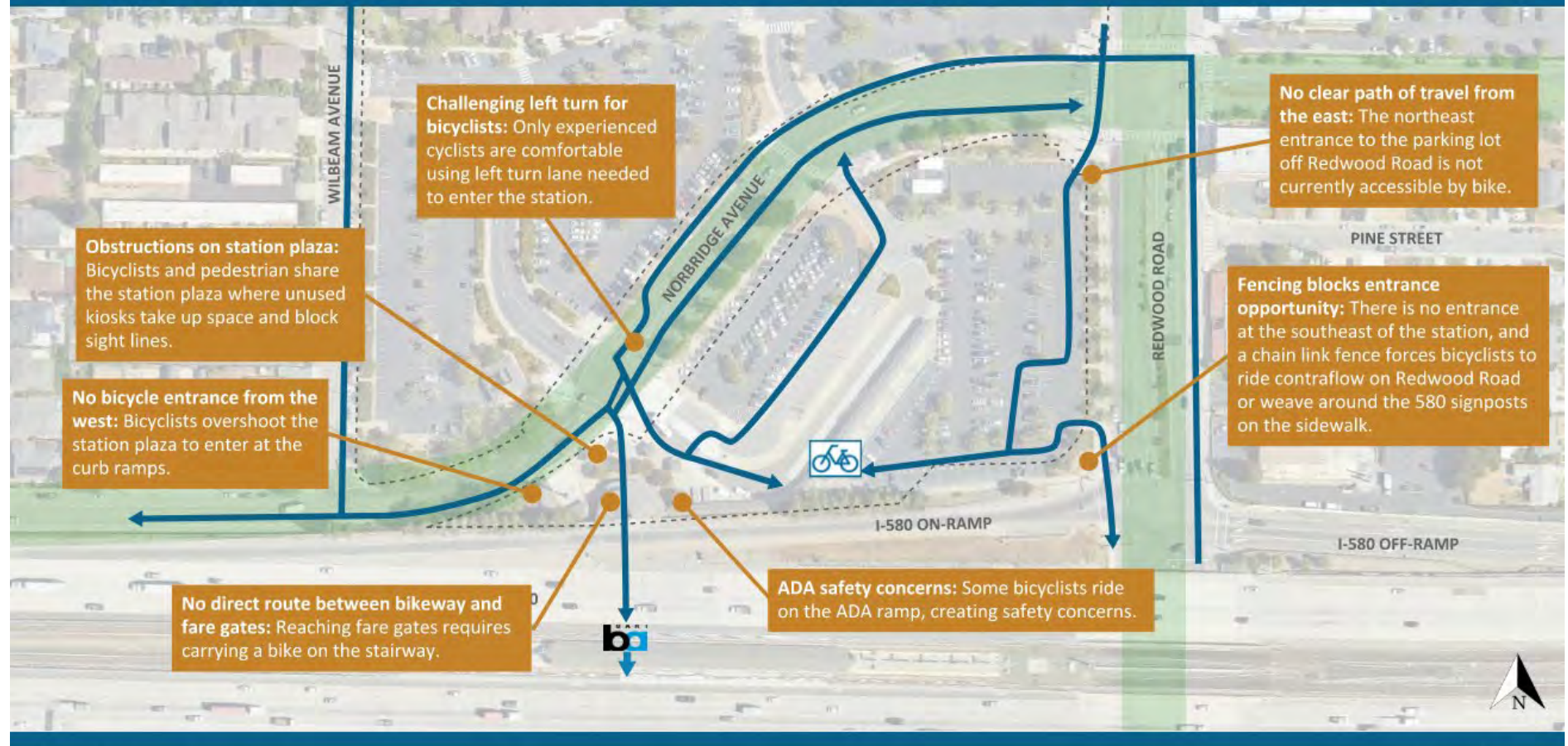
Cyclists who bring their bikes aboard a train leaving from the Castro Valley station from either direction often use the ADA ramp to avoid the stairway. The ramp is too narrow to safely accommodate shared disabled and bicycle use. .

Recommended Solutions

- **CV01. Construct stairway channels:** The ADA ramp is very narrow and should not be formalized for bike use. Encourage direct travel between the plaza and fare gates for bicyclists of all ages and abilities by adding two stairway channels to the existing stairway. Exact siting TBD based on optimizing the direction of bicycle travel while minimizing potential conflicts with pedestrians.
- **CV02. Build new bikeway on BART property:** Link the Redwood Road/Norbridge Avenue intersection with the fare gates with a new two-way path that hugs the eastern and southern edges of the Redwood Road BART parking lot. This facility will allow cyclists to avoid Norbridge Avenue and the one-way busway within the station. Pandemic and post-pandemic ridership levels have depressed demand for auto parking spaces, leaving adequate excess capacity to implement this project. Relocate accessible parking with input from ADA coordinator.
- **CV03. Remove kiosks on plaza:** Demolish one or more unused retail kiosks on the plaza to establish clear sight lines. This will also improve safety and security for pedestrians, but could speed up bikes so warning signage should be considered.
- **CV04. Curb ramp from eastbound Norbridge to plaza:** Create curb ramp to allow direct bicycle access onto plaza. (Egress trips by bike will still reach Norbridge via the Norbridge/busway corner.) Project will encourage bikes to use the plaza, so “Yield to Pedestrians” signage will be needed. Requires coordination with Alameda County, which operates Norbridge Avenue.
- **CV05. Install warning signage at ADA ramp:** Install signs and warning reflectors to alert cyclists to yield to pedestrians on the ramp.
- **CV06. Create passageway through southeast corner of station:** Modify the existing fence to create a gap for bicyclists (and pedestrians) coming from the south. This will avoid the need to travel all the way to Norbridge Avenue and negotiate this busy intersection. Companion striping and signage to direct northbound cyclists will be necessary to encourage safe crossing of Redwood Road and the freeway on-ramp. Will require coordination between BART and Alameda County and Caltrans.

Castro Valley BART Station

Bicycle Access Needs and Barriers



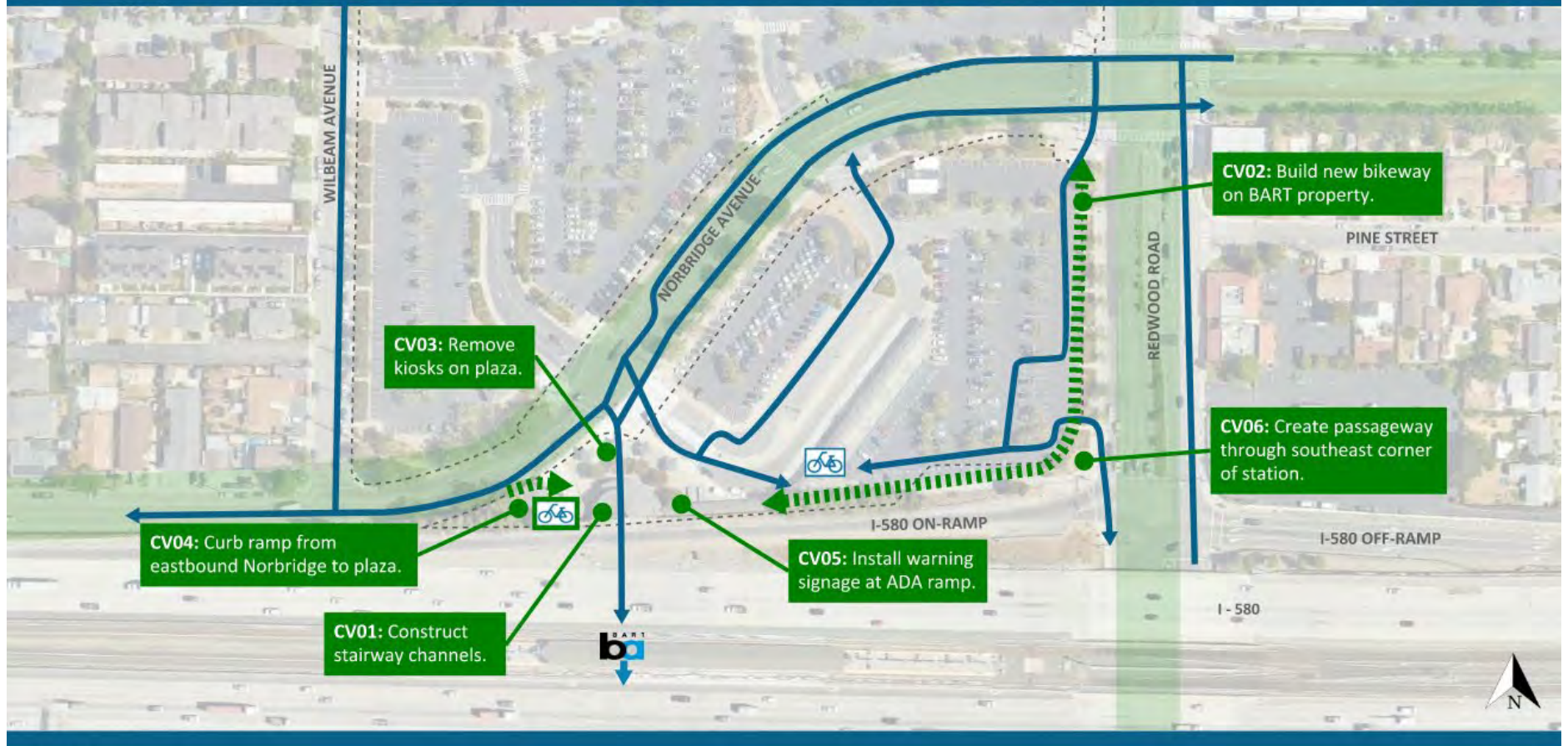
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
(under freeway)
- Existing Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Barrier
- BART Property Line



Castro Valley BART Station

Bicycle Access Recommendations



LEGEND

Bicycle Paths of Travel

Station Fare Gates

 (under freeway)

Existing Secure Bike Parking

Existing/Proposed Bikeways

Recommended Lockers

Bicycle Access Recommendation

Recommended Bikeway

BART Property Line



Coliseum BART Station

Station Access Overview

The Coliseum BART station is located in East Oakland. The elevated station has entrances on both sides of the station.³ The street level station entrance is off of San Leandro Street on the west side of the station. The East Bay Greenway—a future regional trail which will link BART stations throughout the inner East Bay—will serve the east side of the Coliseum station. There is currently a pedestrian bridge to the Coliseum that could potentially become an all-day access point depending on the future use and design of the Coliseum site.

The east station entrance is from a pedestrian plaza on the east side of the Union Pacific Railroad (UPRR) tracks and on Snell Street, within the station parking lot. While the west side of the station is bustling with bus transfers and traffic on San Leandro Street, the east side of the station is comparatively quiet throughout most of the day. The station parking lot is on the east side of the station, accessed by 71st Avenue and the Hegenberger Road “off-ramp.”

³ Although the BART tracks run at a 45-degree northwest-to-southeast angle through Oakland, directions are identified in this section as if they run due north/south, with San Leandro Street to the west and Snell Street and the station parking lot to the east.

Historic Bike Access and Bike Parking

Station access by bike*	5%
Secure bike parking	16
• Bike Station	0
• E-lockers	16
• Keyed lockers	0
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	0

* 2015 BART Station Profile Study



Secure Bike Parking and Fare Gate Locations

Electronic bike lockers are located on the Snell St. sidewalk adjacent to the parking lot.

The Coliseum BART station has a single set of fare gates, which is at street level, easily accessible from the west side of the station, near the station agent's booth and the station's only elevator. From the east side of the station, accessing the fare gates by bicycle requires using stair channels to descend and climb staircases in a pedestrian tunnel under the UPRR tracks that run immediately parallel to the BART alignment.



Station Access Points and Desire Lines for Riders Arriving by Bike

Bicyclists typically choose which side of the station to use based on whether they will be parking at the station or taking their bike onboard a train, as follows:

- **Parking the bike:** BART customers who wish to use an e-locker access the Coliseum station from the east. Coming from the north or south (or west), they use Snell Street. From the east, there are several choices, including 68th Avenue, 71st Avenue or 73rd Avenue.
- **Bringing the bike onboard a train:** Many passengers who are going to carry their bike onboard a train travel on San Leandro Street and use the west side of the station because that is where the elevator and staircases to the platform are. Customers also use the new stair channels between the east side of the station and the concourse to bring their bike on the train.

Current Access Challenges

Coliseum BART is surrounded on all sides by roadways on Oakland's Multimodal High Injury Network. Hegenberger Drive and San Leandro Street directly abut the station area to the south and west. 69th Avenue is two blocks to the north and International Boulevard is four blocks to the east.

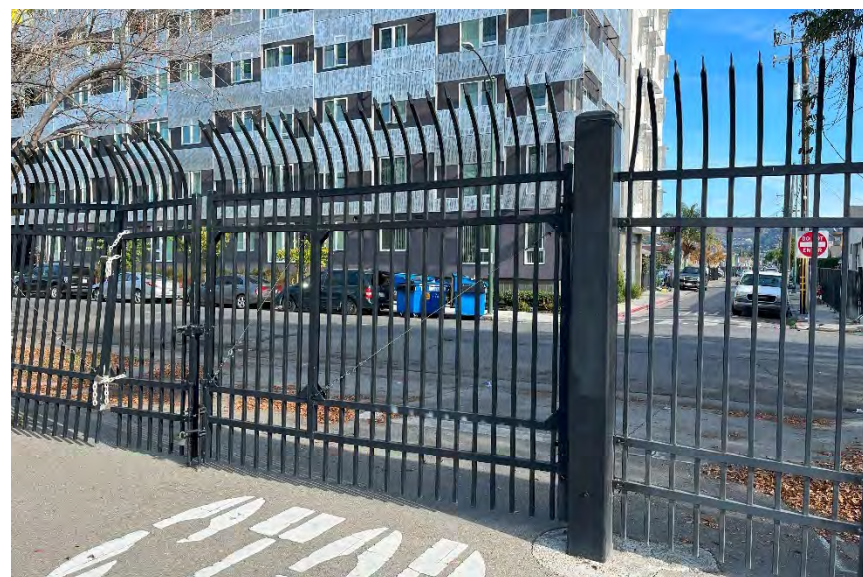
Connectivity to the Coliseum BART station area for people using active modes via low-stress, low injury roadways is very poor. A tall metal fence surrounds the BART parking lot on the north, south and east sides. A vehicle and pedestrian entrance exists mid-lot on 71st Ave to the north and there is a vehicle-only entry via one-way westbound Hegenberger the south side, but the eastern entrance to the BART parking lot at 72nd & Hawley has been permanently locked to reduce criminal activity on BART

property and aid enforcement efforts by BART Police. With the BART parking lot entry at 72nd & Hawley closed, all access to Coliseum BART from points east is limited to the north and south entrances.

Due to persistent security issues, BART customers who wish to park a bike at the Coliseum station avoid using the racks, which are located on the west side of Snell Street and in the parking lot east of the station. Instead, they store their bikes in the e-lockers that are also located in the parking lot. These lockers are accessible via Snell Street and the north parking lot entry on 71st Avenue. Snell is shared with motor vehicles bound for the BART parking lot or to drop off or pick up customers and does not have a designated bikeway.

Lion Way is another way to access the Coliseum BART station by bike. The street begins at the Lion Creek Crossings affordable housing complex, a couple of blocks north of the station and turns into a block-long path immediately north of the station. Lion Way continues south of the station to 75th Avenue, passing beneath Hegenberger Road along the way. The BART parking lot interrupts this neighborhood passageway for bikes.

The station's e-lockers are located at the western edge of the parking lot, adjacent to the ADA parking, and are not visible from either parking lot entrance. From the east, bicyclists can access the station and e-lockers from the 71st Avenue parking lot entrance; however, if they're coming from the southeast (e.g., 73rd Avenue to avoid Hegenberger Road), the parking lot fence forces them to detour two blocks out of the way to use 71st.



BART passengers wishing to bring their bike aboard a train also face barriers. Those coming from the east on 69th Avenue often ride on the narrow and cluttered San Leandro Street sidewalk to the fare gates or elevator rather than cross this busy four-lane truck route to ride south for about 800 feet, only to have to cross back to the station side of the street in an uncontrolled crosswalk. The first completed segment of the East Bay Greenway serves the Coliseum station from the south, but stops about 400 feet short of the station entrance.

Recommended Solutions

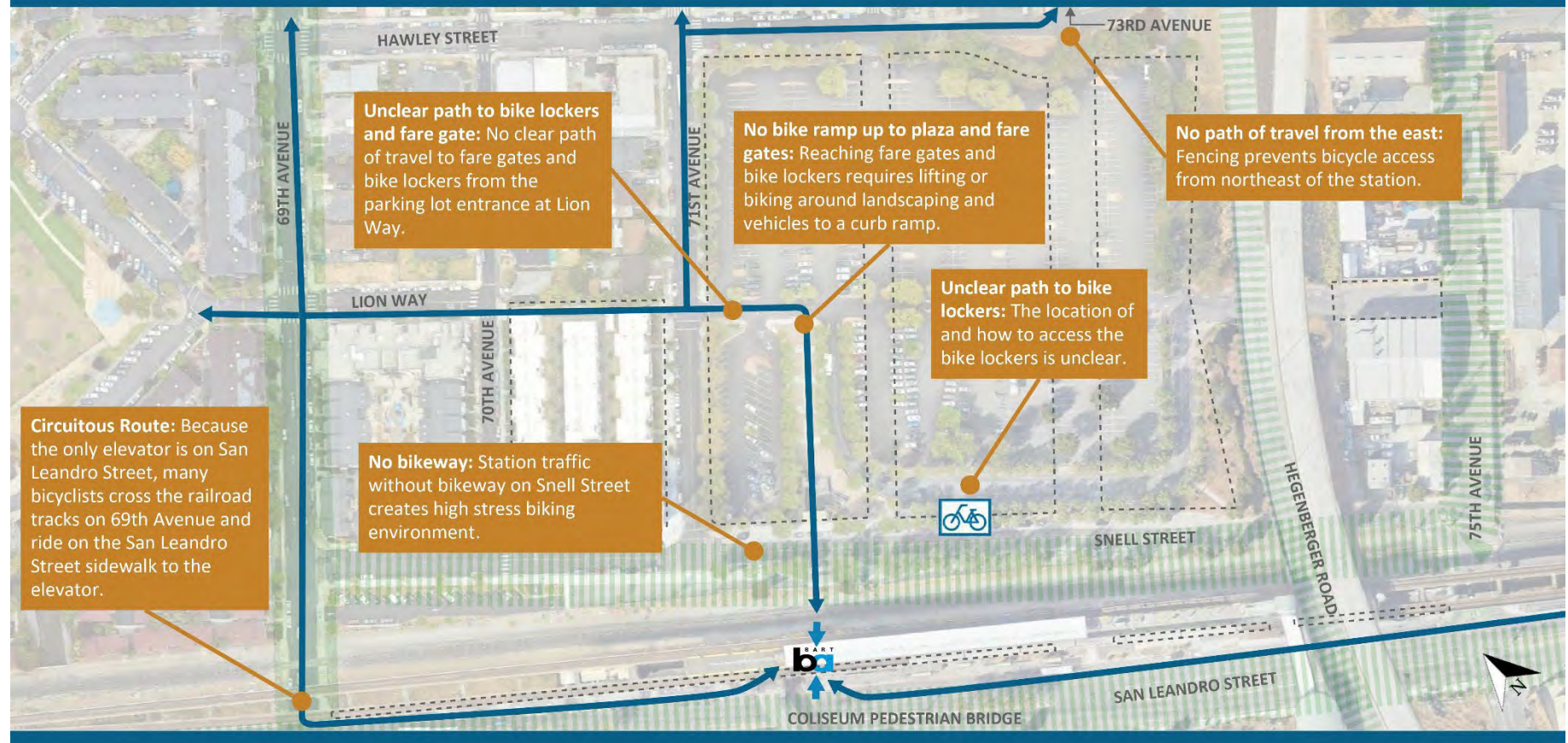
- **CLo1. Move some e-lockers:** After East Bay Greenway construction, move some bike lockers to west side along San Leandro Street. If bikeway is at street grade, coordinate with East Bay Greenway design to add bike ramp. The number of lockers to be moved will be based on considerations such as

demand, space, access/egress and other site-specific constraints.

- **CLo2. Add curb ramp to east side plaza at Lion Way:** BART customers who ride from the east side of the station and wish to bring their bike aboard a train need a curb ramp from the Lion Way alignment in the parking lot up to the pedestrian plaza that leads to the channeled stairways to the fare gates.
- **CLo3. Stripe sharrows and add speed hump through the parking lot:** Connect the Lion Way multi-use path north of the station with 75th Avenue south of the station with sharrow pavement markings in the parking lot.
- **CLo4. Construct new multi-use path from 73rd Avenue:** Aligned with the future OakDOT 73rd Avenue bikeway, open a new entry for active modes in the perimeter fence and construct a two-way multiuse path through the BART parking lot to the station entrance. Modify and relocate the existing ADA parking to align the bikeway alongside the existing bike lockers.
- **CLo5. Install directional signage to secure bike parking, fare gates and elevator:** Signs posted at both parking lot entrances, the station entrance on San Leandro Street and the San Leandro Street/69th Avenue intersection will help BART customers arriving by bike to find secure bike parking and accessible station entrance.
- **CLo6. Build new bikeway along Snell Street:** In the long term, coordinate with OakDOT on the design and construction of a two-way, separated multi-use path between 69th Avenue and the station entrance using both Snell Street and the BART parking lot on the east side of Snell.
- **Future TOD. Include Bike Station:** A staffed or self-serve Bike Station should be considered as part of any future TOD that is built on the east side parking lot.

Coliseum BART Station

Bicycle Access Needs and Barriers



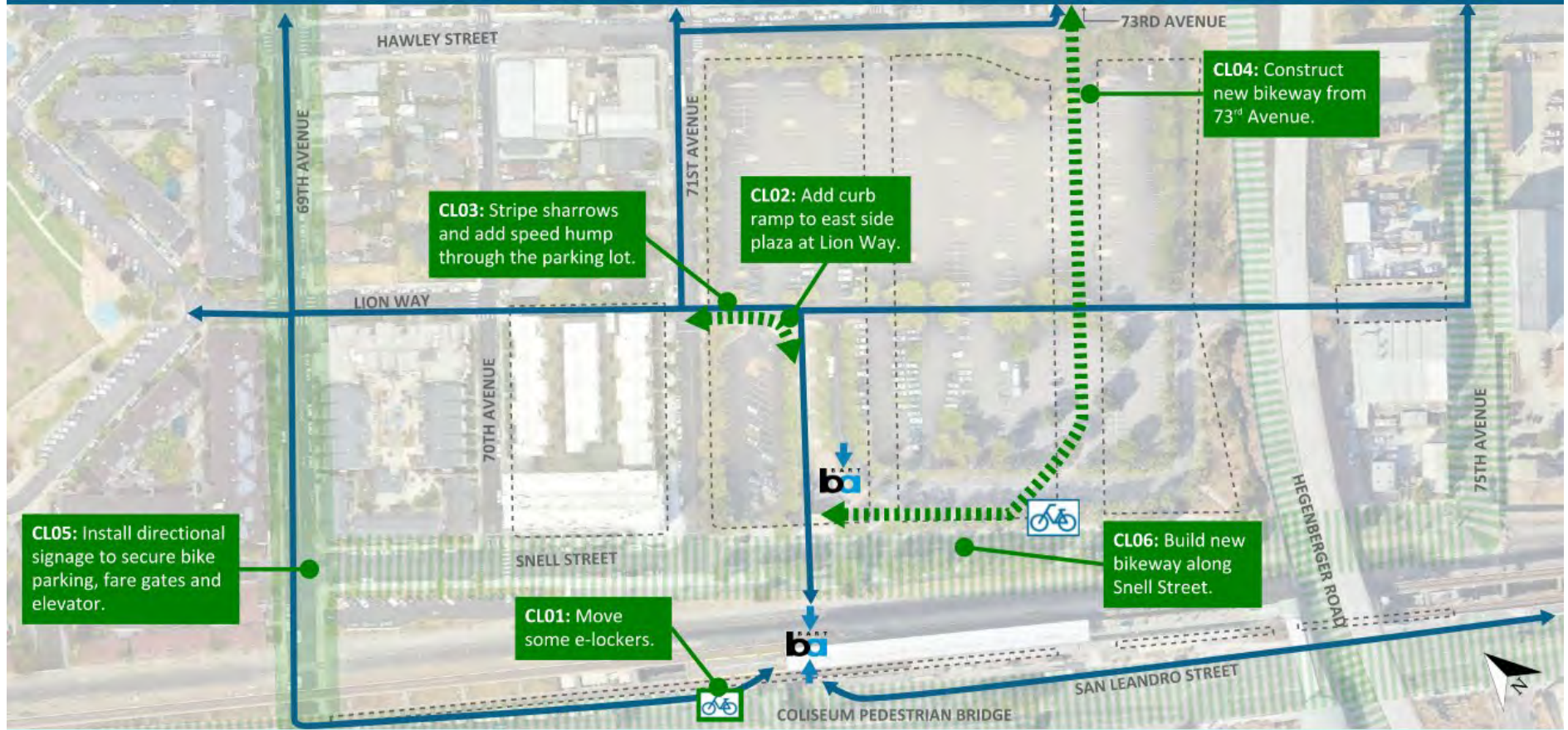
LEGEND

-  Bicycle Paths of Travel
-  Station Fare Gates
-  Existing Secure Bike Parking
-  Existing/Proposed Bikeways
-  Bicycle Access Barrier
-  BART Property Line



Coliseum BART Station

Bicycle Access Recommendations



LEGEND

Bicycle Paths of Travel

Station Fare Gates

Existing Secure Bike Parking

Existing/Proposed Bikeways

Recommended Lockers

Bicycle Access Recommendation

Recommended Bikeway

BART Property Line



Concord BART Station

Station Access Overview

The Concord station is on an elevated trackway, surrounded by surface and structured parking, with entrances at street level on the east and west sides of the station.⁴ There are surface parking lots and parking structures on both sides of the station. The eastern lots are accessed via four driveways off of Oakland Avenue, one of which also serves the parking structure. The west side surface lots are accessed via Oak and Park Streets.

Historic Bike Access and Bike Parking

Station access by bike*	5%
Secure bike parking	156
• Bike Station	0
• E-lockers	88
• Keyed lockers	12
• Smart racks	18
• Racks inside paid area	38
• Bike share docks	0

* 2015 BART Station Profile Study

⁴ The BART tracks run at a slight angle through Concord; directions are identified in this section as if they run due north/south, with the station's surface parking lots to the west and the parking structure on Oakland Avenue to the east.

Secure Bike Parking and Fare Gate Locations

Concord station's electronic bike lockers are located on the west side of the station, just north of the station entrance. Keyed lockers and Bikeep smart racks are located on the east side of the station. Racks are located inside the paid area just beyond the fare gates. The Concord station has a single set of fare gates, located in the breezeway between the east and west sides of the station.





Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers who bike to the Concord station from the east use the parking lot driveway off of Oakland Avenue at Atlantic Street. This one-way service road brings cyclists to bike racks and fare gates. Cyclists have several options to reach the fare gates and secure e-lockers from the west side of the Concord station:

- **From the south:** The Mesa Street multi-use path brings BART riders from Cowell Road to Mt. Diablo Street. They typically turn left on Mt. Diablo Street towards the west station entrance to avoid having to cross Oakland Avenue twice. The most direct path to secure bike parking and the fare gates is to either ride in the busway or on the adjacent sidewalk, neither of which are officially permitted.
- **From the west:** The plaza between Grant Street and the fare gates is the most direct route for cyclists, who can either use

Oak Street or Grant Street to access the plaza. The ride to/from Oak Street is simple, with good sight lines and both directions of traffic stop-controlled. Biking to/from Grant Street requires using pedestrian curb ramps.

- **From the north:** Park Street provides a convenient exit route for northbound cyclists who are willing to break the rules and use the busway. This route is not really possible to enter the station when buses are present without sharing the sidewalk with exiting pedestrians, also illegal.



Current Access Challenges

Directional signage to the BART entrance and secure bike parking is needed at the edges of the Concord station. There is an existing sign on Mt. Diablo Blvd. at Mesa Street, but it inexplicably says bike parking is to the south, in the opposite direction as the station. Also on the south end of the station, there is no designated bikeway between the Mesa Street Path and the BART entrance, so

cyclists use the busway and sidewalk, although they're not officially permitted on either facility. The route that bicyclists should take between the BART station entrance and Oak Street is unclear.

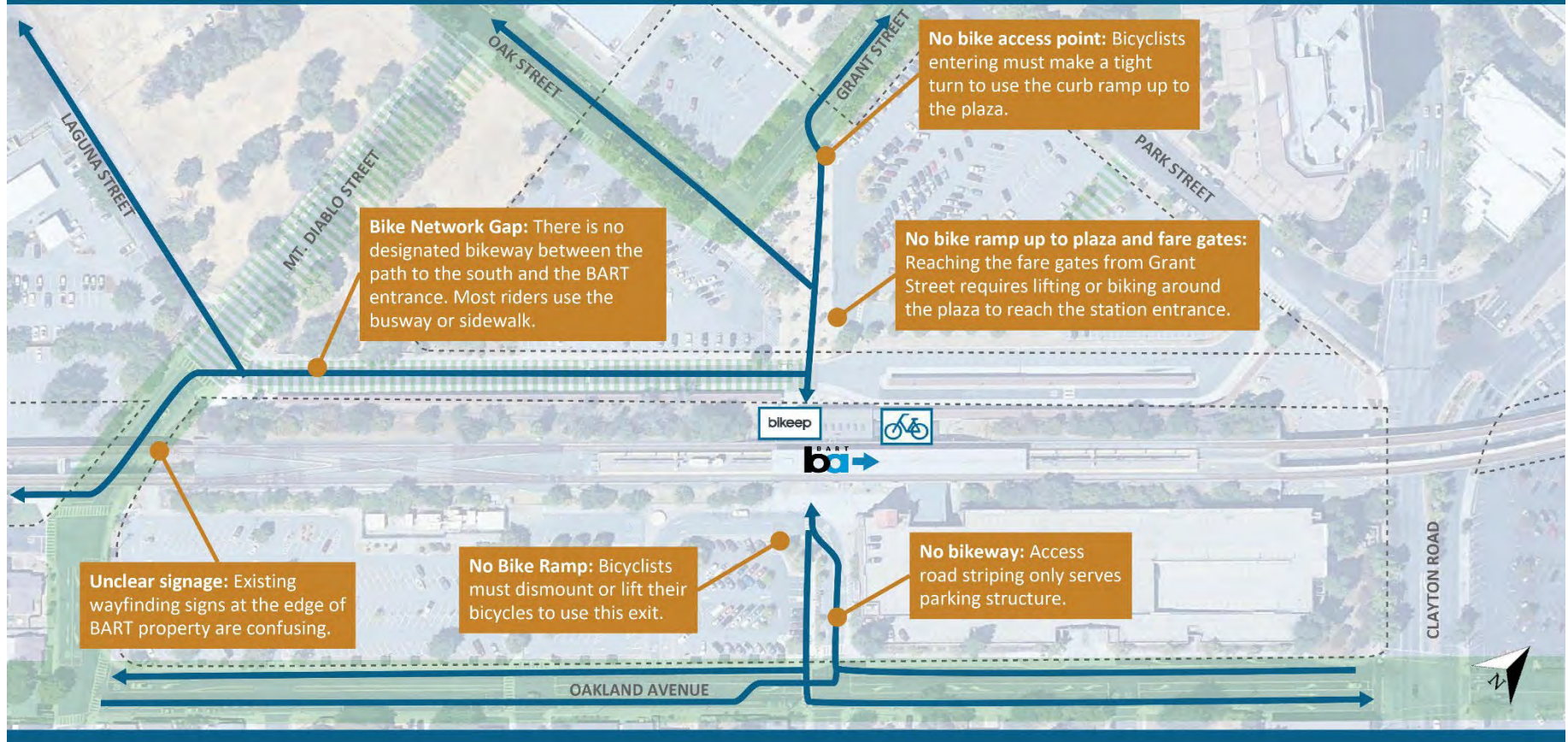
On the east side of the station, the access road that comes closest to the fare gates and bike racks is accessed from Oakland Avenue at Atlantic Street. This one-way road is challenging for BART customers arriving to the station by bike mainly because it is one-way and requires a circuitous route to exit the station.

Recommended Solutions

- **CNo1. Construct a separated bikeway between Mt. Diablo Street and the station entrance:** Design and develop a two-way bikeway that runs adjacent to the busway on the east side, across Mount Diablo Street, then through the BART parking lot to connect to the existing path on Mesa Street.
- **CNo2. Update wayfinding at Mt. Diablo Street/Mesa Street:** Update signage/wayfinding, including new signs to and from the existing path along Mesa Street.
- **CNo3. Install dedicated bike ramp to/from Grant Street driveway:** New ramp should be installed in the apex of the 90 degree curve in the passenger loading zone near Grant Street.
- **CNo4. Widen crosswalk ramps at both ends of east entry sidewalk to formalize for shared use:** Encouraging bikes to share the wide sidewalk will provide a direct two-way route between Oakland Avenue and the fare gates and bike parking. Remove "Bicyclists dismount" signs.
- **CNo5. Move some bike lockers to the east side of the station:** There is excess e-locker capacity on the west side of the station and excess bike rack capacity on the east side. Relocate 8-12 of the underutilized lockers to the east side, replacing unused bike racks between the parking garage and the station. The number of lockers to be moved will be based on considerations such as demand, space, access/egress and other site-specific constraints.
- **CNo6. Stripe sharrows through the driveway:** Connect Oakland Avenue with the station entrance with sharrow pavement markings for entry trips into the station. Bicyclists exiting the station should use the shared sidewalk in CN04 rather than ride contra-flow in the one-way driveway.

Concord BART Station

Bicycle Access Needs and Barriers



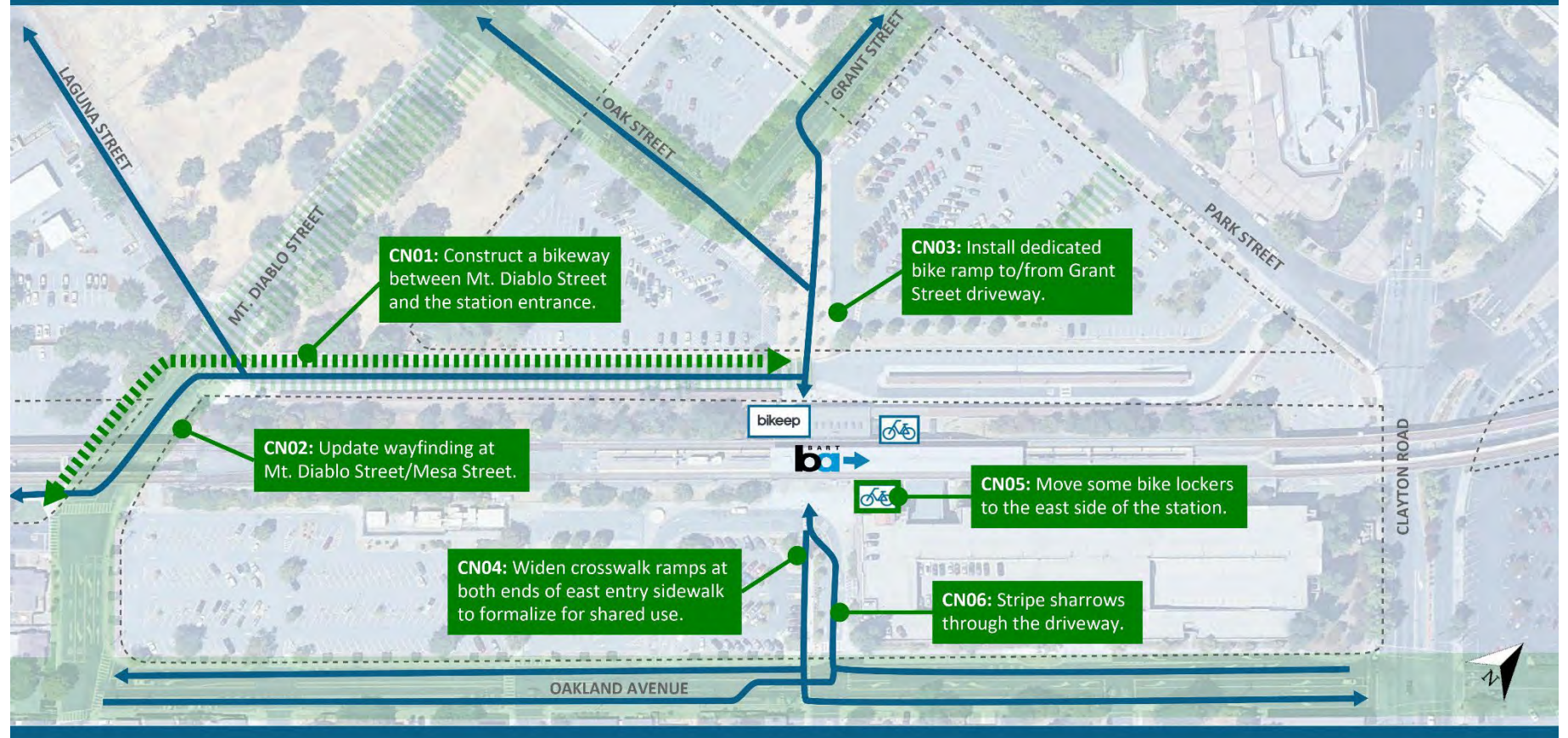
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Existing Secure Bike Parking
- Bikeup Smart Racks
- Existing/Proposed Bikeways
- Bicycle Access Barrier
- BART Property Line



Concord BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Existing Secure Bike Parking
- Bikeeep Smart Racks
- Existing/Proposed Bikeways
- Recommended Lockers
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line



Daly City BART Station

Station Access Overview

The Daly City BART station is surrounded by John Daly Blvd., DeLong Street and the I-280 freeway. Bike lanes on four-lane, busy John Daly Blvd. end east of DeLong Street (i.e., they stop just short of the station).⁵ There are station entrances under the elevated tracks off of Niantic Avenue on the east side of the station and from the parking structure on the west side. The Daly City station has a particularly busy bus intermodal facility, which is served by SamTrans and SF Muni.

Historic Bike Access and Bike Parking

Station access by bike*	3%
Secure bike parking	45
• Bike Station	0
• E-lockers	20
• Keyed lockers	0
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	25

* 2015 BART Station Profile Study

⁵ Although the BART tracks run at a 45-degree southwest-to-northeast angle through Daly City, directions are identified in this section as if they run due north/south, with I-280 to the west and Niantic Avenue and the intermodal to the east.

Secure Bike Parking and Fare Gate Locations

E-lockers are located under the tracks north of the west entrance. There are no racks inside the paid area. A Bay Wheels bike share station at St. Charles Avenue has 25 docks.

There are two sets of fare gates at the Daly City station. One is accessed from the east from the Niantic Avenue busway; the other serves the parking structure on the west side of the station and customers walking or biking from San Francisco.

Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers bike to and from the Daly City station from both sides of the elevated BART tracks:

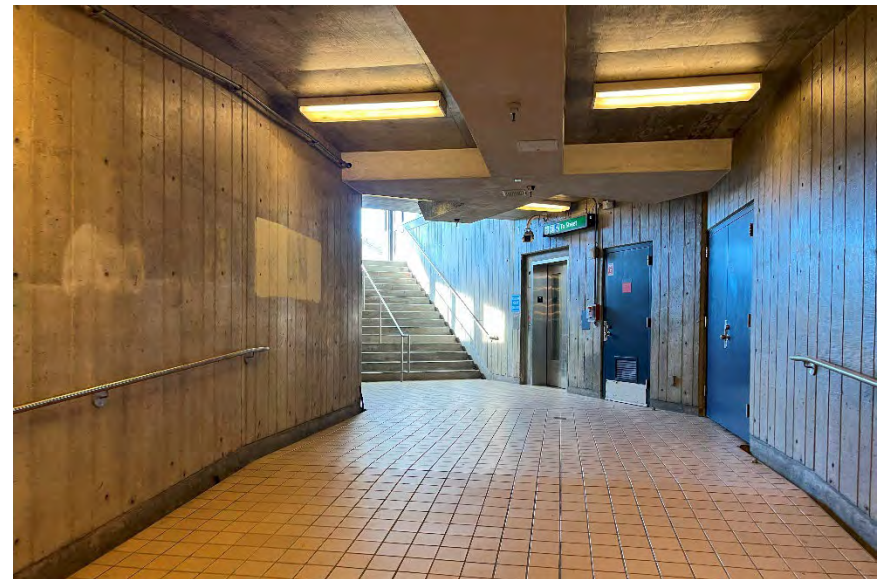
- **From the east:** Many BART passengers coming from the east by bike use DeLong Street and Niantic Avenue. Although this route is shared with several bus lines, it is the flattest route and avoids John Daly Blvd., which is a five-lane busy arterial without bike lanes west of DeLong. Another route from DeLong takes cyclists through the surface parking lot east of the station and down a pedestrian ramp, across the busway to the fare gates. Some riders take DeLong to John Daly Blvd, then turn quickly and travel contraflow on the one-way busway to reach the fare gates. The station, which is north of John Daly Blvd., is also accessible from south of this busy roadway via an undercrossing beneath John Daly Blvd.
- **From the west:** Many cycling customers coming from the west side of the tracks use St. Charles Avenue to reach the BART

access road, e-lockers, fare gates and new bike share station. Some take Niantic Avenue and ride on a sidewalk alongside eastbound John Daly Blvd. to reach the undercrossing; others use Junipero Serra on the other side of the BART tracks, a six-lane arterial with sharrows.



Current Access Challenges

Together, grade changes and busy multi-lane roads create a very challenging environment through which to bike to and from the Daly City BART station. East of the station, this means that customers who bike to the station have the choice of taking Niantic Avenue, which is shared with several bus lines, riding through the surface parking lot to a narrow ramp that is shared with pedestrians or braving John Daly Blvd. and riding the wrong way on the station's one-way busway (not recommended!). From the southeast, some take an undercrossing and a pair of elevators from the surface parking lot south of John Daly Blvd, but this route can be difficult to find due to significant grade changes and limited signage. Junipero Serra is the alternative from the east, but it is a very busy five-lane roadway with no bike facilities.

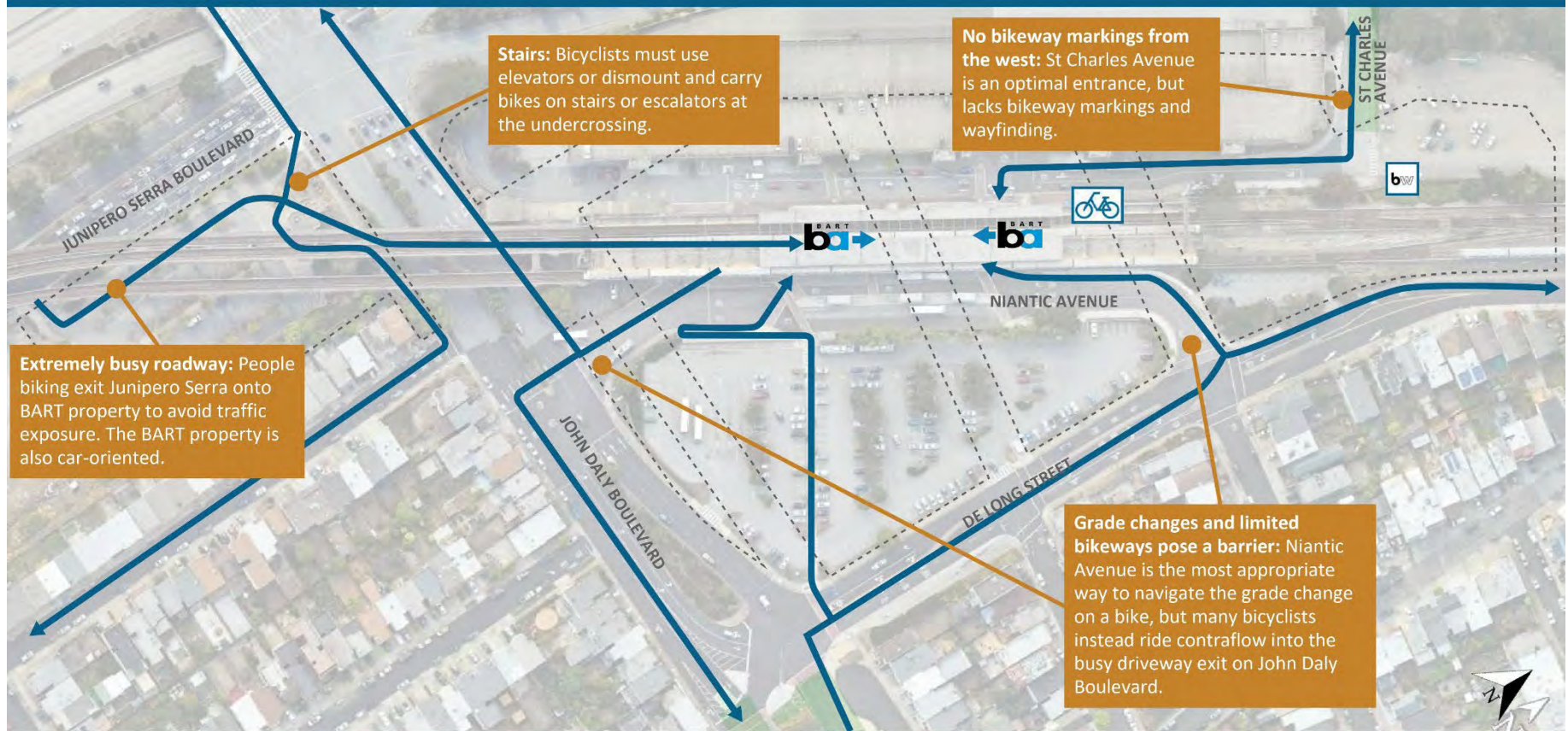


Recommended Solutions

- **DCo1. Mark the Niantic Avenue/busway bike route:** Stripe sharrows on the surface parking lot entrance and post bicycle wayfinding to the fare gates and bike parking (which is on the west side of the station).
- **DCo2. Create wayfinding for the station's e-lockers from De Long Street via Niantic Avenue.** The Daly City station's secure bike parking is on the west side of the station. The most direct way to reach it from the east side is via Niantic Avenue and going under the elevated tracks.
- **DCo3. Stripe bike lanes/sharrows on St. Charles Ave.:** Work with the City of Daly City and Caltrans to stripe advisory bike lanes on St. Charles Avenue.
- **DCo4. Construct bikeway in parking lot along Junipero Serra Blvd:** Construct a new bikeway inside the fence leading toward the elevator to the underpass to allow cyclists to avoid riding on this stretch of Junipero Serra Blvd.
- **DCo5. Add stair channels on underpass stairways:** Install stair channels to the stairways on both sides of the John Daly Blvd. undercrossing.
- **DCo6. Install e-lockers in the Junipero Serra Blvd. parking lot:** Construct electronic lockers near the John Daly Blvd. underpass entrance in the Junipero Serra Blvd. parking lot to allow BART passengers who arrive from the south by bike to avoid having to carry their bikes on the stairways under John Daly Blvd.

Daly City BART Station

Bicycle Access Needs and Barriers



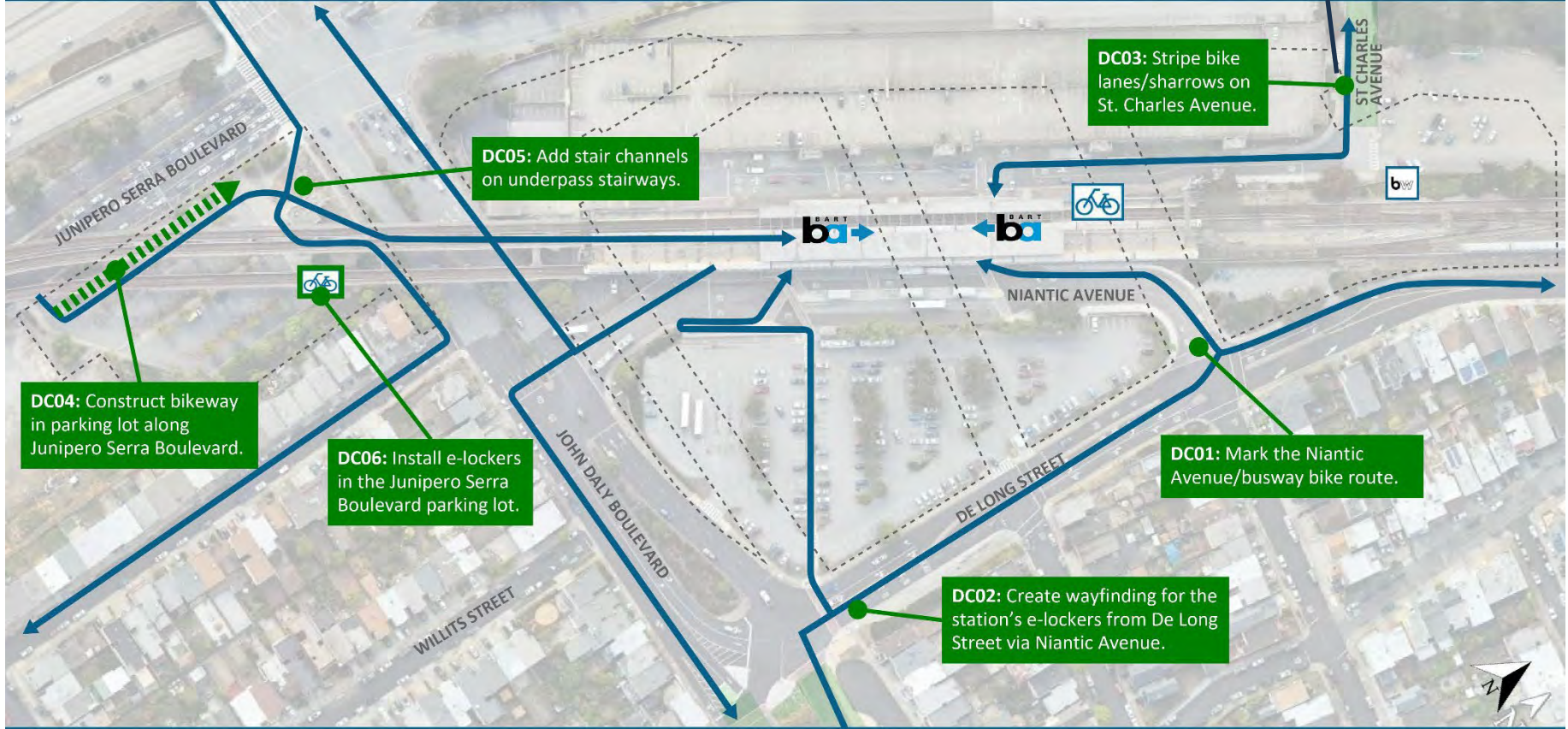
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Bike Share Station
- Existing Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Barrier
- BART Property Line



Daly City BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel 
- Station Fare Gates 
- Bike Share Station 
- Existing Secure Bike Parking 
- Existing/Proposed Bikeways 
- Recommended Lockers 
- Bicycle Access Recommendation 
- Recommended Bikeway 
- BART Property Line 



Hayward BART Station

Station Access Overview

The Hayward BART station has an elevated platform and is in downtown Hayward. The station entrances face east towards City Hall and downtown Hayward, and west towards surface and structured parking.⁶ Entrances to structured parking are on Grand Street at Minaret Way and, shared with surface parking and passenger loading access, off of the intersection of C and Grand Streets.

Historic Bike Access and Bike Parking

Station access by bike*	5%
Secure bike parking	60
• Bike Station	0
• E-lockers	40
• Keyed lockers	20
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	0

* 2015 BART Station Profile Study

⁶ Although the BART tracks run at a 45-degree northwest-to-southeast angle through Hayward, directions are identified in this section as if they run due north/south, with the parking structure and Grand Street to the west and the intermodal, Montgomery Avenue and City Hall to the east.

Secure Bike Parking and Fare Gate Locations

E-lockers and keyed lockers are located on the west side of the station, not far from the station entrance.

The Hayward BART station has a single set of fare gates, with entrances facing east and west. The west side of the station is connected to the concourse via stairways and a tunnel beneath the adjacent Union Pacific Railroad (UPRR) tracks.





Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers bike to and from the Hayward station from the east and west using several routes:

- **From the east:** Cyclists ride to the bike parking or fare gates on the BART plaza from City Hall and downtown or on the sidewalk alongside one-way C/Montgomery Streets then contraflow on the busway. Exiting this side of the station by bike, riders from the west who wish to avoid carrying their bikes down to/up from the tunnel under the railroad tracks take B Street and the sidewalk along the UPRR fence. Leaving this side of the station by bike either means riding on the City Hall plaza, in the busway contraflow (i.e., northbound) to the Montgomery/ B Street intersection and onto the street grid or with traffic on the busway (southbound) to Montgomery/C Street and riding with traffic.

- **From the west:** Cyclists ride to and from the driveway entrance on the west side of the station from C Street or Grand Street. A stairway leading to a tunnel beneath the UPRR tracks is located off the station access road, which is the one-way, two-lane extension of C Street that serves the garage, surface parking lot and passenger loading zone.

Current Access Challenges

The one-way access road (C Street/Montgomery Street) creates the need for cyclists to ride blocks out of their way on busy downtown streets or bike against traffic. BART customers traveling to or from the west side of the station must share one-way access ways on BART property with drivers who may be distracted seeking parking.

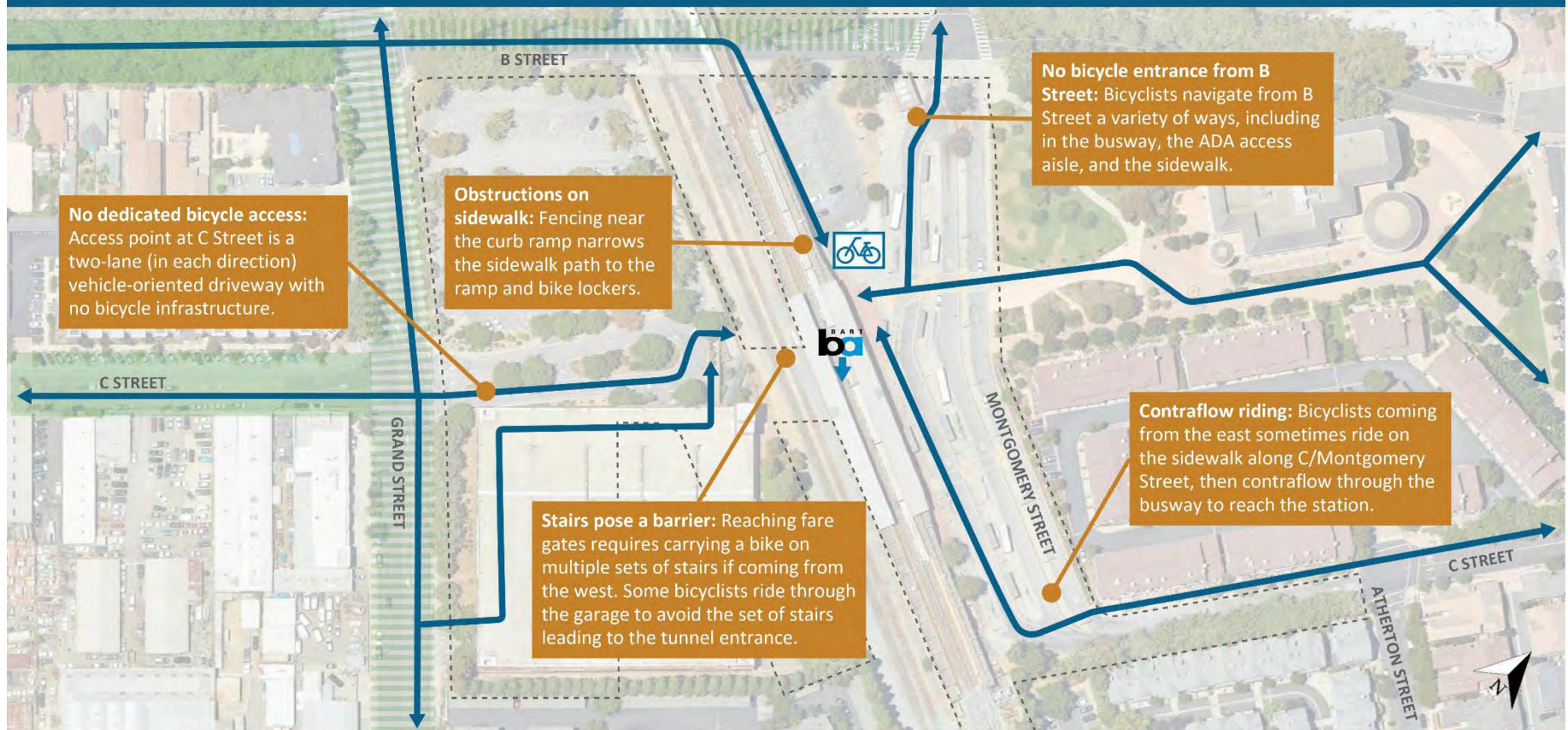


Recommended Solutions

- **HYo1. Raise crosswalk in front of main station entrance:** Prioritize and make pedestrians and cyclists crossing Montgomery from City Hall or downtown more visible by raising the crosswalk. BART would need to coordinate design with AC Transit.
- **HYo2. Construct 2-way bikeway on east side of the station:** Build a two-way bikeway between B Street and the station's e-lockers through the motorcycle parking and landscaped areas. Coordinate path design with City of Hayward to integrate safely with City bike/roadway networks and with Alameda CTC if the final East Bay Greenway alignment passes by the station.
- **HYo3. Construct stair channels on station stairways, as feasible:** To ease carrying bikes up and down the station's many stairways, identify the key stairways and perform an emergency egress analysis to see which are wide enough to accommodate channels. The list of potential stairways includes between the concourse and platforms on the east side of the station, and both stairways between the surface parking lot and the concourse on the west side.
- **HYo4. Create new bikeway in west side parking lot access road:** Convert one lane of the parking lot driveway loop on the east side of the station to a bike lane to and from the entrance to the station access stairway.
- **HYo5. Direct cyclists to the station from the east to use City Hall plaza:** Work with the City of Hayward to erect wayfinding to direct cyclists to use the plaza to reach the station entrance in order to discourage contraflow travel on C Street and the busway.
- **HYo6. Remove short fence adjacent to bike racks on the east side of the station:** To create a wider path for bicyclists and pedestrians, remove the short fence that is adjacent to the taller UPRR fence.
- **HYo7. Move some e-lockers from east side of station to the parking lot west of the station:** Since there is excess e-locker capacity on the east side of the station, move some of these lockers to the west side for cyclists coming from that direction. The number of lockers to be moved will be based on considerations such as demand, space, access/egress and other site-specific constraints.

Hayward BART Station

Bicycle Access Needs and Barriers



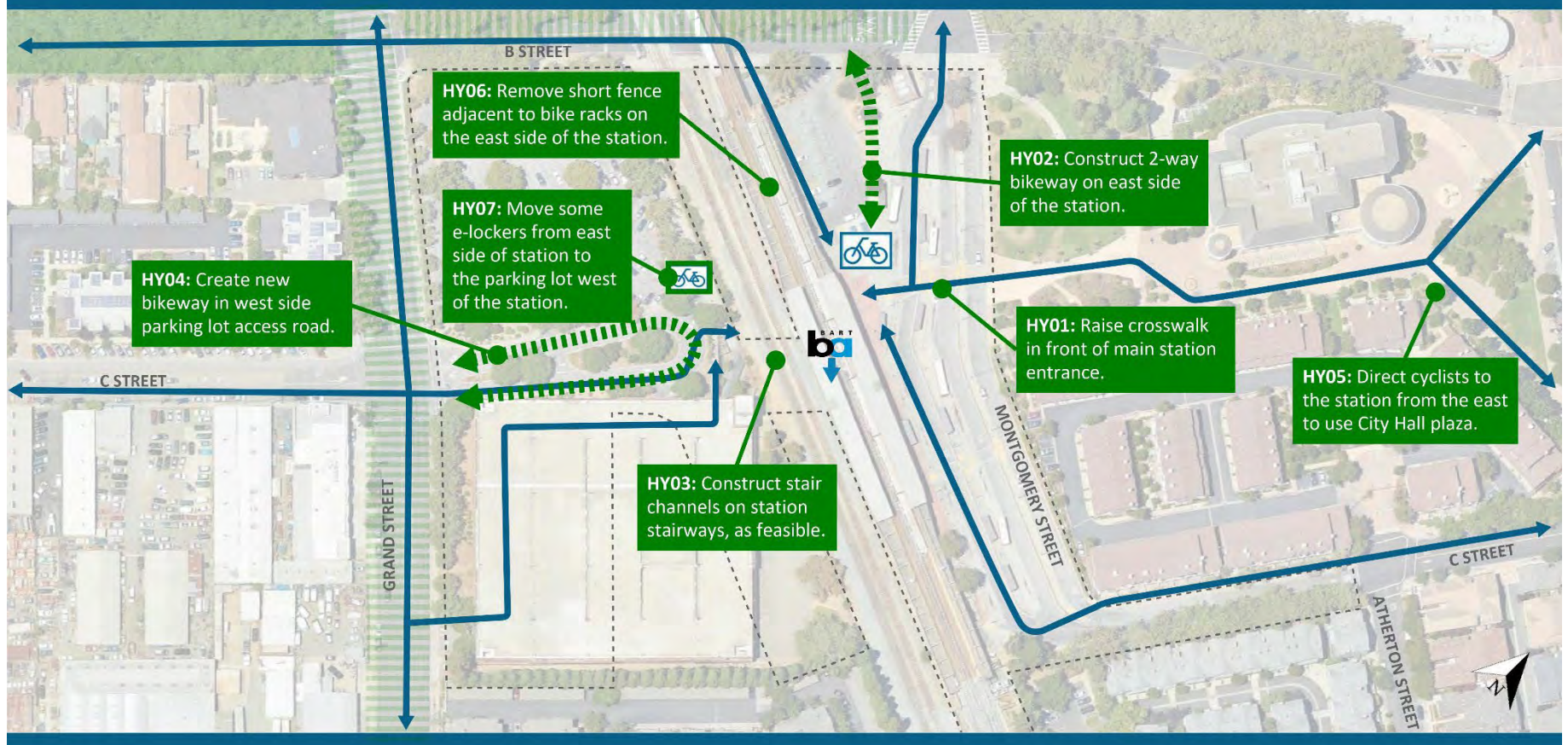
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Existing Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Barrier
- BART Property Line



Hayward BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel 
- Station Fare Gates 
- Existing Secure Bike Parking 
- Existing/Proposed Bikeways 
- Recommended Lockers 
- Bicycle Access Recommendation 
- Recommended Bikeway 
- BART Property Line 



MacArthur BART Station

Station Access Overview

The MacArthur BART station is located beneath SR24 in Oakland’s Temescal District between 40th Street and West MacArthur Blvd., with an access road on the east side of the station joining the two. The access road was designed with a variety of treatments, including southbound sharrows along its entire length. Northbound, the access road has a bike lane alongside the parking garage access lane between MacArthur Blvd. and the garage entrance. Flexible delineators then block cars from continuing north, but bikes may ride through to a bike lane that continues all the way to 40th Street and is separated from southbound traffic with more delineators.

An 877-unit transit-oriented development (TOD) was completed in 2020, replacing the station’s surface parking lots. The new development includes a six-story parking structure at the corner of West MacArthur Blvd. and the access road. Before the TOD was built, a grade difference and the BART parking lot kept 39th Street from going through to the station from Telegraph Avenue, but now 39th Street provides a quiet access route to the station for bikes.

Historic Bike Access and Bike Parking

Station access by bike*	14%
Secure bike parking	264
• Bike Station	197
• E-lockers	36
• Keyed lockers	0
• Smart racks	12
• Racks inside paid area	118
• Bike share docks	31

* 2015 BART Station Profile Study

Secure Bike Parking and Fare Gate Locations

The MacArthur station has multiple secure bike parking options:

- **Self-park Bike Station (197 spaces):** On the station’s plaza, just east of the fare gates.
- **Electronic bike lockers (36):** Also on the station plaza.
- **Bike racks inside the paid area (118):** Just inside the fare gates.
- **Smart racks (12):** Located inside the paid area of the station.
- **Bike share (31):** Also located on the east side of the access road. MacArthur BART’s single set of fare gates is located off of the station’s plaza, just south of 40th Street.

Station Access Points and Desire Lines for Riders Arriving by Bike

There are three ways BART customers enter and exit MacArthur station by bike:

- **From the south:** Riding on Telegraph from the south, customers have a choice of turning left onto West MacArthur Blvd or 39th Street. From either street, they then turn right onto the station access road to reach bike parking on and near the station plaza and the fare gates.
- **From the west:** Customers riding to the MacArthur BART station from the west can use West MacArthur Blvd., then turn left onto the station access road to bike parking and the fare gates. Alternatively, they can ride on 40th Street and turn right on the station access road or dismount before the access and access the plaza directly from 40th
- **From the north:** From the north, customers take Telegraph Avenue, turn right on 40th Street and then left on the station access road.



Current Access Challenges

Bike access to and from the MacArthur BART station was improved when the TOD was completed in 2020; however, a few challenges remain. Cyclists coming from the west on 40th Street must overshoot the station plaza (where bike parking and the fare gates are located) in order to access a ramp to the plaza. The flexible delineators on the access road are sometimes damaged. 39th Street provides a new access road from the east, but since there are not signs indicating that it goes through to the station, it is not well-used for bicycle access.

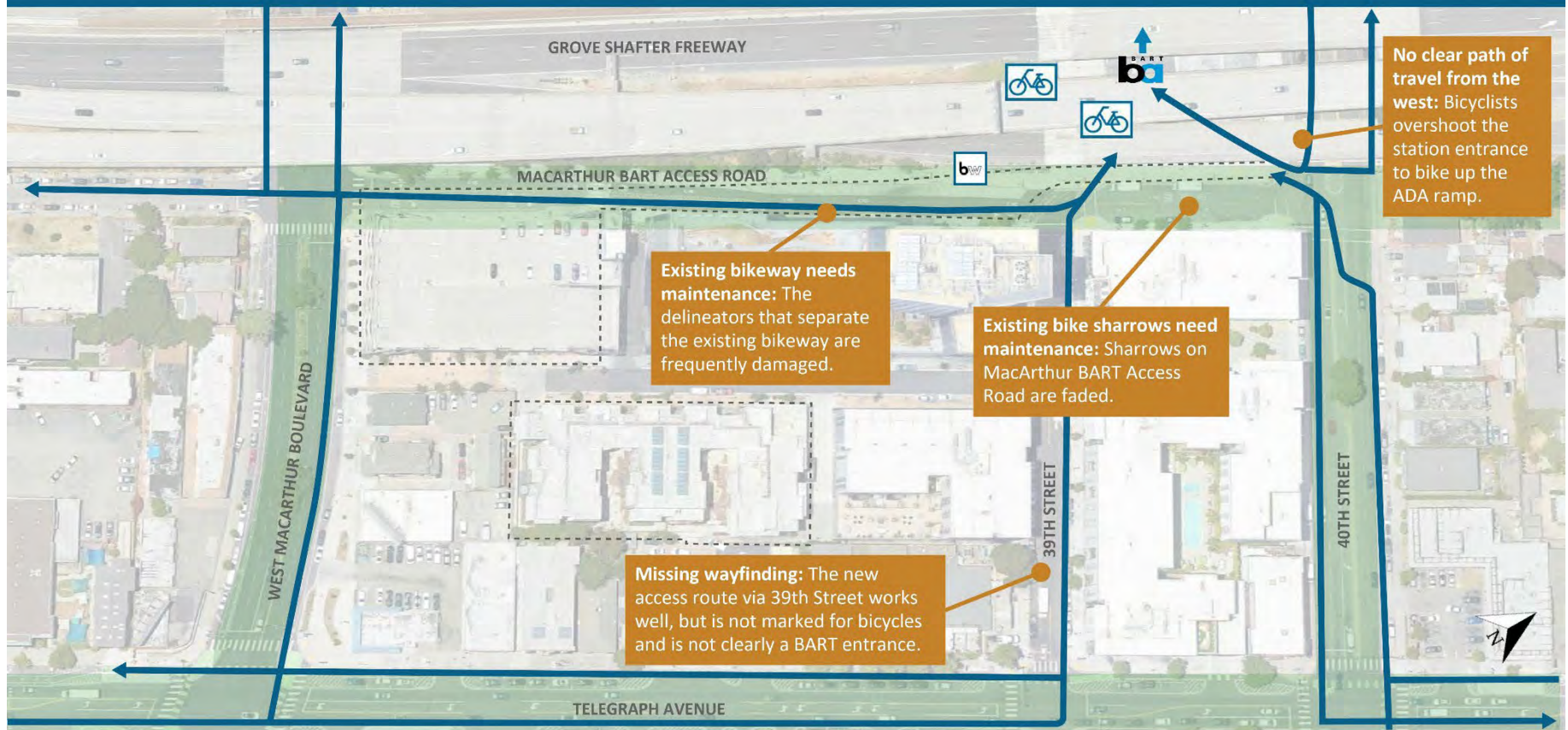


Recommended Solutions

- **MA01. Construct curb ramp on 40th Street:** A bike ramp between the bus stop on 40th Street and the plaza will allow bicyclists coming from the east on 40th Street to avoid the access road and ride directly to bike parking and the fare gates. Coordinate with City of Oakland.
- **MA02. Improve bikeway on BART access road:** Upgrading and hardening the physical separation between the northbound bikeway and southbound motor vehicles on the access road between MacArthur Blvd. and 39th Street, will provide better protection than plastic delineators. Also create a cross-bike between 39th Street and the station proper. This work will need to be coordinated with the Oakland Fire Department to ensure that the new separation does not hinder fire truck access to the station and TOD.
- **MA03. Mark sharrows on 39th Street:** Work with the City of Oakland to add sharrows to 39th Street.
- **MA04. Install wayfinding from northbound Telegraph Ave. to 39th Street:** Add a sign to direct northbound cyclists on Telegraph Avenue to turn left onto 39th Street to access the BART station.

MacArthur BART Station

Bicycle Access Needs and Barriers



LEGEND

Bicycle Paths of Travel



Station Fare Gates



Bike Share Station



Existing Secure Bike Parking



Existing/Proposed Bikeways



Bicycle Access Barrier

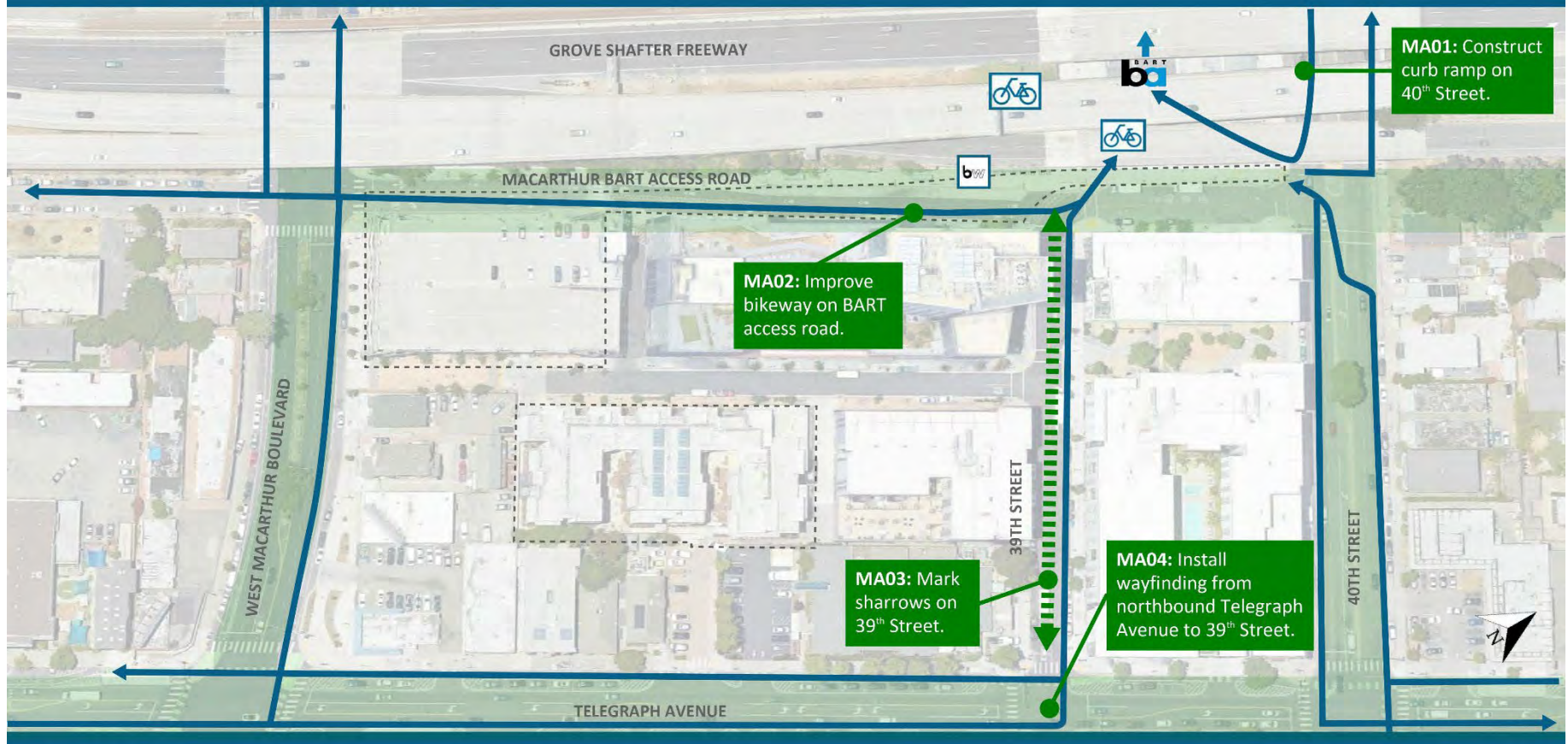


BART Property Line



MacArthur BART Station

Bicycle Access Recommendations



LEGEND

Bicycle Paths of Travel



Station Fare Gates



Bike Share Station



Existing Secure Bike Parking



Existing/Proposed Bikeways



Bicycle Access Recommendation



Recommended Bikeway



BART Property Line



San Leandro BART Station

* 2015 BART Station Profile Study

Station Access Overview

The San Leandro station is located a few blocks west of downtown San Leandro.⁷ The station concourse is at street level, with an intermodal facility along the east side of the station entrance. The station is bordered to the east by San Leandro Blvd. and by surface parking lots on the other three sides.

The planned East Bay Greenway alignment follows San Leandro Blvd in the station area, bringing cyclists from as far north as Oakland and south as Fremont to the San Leandro BART station entrance. San Leandro station is the current southern terminus of AC Transit's Tempo BRT system, which stretches north to downtown Oakland.

Historic Bike Access and Bike Parking

Station access by bike*	9%
Secure bike parking	96
• Bike Station	0
• E-lockers	96
• Keyed lockers	0
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	0

⁷ Although the BART tracks run at a 45-degree northwest-to-southeast angle through San Leandro, directions are identified in this section as if they run due north/south, with the UPRR tracks and the main parking lots to the west and the station entrance, intermodal and San Leandro Blvd. to the east.

Secure Bike Parking and Fare Gate Locations

E-lockers are located at the north end of the station under and just east of the elevated tracks, adjacent to the busway, and at the south end of the station under the tracks. The San Leandro BART station has a single set of fare gates, accessible from three sides: from the intermodal area off of San Leandro Boulevard to the east and through the parking lots to the south and west.



Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers approach San Leandro station by bike from several directions:

- **From the south and north:** Cyclists access San Leandro station from the south and north from the bike lanes on San Leandro Blvd.
- **From the east:** Riders use Estudillo Avenue and Juana Avenue when coming from the east.
- **From the west:** The closest route from the west that cyclists can take is Davis Street, which has no bikeways, to the station access road west of the station. Williams Street, which has bike lanes and is a quarter mile south of the station, is another option.



Current Access Challenges

Whether customers enter San Leandro station by bike from Estudillo Avenue (north of the busway), Juana Avenue (south of the busway) or southbound or northbound San Leandro Blvd., conditions are challenging. Bicyclists from the north must traverse the busy sidewalk or ride in the busway to reach the e-lockers or fare gates. From the south, they are also forced onto the sidewalk or illegally riding contraflow in the busway.

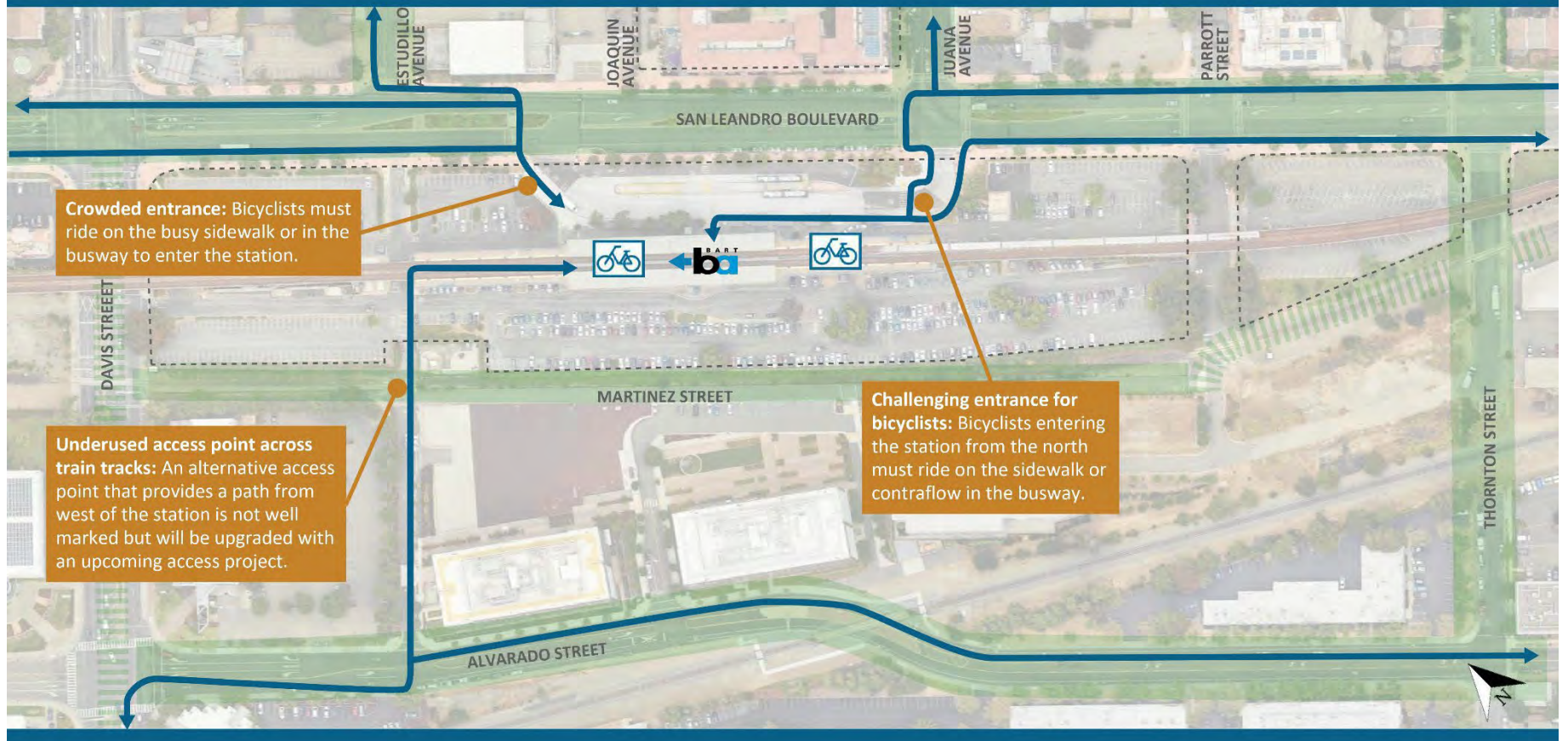


Recommended Solutions

- **SL01. Construct a curb ramp and bikeway across the landscaping:** By creating a pathway connection between San Leandro Blvd. across from Juana Avenue to the e-lockers south of the station, cyclists will not be tempted to ride on the sidewalk or contraflow in the busway. Design should coordinate with planned East Bay Greenway alignment in the station area as well as transit providers using the bus bays in the intermodal area.
- **SL02. Add wayfinding signs to direct cyclists to use the new Martinez Street path:** There is a UPRR track crossing that is underutilized. A planned station access project will improve the crossing; wayfinding will ensure the project will be well-used by cyclists (and pedestrians) coming from the west.
- **SL03. Create new bikeway between San Leandro Boulevard and the sidewalk at southern end of the busway:** Construct 2-way bikeway from San Leandro Blvd. at Estudillo Avenue to align with the bike crossing in the East Bay Greenway plan set. Coordinate with Alameda CTC.

San Leandro BART Station

Bicycle Access Needs and Barriers



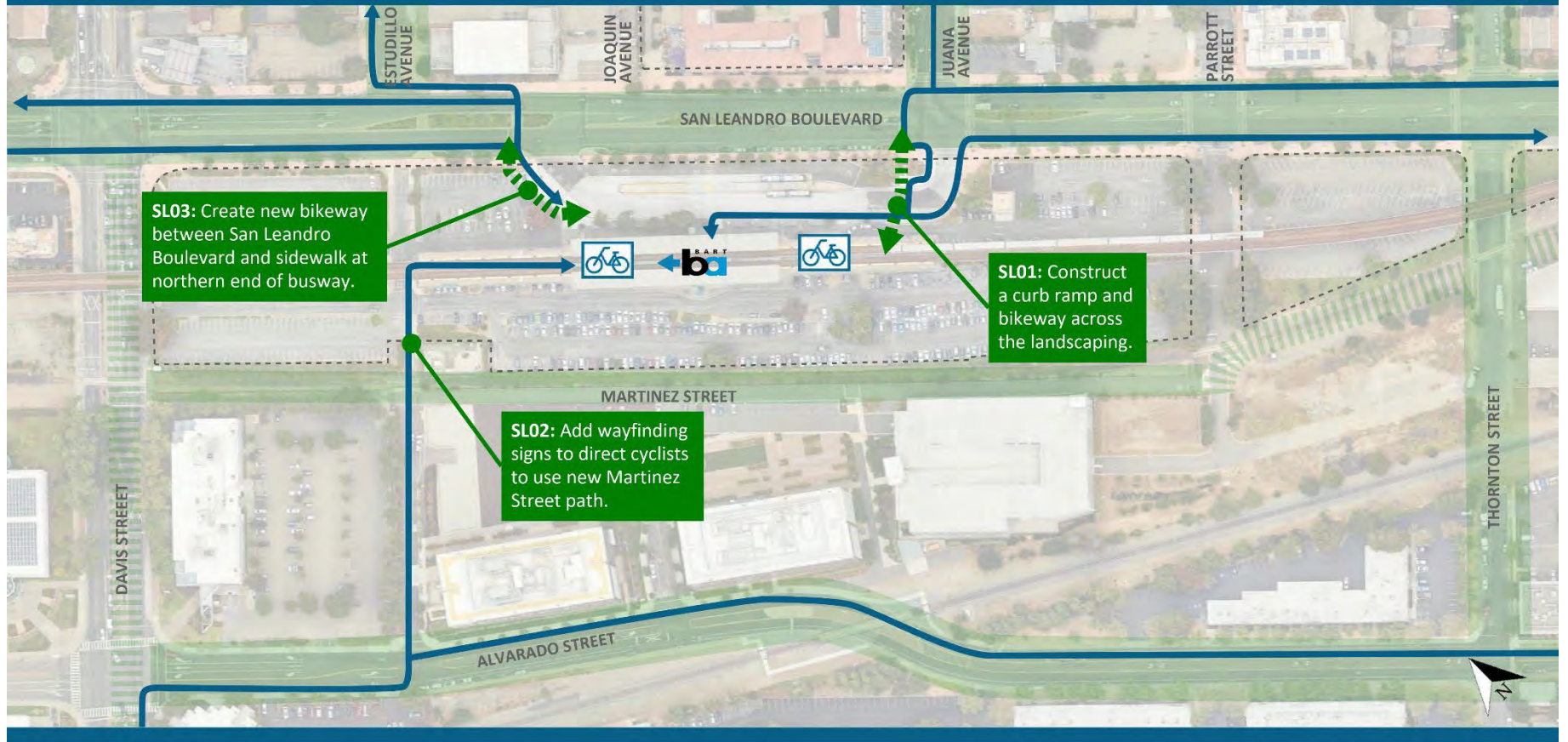
LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Existing Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Barrier
- BART Property Line



San Leandro BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel:
- Station Fare Gates:
- Existing Secure Bike Parking:
- Existing/Proposed Bikeways:
- Bicycle Access Recommendation:
- Recommended Bikeway:
- BART Property Line:



Walnut Creek BART Station

Station Access Overview

The Walnut Creek BART station is located east of I-680 just south of the city's downtown via N. California Blvd. The station is bordered by Hillside Avenue/Ygnacio Valley Road (which lead to Walnut Creek neighborhoods) to the south and N. California Blvd. to the east, both multi-lane arterial roadways.⁸ Pringle Avenue forms the station's northern boundary, with the freeway to the west.

Walnut Creek BART's entrance is across the station access road from the intermodal bus stops. The station provides abundant vehicle parking in a surface lot adjacent to the intermodal, at the station entrance, and in a parking structure located across the access road from the intermodal. Bike lanes serve the station area on Ygnacio Valley Road and North California Blvd.

When this plan was being written, planning was underway for a second phase of transit-oriented development (TOD) housing on the surface parking lots east of the station. Plans for that project include a diagonal paseo/pedestrian walkway between the Ygnacio Valley Road/N. California Blvd. intersection and the fare gates.

⁸ The BART tracks run at a slight angle through Walnut Creek; directions are identified in this section as if they run due north/south, with the station's parking structure and I-680 to the west and the intermodal and surface parking lot to the east.

Historic Bike Access and Bike Parking

Station access by bike*	4%
Secure bike parking	112
• Bike Station	0
• E-lockers	112
• Keyed lockers	0
• Smart racks	0
• Racks inside paid area	0
• Bike share docks	0

* 2015 BART Station Profile Study

Secure Bike Parking and Fare Gate Locations

The Walnut Creek station bike lockers are located under the BART tracks at the far south end of the station area near Ygnacio Valley Road.

The single set of fare gates at the Walnut Creek BART station is located just east of the parking garages.

Station Access Points and Desire Lines for Riders Arriving by Bike

BART customers bike to and from the Walnut Creek station from three directions, as follows (the freeway blocks access to/from the west):

- **From the north:** From N. California Blvd., riders who know their way around the new station veer southwest on the station access connector to reach the station access road, e-lockers and

fare gates. A quieter route is to take Riviera Avenue and turn left at the parking structure.

- **From the east:** From Ygnacio Valley Blvd., riders turn right onto the station access road across from Oakland Blvd. to access the bike lockers and fare gates. Others use the ADA ramp at N. California Blvd. and ride through the pedestrian passageway (formerly the bus terminal).
- **From the south:** From N. California Blvd., cyclists can take a left on Ygnacio Valley Road (see “From the east” section above) or can bike along the pedestrian path to the fare gates. Or, they can ride north on Oakland Blvd. and use three crosswalks to access the e-locker area.



Current Access Challenges

The lack of directional signs prevents bicyclists from being aware of routes such as through the northeast parking lot, along Riviera Avenue and to the bike lockers from anywhere. Most of Walnut Creek station’s stairways have not been outfitted with channels to allow customers to wheel their bikes up and down the stairs. Ygnacio Valley Road is a missing link in the Walnut Creek station area bikeway network, including to and from the existing multi-use path alongside Oakland Blvd. Transitioning between the two-way separated bikeway between the parking structures and the one-way bike lanes on Riviera Avenue can be confusing. The planned TOD will replace bike access through and between the surface parking lots with a no-bike, pedestrian pathway.

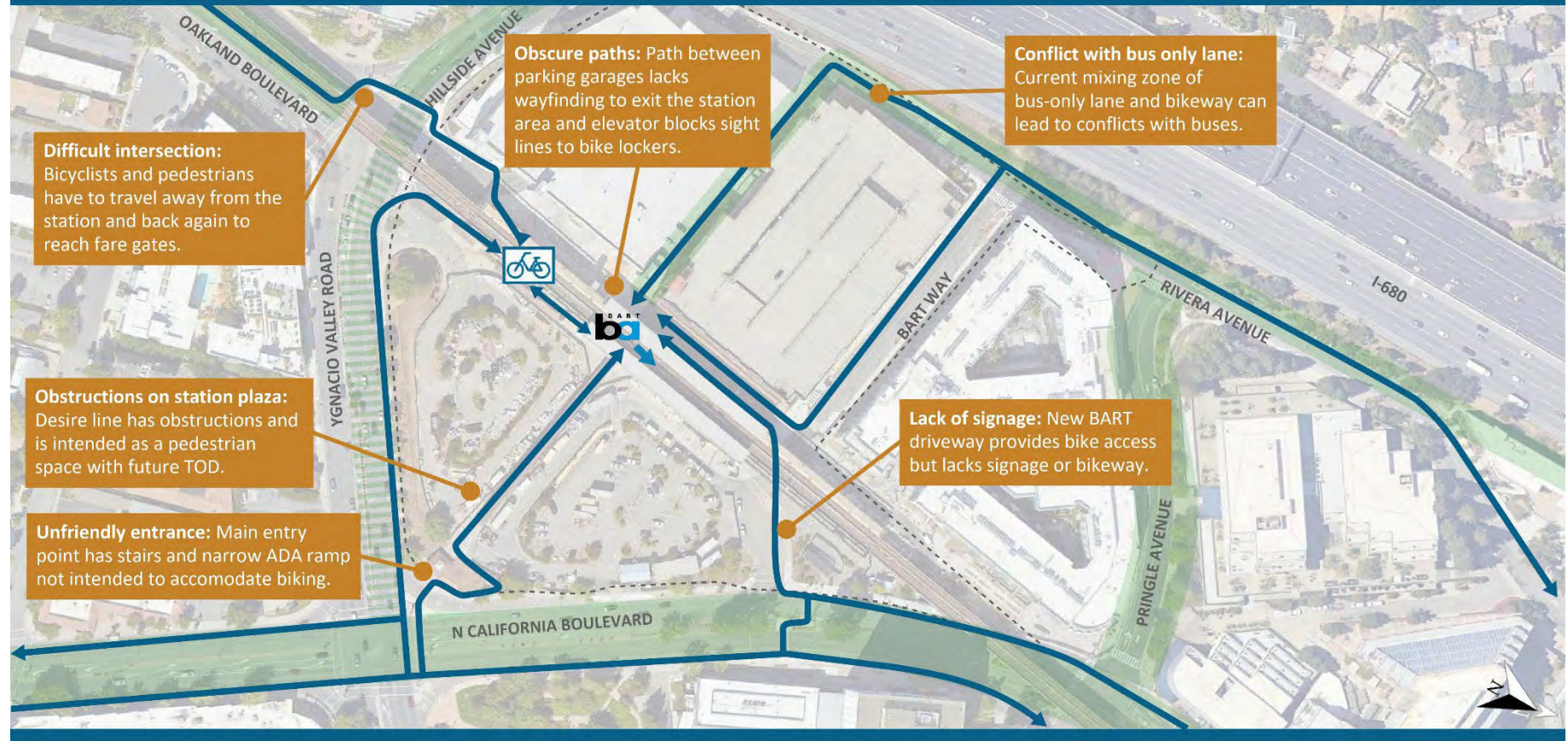


Recommended Solutions

- **WCo1. Add sharrows & wayfinding on BART driveway:** The driveway at the northern end of the station is new and perhaps less well-known. Adding sharrows and directional signs to the bike parking and fare gates will help cyclists coming from the north find this direct route.
- **WCo2. Add stair channel at N. California Blvd./Ygnacio Valley Road station entrance:** A stair channel at this station entrance is needed due to the grade change between the roadway and station.
- **WCo3. Construct bike path along Ygnacio Valley Road terrace:** A new path along the middle terrace on the north side of Ygnacio Valley Road will allow cyclists to travel between the Ygnacio/ N. California Blvd. intersection and the e-lockers and fare gates.
- **WCo4. Add stair channels to stairway to bike lockers:** These stair channels will help cyclists negotiate the stairway coming from the south.
- **WCo5. Install wayfinding to bike lockers and Riviera Avenue:** Add signs pointing to the station's e-lockers from all approaches, including from the plaza north of the fare gates and the new path that provides bike access to Riviera Avenue.
- **WCo6. Create safe crossing to connect future Ygnacio Valley Road bikeway with Oakland Boulevard path:** Work with the City of Walnut Creek to create a safe crossing at the Oakland Blvd./Ygnacio Valley intersection between a future Ygnacio Valley bikeway (see Recommendation WC03) and the existing multi-use path alongside Oakland Blvd.
- **WCo7. Convert Riviera Avenue bike lanes into a 2-way separated bikeway:** Move Riviera Avenue centerline westward and convert northbound bike lane to a two-way separated bikeway that connects to the existing two-way separated bikeway between the parking garages. Also add a bike crossing south of the garage driveway to transition bicyclists across the bus-only lane.

Walnut Creek BART Station

Bicycle Access Needs and Barriers



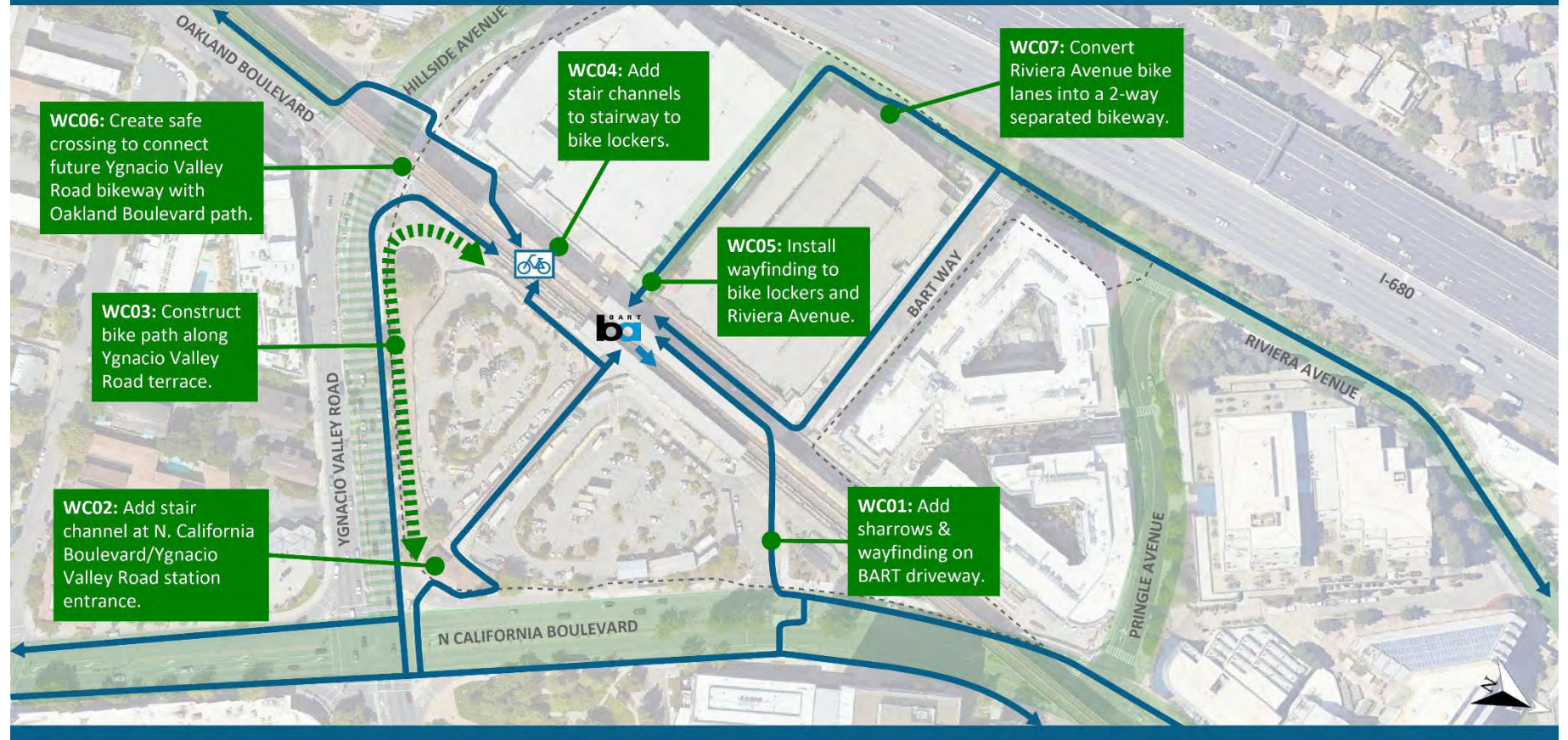
LEGEND

- Bicycle Paths of Travel:
- Station Fare Gates:
- Existing Secure Bike Parking:
- Existing/Proposed Bikeways:
- Bicycle Access Barrier:
- BART Property Line:



Walnut Creek BART Station

Bicycle Access Recommendations



LEGEND

- Bicycle Paths of Travel
- Station Fare Gates
- Existing Secure Bike Parking
- Existing/Proposed Bikeways
- Bicycle Access Recommendation
- Recommended Bikeway
- BART Property Line



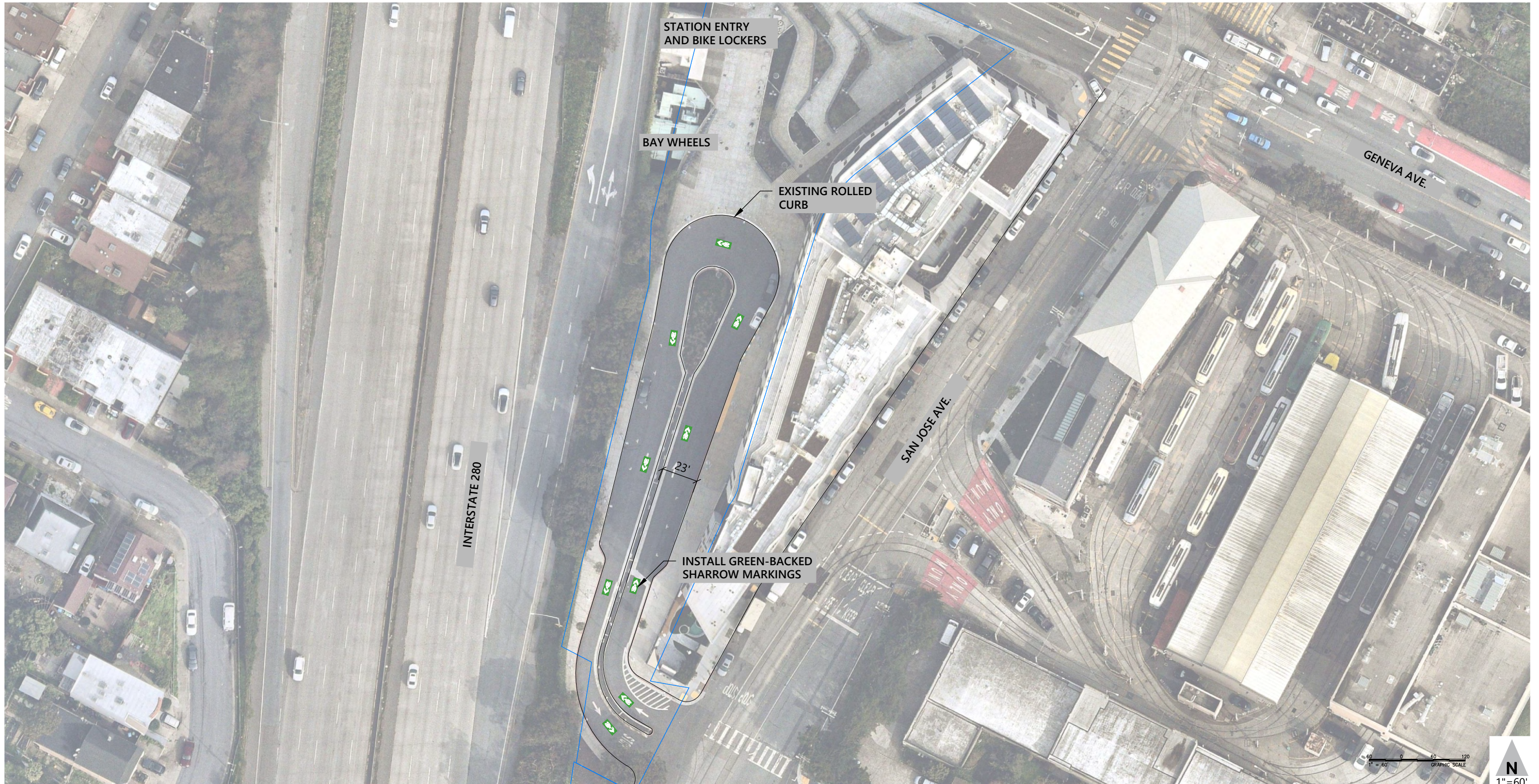
BART Bicycle Preferred Path of Travel Capital Plan

Appendix A: Summary of Recommendations

(Forthcoming)

BART Bicycle Preferred Path of Travel Capital Plan

Appendix B: Conceptual Designs



LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- GREEN-BACKED SHARROWS



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 1

Balboa Park BART Station
 Bicycle Access Recommendations
 Bikeway Design Concept

CADD FILE: W:\Wor\m\creek\1\Drive\PROJECTS\WC20\WC20-3686-13_A\13_Bicycle_Prefered_Path_of_Travel\CAD\Station_Concepts_North.dwg
 Jul 24, 2024

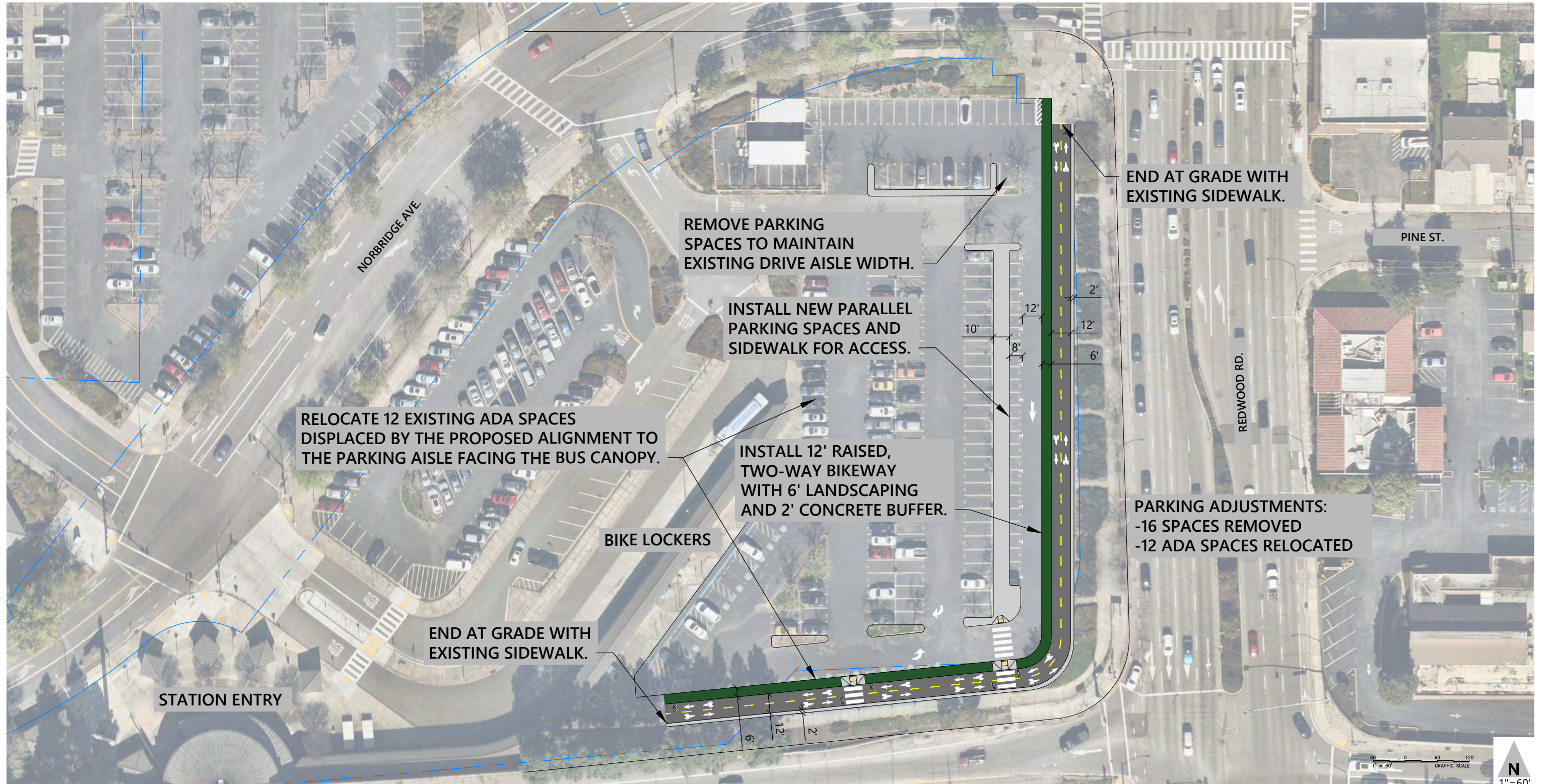


LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED BIKEWAY
- BIKE RAMP
- CURB STOP
- GREEN COLORED PAVEMENT
- PROPOSED RAMP
- FLEXIBLE TRAFFIC POSTS

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 2
Bay Fair BART Station
 Bicycle Access Recommendations
 Bikeway Design Concept



LEGEND

- EXISTING CURB LINE
- PARCEL LINES
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED LANDSCAPING
- PROPOSED BIKEWAY
- ⊥ PARKING TEE
- ▲ PROPOSED RAMP

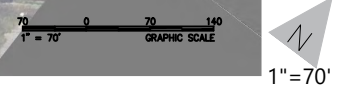


CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 3

Castro Valley BART Station
Bicycle Access Recommendations
Bikeway Design Concept

CADD FILE: W:\Wm\m\creek\drive\PROJECTS\WC20\WC20-3686-13_A\13_Bicycle_Prefered_Path_of_Travel\CAD\Station_Concepts_South.dwg
 Jul 23, 2024



LEGEND

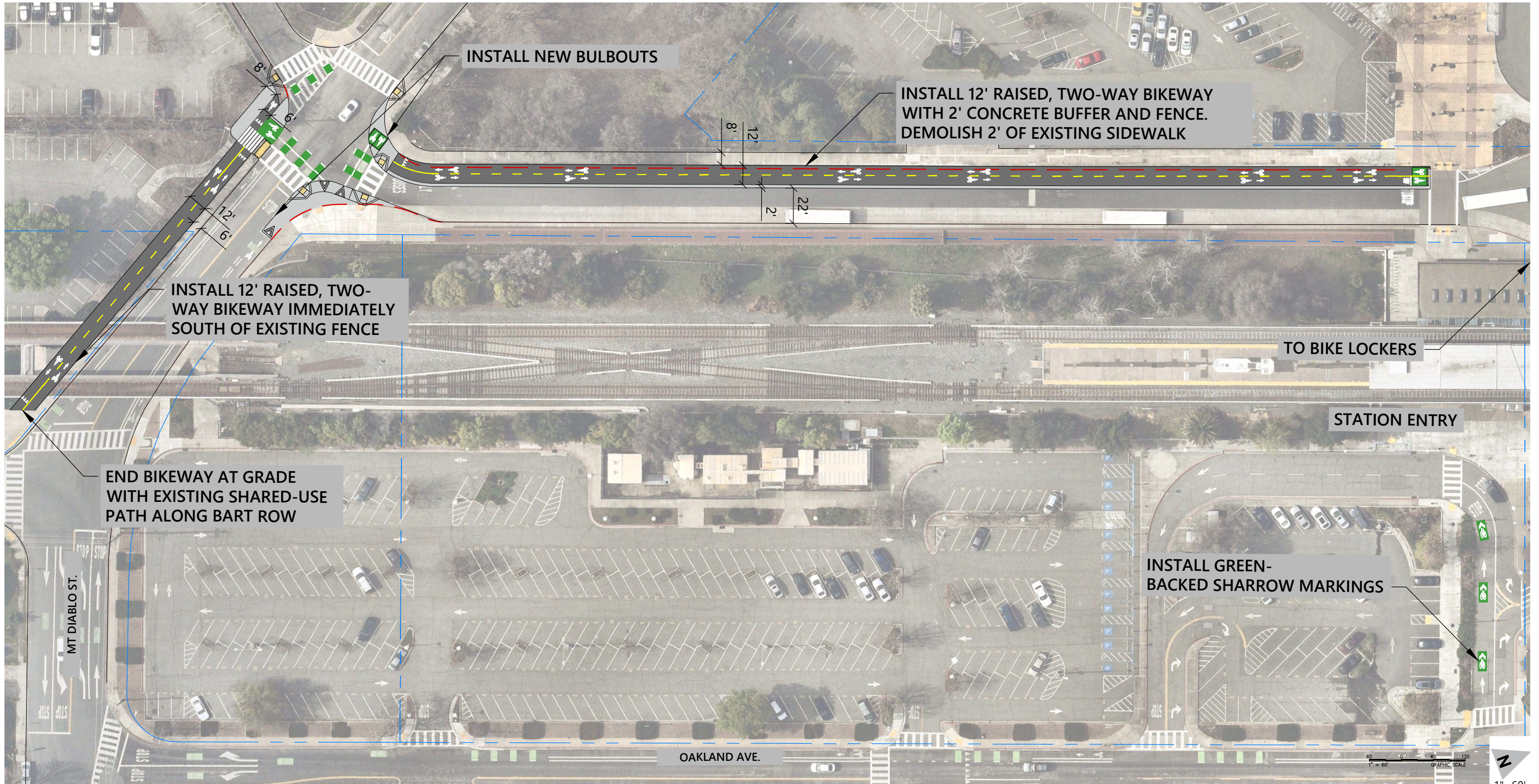
- EXISTING CURB LINE
- PARCEL LINES
- ▭ PROPOSED CURB
- PROPOSED STRIPING
- ▭ PROPOSED BIKEWAY
- REMOVE EXISTING CURB
- ➡ GREEN-BACKED SHARROWS
- CURB STOP
- CAMERA
- GREEN COLORED PAVEMENT

Figure 4

Coliseum BART Station
Bicycle Access Recommendations
Bikeway Design Concept

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

C:\Users\michen\OneDrive - Fehr & Peers\Desktop\Coliseum BART Station_Concepts_Northwing
 Sep 27, 2024

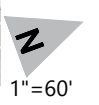


LEGEND

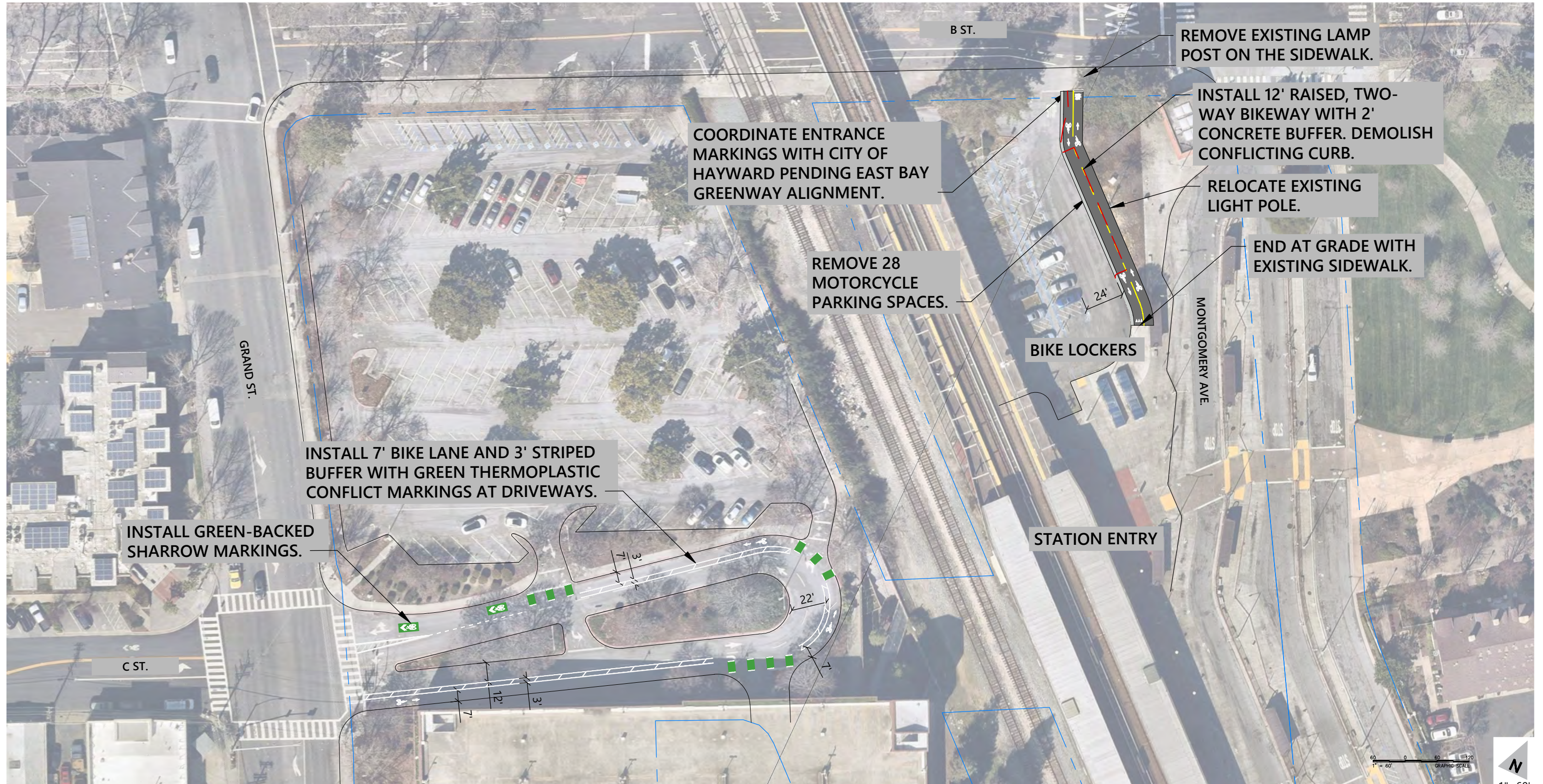
- | | | | | | | | | | |
|--|--------------------|--|----------------------|--|-------------------------------------|--|-----------------------|--|------------------------|
| | EXISTING CURB LINE | | PROPOSED CURB | | PROPOSED BIKEWAY | | GREEN-BACKED SHARROWS | | GREEN COLORED PAVEMENT |
| | PARCEL LINES | | REMOVE EXISTING CURB | | BIKE RAMP | | PROPOSED RAMP | | |
| | | | PROPOSED LANDSCAPING | | PROPOSED CHEVRON FOR RAISED BIKEWAY | | | | |

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Concord BART Station
Bicycle Access Recommendations
Bikeway Design Concept



CADD FILE: W:\Wor\m\creek\14 Drive\PROJECTS\WC20\WC20-3686-13_A13_Bicycle_Prefered_Path_of_Travel\CAD\Station_Concepts_North.dwg
 Jul 23, 2024



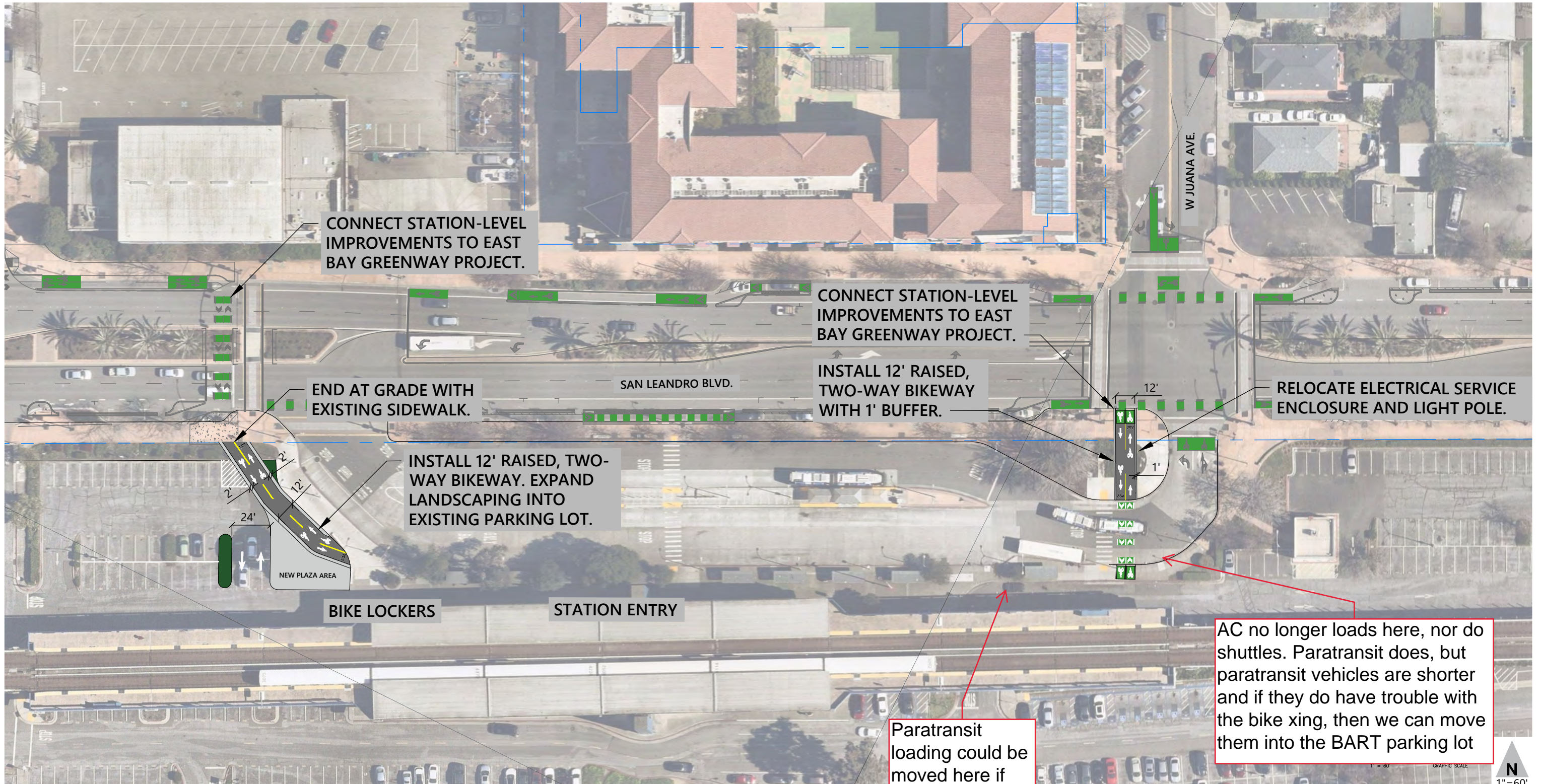
LEGEND

- EXISTING CURB LINE
- ▬ PROPOSED CURB
- PARCEL LINES
- - - REMOVE EXISTING CURB
- ▬ PROPOSED BIKEWAY
- ▬ PROPOSED STRIPING
- FLEXIBLE TRAFFIC POSTS
- ➡ GREEN-BACKED SHARROWS
- ▬ PROPOSED RAMP
- GREEN COLORED PAVEMENT

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 6
Hayward BART Station
 Bicycle Access Recommendations
 Bikeway Design Concept

CADD FILE: W:\Wor\m\creek\h\drive\PROJECTS\WC20\WC20-3686-13_A13_Bicycle_Prefered_Plan_of_Travel\CAD\Station_Concepts_South.dwg
 Jul 23, 2024



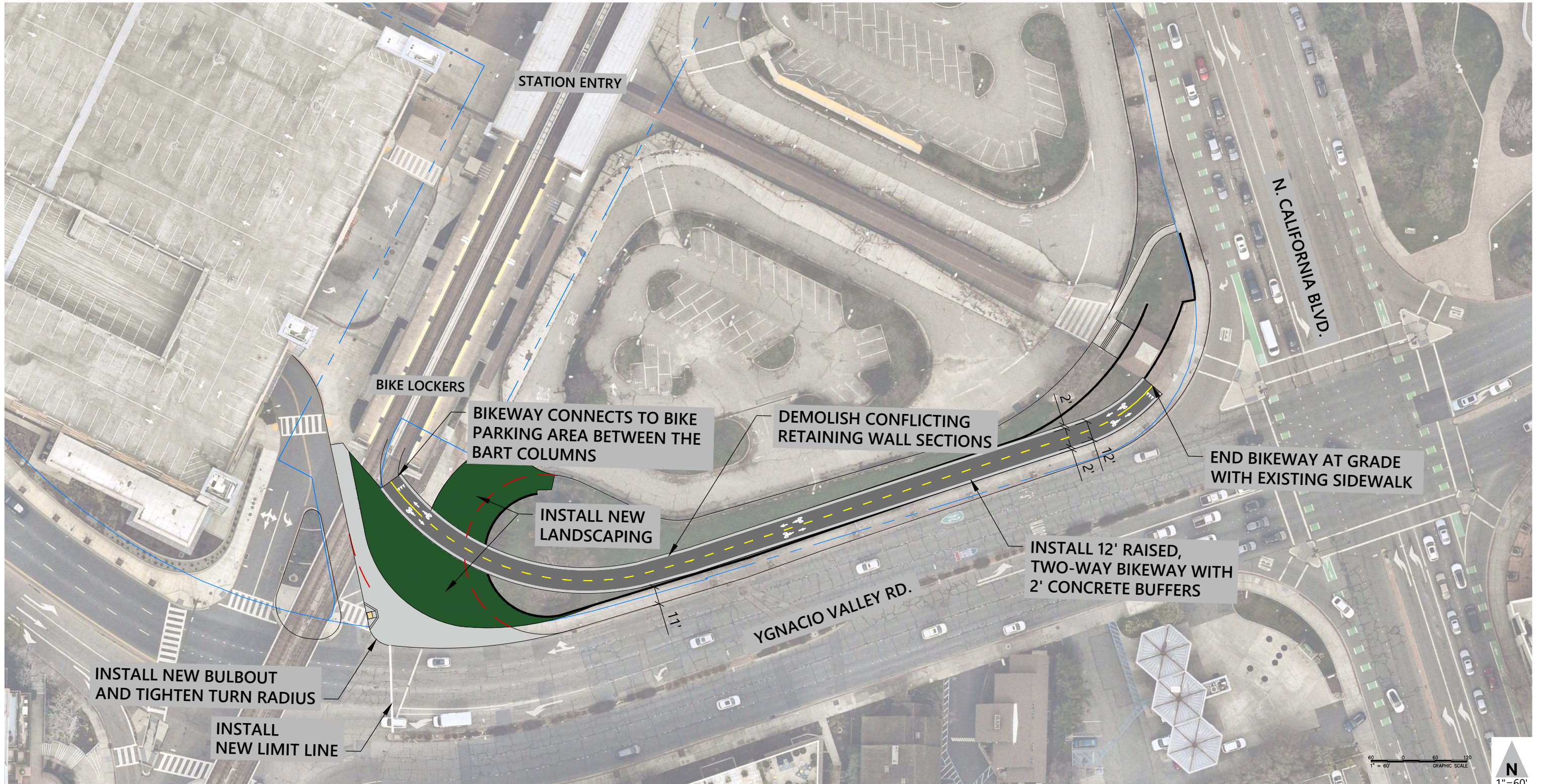
LEGEND

- EXISTING CURB LINE
 - PARCEL LINES
- ▬ PROPOSED CURB
 - - - REMOVE EXISTING CURB
- ▬ PROPOSED BIKEWAY
 - ▬ PROPOSED STRIPING
 - ▬ PROPOSED LANDSCAPING
- GREEN COLORED PAVEMENT
 - ▬ PROPOSED RAMP
- BIKE RAMP




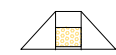



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 7
San Leandro BART Station
 Bicycle Access Recommendations
 Bikeway Design Concept

CADD FILE: W:\Work\BART - On-Cam\WC20-3686-13_A_13_Bicycle_Prefered_Path_of_Travel\CAD\Station_Concepts_South.dwg
 Jul 23, 2024



LEGEND

- | | | | | | | | |
|---|--------------------|---|----------------------|---|----------------------|---|---------------|
|  | EXISTING CURB LINE |  | PROPOSED CURB |  | PROPOSED BIKEWAY |  | PROPOSED RAMP |
|  | PARCEL LINES |  | REMOVE EXISTING CURB |  | PROPOSED LANDSCAPING | | |

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 8

Walnut Creek BART Station
Bicycle Access Recommendations
Bikeway Design Concept

CADD FILE: W:\Walnut_Creek_14\Drive\PROJECTS\WC20\WC20-3686-13_A13_Bicycle_Prefered_Path_of_Travel\CAD\Station_Concepts_North.dwg
Jul 23, 2024



Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at

<https://mtc.ca.gov/planning/transportation/complete-streets>

This form may be downloaded at <https://mtc.ca.gov/planning/transportation/complete-streets>.

Submittal

Completed Checklists **must be emailed** to completestreets@bayareametro.gov.

Project Information

Project Name/Title: _____ Coliseum Bicycle and Pedestrian Preferred Path of Travel _____

Project Area/Location(s): (Attach map if available) _____ Oakland Coliseum BART East _____

Side Station Area

Project Description: (300-word limit)

Please enter in the box below

The Coliseum BART Bicycle and Pedestrian Preferred Path of Travel Project will improve safety, security and expand active access to the east side of the Coliseum BART station area and entry point by 1) opening a new bicycle and pedestrian gate in the station’s perimeter fence and constructing a multi-use path across the BART parking lot connecting to the station’s eastern plaza from the adjoining active transportation network on City streets; 2) constructing a bicycle curb ramp and shared use pavement markings to guide cyclists through the existing north eastern parking lot entrance; 3) constructing speedhumps to reduce dangerously high pass-through vehicle speeds and discourage exhibition driving; and 4) expanding and modernizing police surveillance cameras. The project will improve safety and security for all modes and customers, but especially for customers coming and going by foot, bicycle, and micromobility. Access points to the station have been curtailed for years due to the closure of the easternmost parking lot entry to address criminal activity and aid police enforcement. Expansion and modernization of the video surveillance system in the eastern station area is a critical component of the project, allowing for increased customer access without sacrifices to personal and property security. This project has completed the planning and conceptual phase, and funds are being sought for detailed design and construction.

May attach additional project documents, cross sections, plan view, or other supporting materials.

Contact Name & Title: Heath Maddox, Manager of Access Programs

Contact Email: hmaddox@bart.gov

Contact Phone: 415-728-1352

Agency: San Francisco Bay Area Rapid Transit District (BART)

Complete Streets Checklist — Criteria Questions

Topic	CS Policy Consideration	Yes/No	Required Description
<p>Bicycle, Pedestrian and Transit Planning</p>	<p>Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan 	<p>Yes</p>	<p>Project implements Coliseum Station recommendations and concept plan from the BART Bicycle Preferred Path of Travel Capital Plan, completed in October 2024.</p>

Topic	CS Policy Consideration	Yes/No	Required Description
	<ul style="list-style-type: none"> • Vision Zero/Systematic Safety Plan 		
<p>Active Transportation Network</p>	<p>Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the MTC Complete Streets webpage.]</p>	<p>Yes</p>	<p>If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See Attachment 1.</p> <p>The project’s primary intent and justification is to improve access to public transit using roadway design to increase the safety and comfort of customers of all ages and abilities arriving by active modes, separating vulnerable users from motor vehicle traffic and including proven traffic calming and speed reduction techniques.</p>
<p>Safety and Comfort</p>	<p>A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?</p>	<p>No</p>	<p>Please summarize the traffic safety conditions and describe Project’s traffic safety measures. The Bay Area Vision Zero System may be a resource.</p> <p>The project area itself is not on a known HIN, but it is surrounded on all sides by roadways on Oakland’s Multimodal High Injury Network. BART Police report that vehicle speeds crossing the BART parking lot in a north-south direction between 75th Ave and 71st Ave can exceed 50 mph. The addition of a speed hump on the</p>

Topic	CS Policy Consideration	Yes/No	Required Description
			<p>central vehicle circulation roadway and a raised east-west pathway through the BART parking lot crossing the main roadway and all N-S drive aisles will calm vehicle traffic and improve safety by making these highly dangerous vehicle speeds unachievable. Aerial imagery also reveals that the now often empty Coliseum BART parking lot is used as a location for sideshow-style driving. Breaking up the lot with a raised, separated bikeway will physically enforce use of the vehicle drive aisles and reduce opportunities for unsafe exhibition driving.</p>
<p>Safety and Comfort (continued)</p>	<p>B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?</p>	<p>Yes</p>	<p>Describe how project seeks to provide low-stress transportation facilities or reduce a facility's <u>LTS</u>.</p> <p>The project's primary intent and justification is to improve access to public transit using roadway design to increase the safety and comfort of customers of all ages and abilities arriving by active modes, separating vulnerable users from motor vehicle traffic and including proven traffic calming and speed reduction techniques.</p>

Topic	CS Policy Consideration	Yes/No	Required Description
Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	Yes	<p>List transit facilities (stop, station, or route) and all affected agencies.</p> <p>The project area is the Coliseum BART station and, also served by AC Transit lines 45, 73, 805, 46, 46L, 90, 98,64 & 6.</p>
Transit Coordination	B. Have all potentially affected transit agencies had the opportunity to review this project?	Yes	<p>Please provide confirmation email from transit operator(s).</p> <p>See attached.</p>
Transit Coordination	C. Is there a MTC Mobility Hub within the project area?	No	<p>If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.</p>
Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	No	<p>Please provide Class designation for bikeways. Cite design standards used.</p> <p>The project includes a multiuse path and shared use roadway markings (Class III) that will meet standards in Caltrans HDM Chapter 1000.</p>
Equity	Will Project improve active transportation in an Equity Priority Community?	Yes/No	<p>Please list EPC(s) affected.</p> <p>Coliseum BART serves and is located directly between the Coliseum/Airport and Central East Oakland geographic areas of Oakland. With the exception Mills College and a small area adjacent to the college, at the furthest NE corner of</p>

Topic	CS Policy Consideration	Yes/No	Required Description
			<p>Central/East Oakland, the entirety of both the Coliseum/Airport and Central/East Oakland geographic areas is comprised of census tracts that are MTC designated Equity Priority Communities. EPC Census tracts in these two areas include: 4084, 4073, 4074, 4075, 4076, 4082, 4084, 4085, 4086, 4087, 4088, 4089, 4090, 4091, 4092, 4093, 4094, 4095, 4096, 4097, 4098, 4101, 4103, 4104.</p> <p>Twenty-nine percent of all Oakland's disadvantaged households live in Central East Oakland, the highest share in the City.</p>
<p>BPAC Review</p>	<p>Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?</p>	<p>Yes/No</p>	<p>Please provide meeting date(s) and a summary of comments, if any.</p> <p>The BART Bicycle Advisory Task Force reviewed this checklist at their 10/7/24 meeting.</p>

Statement of Compliance	Yes
<p>The proposed Project complies with California Complete Street Act of 2008 (<i>Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493)</i>), and locally adopted Complete Streets resolutions (<i>adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202</i>).</p>	<p>Yes/No Yes</p>

If **no**, complete Statement of Exception and obtain necessary signature.

Statement of Exception	Yes / No	Provide Documentation or Explanation
<p>1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.</p>	<p>Yes/No</p>	<p>If yes, please cite language and agency citing prohibited use.</p>
<p>2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).</p>	<p>Yes/No</p>	<p>If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.</p>
<p>3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.</p>	<p>Yes/No</p>	<p>Describe Alternative Plan/Project</p>
<p>4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.</p>	<p>Yes/No</p>	<p>Describe condition(s) that prohibit implementation of CS policy requirements</p>

SIGNATURES / NOTIFICATIONS

Transit

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A CS Checklist Transit Agency Contact List is available for reference.

Department Director-Level Signature for Exceptions

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name: Robert Franklin

Title: Director of Customer Access & Accessibility

Date: 9/25/2024

Signature:  _____
DocuSigned by:
Robert Franklin
AFF4529E1F0D45C...

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes the** use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000	No centerline, or single lane one-way	< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500			Single lane each direction or single lane one-way
	≤ 1,500 – 3,000	Buffered or Protected Bicycle Lane		
	≤ 3,000 – 6,000	Protected Bicycle Lane		
	Greater than 6,000	Protected Bicycle Lane		
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

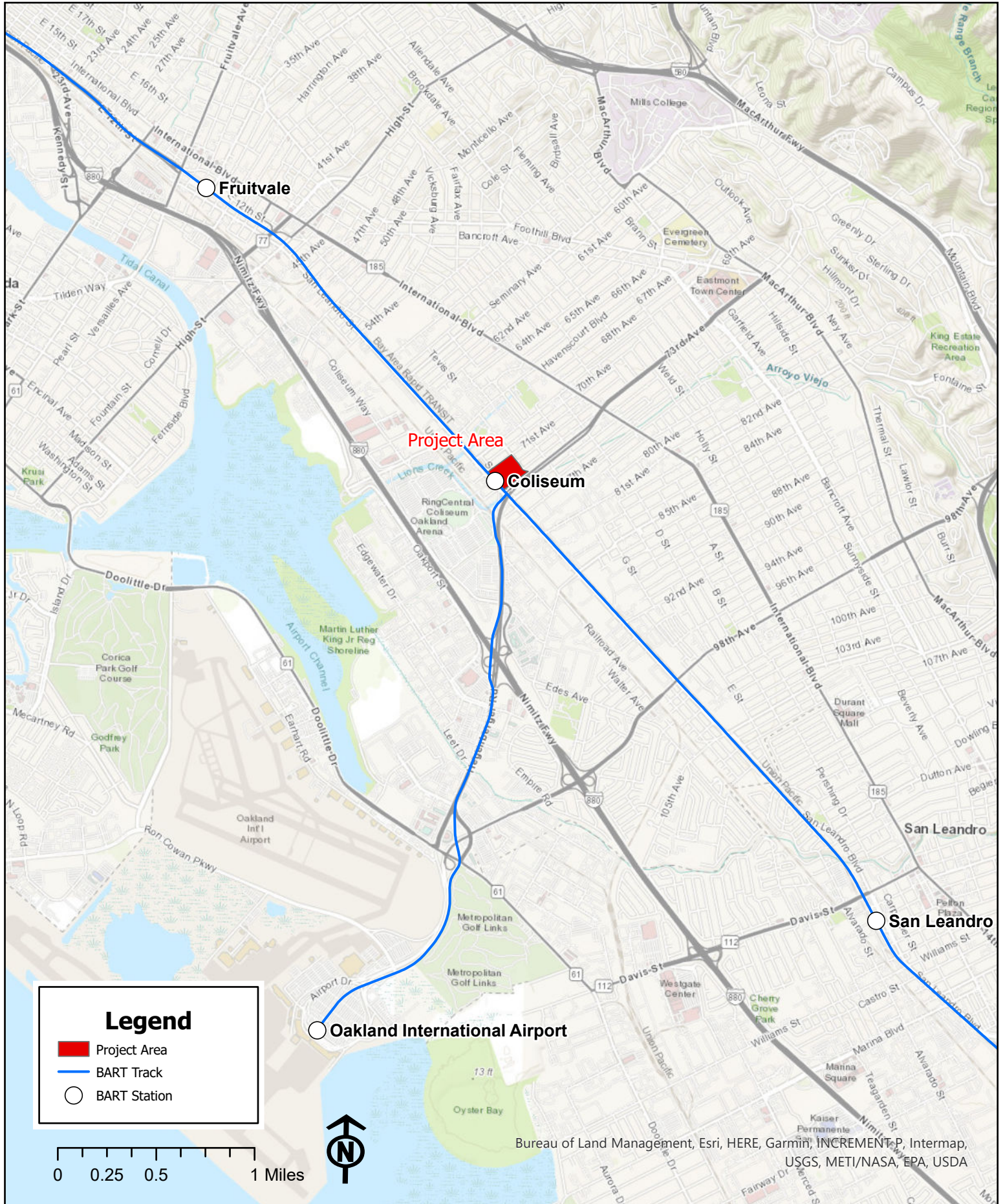
* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

[†] Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.¹⁸

[‡] Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Note: The above table can be found on page 4 of the linked document https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

Coliseum BART Bicycle and Pedestrian Preferred Path of Travel Project Complete Streets Checklist Attachment 1, Project Location



Coliseum BART Bicycle and Pedestrian Preferred Path of Travel Complete Streets Checklist Attachment 2, Transit Agency Review

From: [Owen Goetze](#)
To: [Susie Hufstader](#); [Heath Maddox](#)
Cc: [Crystal Wang](#); [Samah Itani](#)
Subject: RE: BART Bicycle Preferred Path of Travel DRAFT Recommendations for Review
Date: Friday, August 23, 2024 1:48:51 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[AC Transit Comments BART Bike Access Project.xlsx](#)

Hi Susie,
Hi Heath,

Please see attached for AC Transit comments. We look forward to your written responses and further dialog as this project moves forward.

Have a great weekend,

Owen Goetze

Senior Transportation Planner



Alameda-Contra Costa Transit District
1600 Franklin Street | Oakland, CA 94612
510 – 499 - 8191
ogoetze@actransit.org | actransit.org



2023 Outstanding Public Transportation System
Awarded by the American Public Transportation Association

From: Susie Hufstader <S.Hufstader@fehrandpeers.com>
Sent: Thursday, August 22, 2024 9:50 AM
To: Heath Maddox <hmaddox@bart.gov>
Subject: [EXTERNAL] RE: BART Bicycle Preferred Path of Travel DRAFT Recommendations for Review

Good morning,

Thanks to everyone who has already provided comments on the BART Bicycle Preferred Path of Travel Plan. If you have already emailed me about needing more time, thanks for letting us

know. This is a reminder to please review and provide comments as soon as possible. Thank you all for your participation!

Best,
Susie Hufstader



Susie Hufstader, AICP
Associate Transportation Planner

t: 510.851.7703

www.fehrandpeers.com

From: Susie Hufstader
Sent: Thursday, August 8, 2024 4:55 PM
To: Heath Maddox <hmaddox@bart.gov>
Subject: BART Bicycle Preferred Path of Travel DRAFT Recommendations for Review

Good afternoon,

I am reaching out on behalf of BART to provide an update on the Bicycle Preferred Path of Travel Plan. Heath Maddox at BART is the project manager. Thank you to those who joined our station site visits last fall. Your input was highly valuable in developing the current draft plan. At this stage, the project team has developed draft recommendations and concept plans for each station. We are attaching the packet from the recent BART Bicycle Access Task Force meeting for your review and comments.

[DRAFT Recommendations and Concept Plans](#)

Please note, the packet is quite long, but the station-specific content is only four pages per station:

- Station access barriers
- Station access recommendations
- Station access recommendation list
- DRAFT bikeway concept plan

If you have comments on your station(s), please send them by August 22, 2024. Please let us know if you have any questions.

Thanks and have a wonderful evening.

Best,
Susie Hufstader

Station	Location	Comment
Castro Valley BART	Bus Bays	Ensure Bike lockers are clear of bus loading zones
Bay Fair BART (Northeast)	Coelho Drive	AC Transit needs both lanes to exit the BART station. Lane widths are narrow for 40' and 60' buses. We'd like to further refine this proposal or consider alternate locations.
Bay Fair BART (Northeast)	Elgin Street	Ensure placement of signage and wayfinding is clear of bus bay. Elgin Street is the access point for Line 93.
Coliseum BART	Hawley St	AC Transit is supportive of the closure of the slip lane on Hawley Street. Please ensure new lane is 11' wide minimum for AC Transit bus access.
Hayward BART	Busway	AC Transit has several concerns about raised crosswalks - it is important that the raised crosswalk does not inhibit the ability of buses to pull in/out of stops, and that the design minimizes impact on the bus's suspension and passenger discomfort (at this location, transit riders are likely to be thrown off balance as they stand up to get on/off the bus). Please coordinate closely with AC Transit staff on the design of this raised crosswalk.
MacArthur BART	39th St	Request for additional signage to encourage bicyclists to use 39th St instead of 40th St
San Leandro BART	W Juana Ave	Proposed cycle track seems to encroach on bus bay closest to Juana. Request to relocate cycle track to preserve this additional bus bay for County shuttles/AC Transit overflow.

Date:

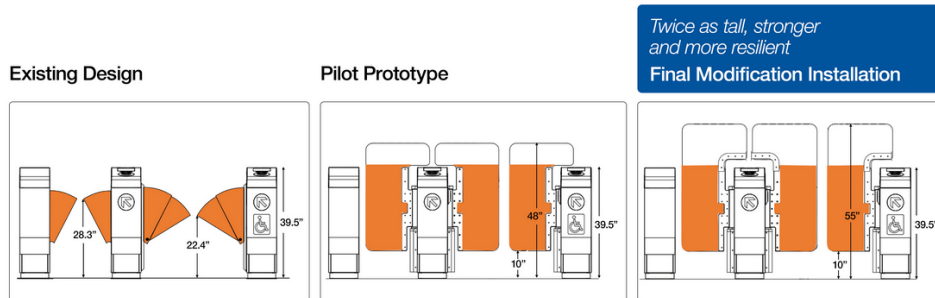
To whom it may concern,
(board bart, consider sending to MTC as well)

Overview

The Bicycle Task Advisory Force (BBATF) is charged with reviewing BART bicycle access programs and projects and working with BART to improve bicycle access to and from stations and onboard trains. We learned about the status of the latest faregate installations when BART staff met with BBATF August 2024. We learned that the mission of BBATF is different from the goals of this fare gate project. We want to encourage bike use and make it easy to use BART, while faregate hardening makes it harder to do so. We have a big concern that parties that we are trying to serve may be turned away. We have increased investments in bike accessibility to BART, such as PPOt plan, safe routes to BART, new housing being built on property, and multiple commitments across the agency. In this letter, you will find specific concerns, from the BBATF and public, proposals, requests, and questions for the recipients of this letter. We ask for your response in a timely matter. Thank you.

Accessible faregates (AFGs) in construction and planned for construction:

Complete:		Total AFGs
	West Oakland	1
	Civic Center	2
	24th street	1
	Fruitvale	1
Proposed Jan 2024 to begin construction this year:		
	SFO Level 5	4
	SFO Level 7	2
	Montgomery	1
	Powell Street	3
	Antioch	1
Next 12 stations:		
	12th Street	4
	16th Street	1
	Coliseum	2
	Warm Springs	2



BART at risk of losing user groups

We recognize that this project is in some ways at odds with the mission of the BBATF. While the new fare gates work is intended to make it harder for people to evade fare payment—that is, to make it harder to enter the gates in an unintended way—the BBATF is aimed at making access to BART easier for non-standard customers (those with bikes). It would probably be impossible to prevent fare evasion without at some level making access through the gates somewhat harder for all customers, and especially those with non-standard profiles. That said, we feel very strongly that BART cannot abandon its commitment to access for those non-standard profiles—not just cyclists, but also parents with strollers, disabled patrons, travelers with large luggage, and so on. If (to exaggerate in order to make the point) we had perfect prevention of fare evasion at the cost of access for these groups, we believe that would be a very bad trade-off. We are deeply concerned that the new fare gates are currently inhibiting fast, safe, fair access for cyclists, and that a system-wide roll-out would multiply the negative effects we've heard reported from West Oakland cyclists.

Proposal/Requests

We heard from the new fare gates team about substantial efforts they'd made to improve the effectiveness of the gates for their purposes, including upgrading the motor driving the gates and the firmware controlling them. We were deeply concerned, however, that there did not seem to be reporting of faults with the gates that inhibited access for cyclists or other non-standard profiles. If there were automated, clear reporting of the faults that do occur and we could see that the fault count was very low, we might be less concerned. As it is, though, we and the project team are operating in the dark as to the unintended effects of the new fare gates. We have heard from community members who have been caught in them at West Oakland, but it sounded like we have more awareness of that than the project team. They can't fix what they don't know about, and if there are substantial faults preventing cyclist access, we assert that knowing about those faults is critical (and the same goes for parents, disabled users, and so on).

We believe BART must commit to the following:

1. Systematically collecting and reporting for set trial period on all incidents of gate faults that block legitimate access for non-standard profiles.

2. Evaluation of those incidents to derive possible remediations.
3. Reporting on incidents and improvements to BBATF, BART Accessibility Task Force, and the Board.
4. Set a metric of project success that is measurable and backed up by data throughout the rollout of the gates. Instead of success being “did we install the gates” See below for measurable data that shall be a part of the project going forward.
5. Show measurable proof that new gates fail less than old gates now that full roll out is occurring
6. Show via data that gates do not hurt accessibility and bike access across ALL STATIONS as compared to old gates, making it easier for people to provide feedback to staff whether with in person presence, QR code polls or other mechanisms.
7. Collect data on fare evasion in proportion to ridership changes throughout the system to show if the gates are affecting it or if ridership and fares are increasing due to other changes, eg increased service, local transit agencies ridership increasing, ect
8. Commit to a plan for ensuring station agents are able to be reached when failure occurs and a plan for when stations don't have an agent present eg late at night or when there are multiple entrances

If it turns out that there are a significant number of such incidents and that the project team does not have latitude to remediate them with the current gate layout (that is, with one large gate and several smaller gates at each entryway), we strongly believe BART should:

1. Change the layout of the gates to allow at least two large gates per entry, allowing redundancy and safety in the event of a fault in a single gate.
2. Separately, we believe that the gates should allow a user to signal for help *without leaving the gate*, so that a user who is trapped, or whose property is trapped, in a gate can get assistance even if the station agent is not present at their gate.

In addition to the above requests, the BBATF seeks responses to the following questions. We invite the BART staff to the December BBATF meeting to provide a response.

1. How does BART remain economically open and accessible to people in disadvantaged communities? How much fare evasion will be prevented in data? How were these initial stations chosen for installation and testing(West Oakland and Civic Center)? (See decarcerating transit framework in appendix)
2. Will the first-generation fare gates be upgraded as rapidly as newer fare gates are installed or will the upgrades on earlier fare gates be delayed, reflecting the unequal treatment of people in disadvantaged communities?
3. Could BART do a video or in-person series demonstrating recommendations for navigating the new fare gates with common wheeled accessories, devices, and mobility devices?

4. How many larger gates per future stations? (improve language) eg if its 1:1 with current layout what parts of stations will be missing doublewide gates

Sincerely,
BBATF

Appendix

A. Project Information

- a. [Next Generation Fare Gates Update - Presentation.pdf](#)
- b. https://www.bart.gov/sites/default/files/2024-07/NextGenerationFaregates_factsheet_071724.pdf
- c. <https://www.bart.gov/about/projects/fare-gate>
- d. Funding on faregates- Estimated \$90m total, still short some funding as of last update
 - i. BART Funds (Operating-to-Capital Allocations and Measure RR) \$23M
 - ii. County Transportation Agency Funds \$28M
 - iii. Federal Funds \$15M
 - iv. State Funds \$6.5M

B. Images

- a. Civic Center New Fare Gates during showing riders with bikes having to wait 1 by 1 to get through the gates. If there was also a train offboarding there would be 2x or more the wait (If one is able-bodied they can lift a light bike over the current single wide gates, this is not possible with the new gates.)



- b. Normal sized bike with standard flat bars do not fit through any of the gates other than the swing gate next to the attendant booth



C. Videos

- a. [Old Faregate With Bike.mp4](#)
- b. [New Faregate With Bike 1.mp4](#)[New Faregate With Bike 2.mp4](#)
- c. [New Narrow Faregates With a Bike.mp4](#)

D. Public comments with name blocked off

April 1st 2024 Public Comment regarding faregates

May 18, 2024 4:54 PM Public comment

May 31st Public Comment Received via Email

June 3 2024 Meeting Minutes regarding Faregates

August 5th Public Comment Received Via Email

April 1st 2024 Public Comment regarding faregates

6:18pm General Discussion and Public Comment: Jon Spangler. (For Information) 5min.

1. REDACTED comments on his experience with the new fare gates
 1. Trying to get a bike through is awkward without using the accessible gate
 2. Some inconsistency with the clipper card working with the fare gate
2. Marc mentioned the need for multiple larger gates at stations if one malfunctions
3. Estrella thanks REDACTED for his comments and feedback

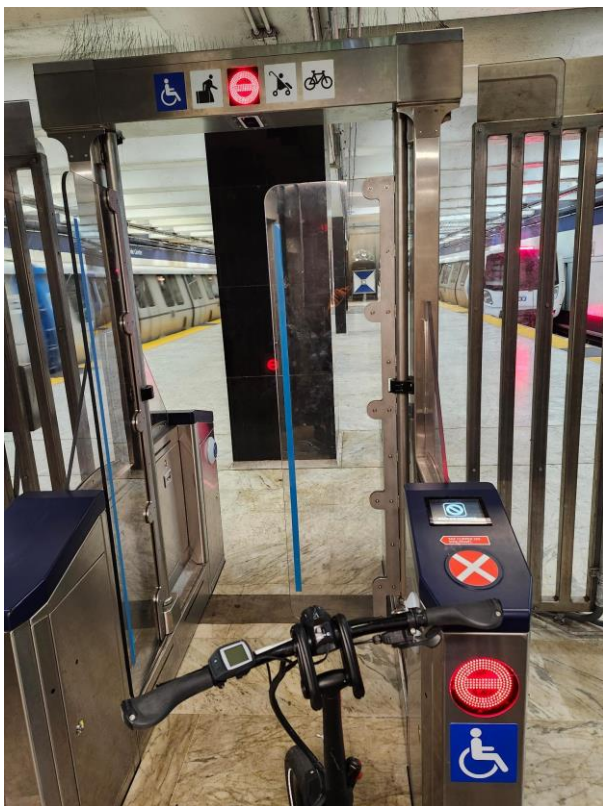
June 3 2024 Meeting Minutes regarding Faregates

7:06pm BART Next Generation Fare Gates: Jon Spangler. (For Discussion) 10min.

1. Jon comments that no-one is thrilled with the new design
2. Public comment has been submitted against the fare gate design

Comment from Saturday, May 18, 2024 4:54 PM

"I took my bike down the elevator at Civic center with a woman in a power chair and we got trapped by a busted new fare gate. One panel stuck open, one completely locked in place. She was ready to go back up and "try a different station." I eventually got it to open by holding the open panel closed long enough for the sensor to think it was closed and ready for a clipper, and then she could tailgate me through when I tapped. I probably picked up an extra excursion fare for my trouble. If this were an emergency she would have been trapped in the elevator cage waiting for a station agent. Note that the gate was out of service in both directions too." - comment submitted



Public Comment Received Via Email May 31st

Hello BART Bike Task Force,
I'm writing today to provide input on escalators and fare gates, as they apply to bikes.

First, let me lead with the context that I am mobility impaired. Unless I'm having a really bad day, this impairment is what I would term an "invisible impairment". I am definitely

feeling and limited by the impairment, but it's not strictly noticeable to an outside observer.

In my case, a bicycle is a mobility aid; thanks to my bicycle I can travel much further with my impairment than I can otherwise (without the use of a car!). All of this to say, if I am hitting issues using BART with my bicycle, I can only imagine it is so much worse for those with more limiting impairments.

Escalators:

BART really needs to do a better job indicating when escalators are in service or not. I'm not referring to long term construction projects, nor do I mean having a website somewhere with escalator statuses. Just simple signs when an escalator is broken or down for service would be amazing. Take for instance, the following scenario I have hit multiple times at Civic Center Station:

- There is currently one escalator to the platform due to construction
- This requires me to walk a block underground (in the station) to reach, and I need to go to the far set of fare gates for entry, as the nearer set doesn't have a wide fare gate that can fit my bike easily
- I enter the fare gates and walk towards the escalator
- The escalator is closed off and down for service.

I am now presented with the option of eating an Excursion fare to go use the elevator (which hopefully is working), finding an employee and dealing with getting let through the gates to reach the elevator (and missing my train), or carrying my bike down the stairs (which is a struggle and will affect the rest of my day).

If there was just a sign outside the fare gates, "Hey! Escalator down! Use Elevator!", this all could be avoided.

Escalators/Gates:

I love that BART allows bikes on escalators now. It really has improved my quality of life significantly. There are a few weird pitfalls (disconnects) with this though that BART should take steps to address. For instance, Colma station (a station I use every weekend).

Colma has two escalators, one to the platform, one to the concourse. Annoyingly they're on opposite sides of the platform, lengthwise. If you use the escalator up to the concourse from the platform, you'll quickly realise that the set of fare gates this brings you to has no wide gate. If you're with a bicycle, you're now in a similar scenario as the one I previously detailed, except this time your only option is to try and lift your bike over the gate (this varies depending on your bike and level of physical aptitude), or carry your bike back down stairs, to the other side of the platform, and use that. Note that there is no elevator on this side of the platform.

BART should take strides to make every set of fare gates have an accessible/wide fare gate. Or better yet, there's no excuse for **any** fare gate to not be accessible.

Gates:

My daily commute has me using west oakland station, and I have to throw my complaints with the new fare gates into the pile I'm sure you've already received. They've fixed no issues, and honestly have made the experience so much worse.

The wide gate has frequently been out of service, and with the old style gate I could pop my bike on it's rear tire, or try and lift it over the fare gate (see previous statement about this not working for everyone/every bike, but it sometimes works for me). This is not an option for the new gates. On any given day I'm riding either an ebike, a cargo bike, or a classic road bike. And even my lightest and narrowest of my bikes cannot fit through a narrow, new style gate. Add to that, that the response of BART employees when I ask for help regarding an out of service wide gate has been "you can bring your bike through any of them! They won't close on you!" has been less than helpful, and in the past I've had to physically slam my bike against the narrow gate to prove to an employee that it wouldn't fit, before receiving help. I'm frustrated, to say the least. In addition, the new gates are so slow. Not only to accept your clipper card, but also to let you through, after someone has used the gate right before you (the gates insist on closing and opening again, instead of just staying open like the old ones). This has often led to a queue of people waiting to get through the wide gate at commute hours (in both directions!) and I have missed trains due to this. The new gates also brought with them new taller fencing at west oakland, lined with bird strips. And it truly gives the experience of being in a prison, like BART would be using barbed wire, if it was allowed to. It feels so unwelcoming.

I realize the task force doesn't have the power to address every point I'm making, but I'm hopeful you have the means to direct input to the appropriate people.

Regards,
REDACTED

Public Comment Received Via Email August 5th.

To Whom it May Concern,

I am writing in to provide public comment on the new BART fare gates. I am a frequent non-commute BART rider, using it to go to the mission and the east bay from where I live in soma. I have used the new fare gates in West Oakland a number of times, once on a group bike ride, and they have been a significant downgrade from the previous gates on two main fronts.

First, the new fare gates are too narrow to walk/carry a bike through the standard gates. I frequently find the lines too long or too many people coming the other way through the accessible gate at BART stations, and am used to carrying my bike or standing it up on the rear wheel to roll through a regular gate. This is not possible with the new gates, which increases the amount of time it takes to get in/out of a station, and adds a significant headache to group rides where dozens of riders need to line up single file to go through the single available gate.

Second, the new fare gates are pretty unreliable. I have experienced a failure with a message to see the station agent on half of my attempted uses of the new gates in West Oakland, and when I asked other folks I know, everyone reported experiencing multiple failures in that station. I had previously only experienced a single failure from

my clipper card or one of someone in my group while using BART, and I am a regular rider.

For these two reasons, I think BART should re-evaluate the current fare gate rollout, and consider the following solutions. First, BART could install 2 or more accessible gates per station, to make up for the restricted bike throughput that the new gates have imposed. Second, BART could suspend the installation of any further stations until determining if there truly is a higher failure rate for the new gates, and if so, how to improve reliability. I do not believe BART should roll out a new system that is a downgrade over the existing one, especially considering the cost of the new fare gates.

As a final note, WMATA recently concluded a pilot to install new fare gates, and after using them extensively during a trip to Washington DC this past June, I had no issues, did not feel like I was cut off from friends that went through before/after me, and observed one commuter wheel their bike through a standard gate. I understand it is probably far too late to consider such a radical change in design, but have included a photo I took of the new WMATA fare gates and a design diagram.

Thanks,
REDACTED

Email Attachments for Reference-



Commented [1]: where should this go? what is this showing?

BART Bicycle Advisory Task Force

October 7, 2024

TO: President Bevan Duffy and Members of the BART Board of Directors

RE: Bicyclists and BART's Next Generation Fare Gates - Are They Compatible?

The BART Bicycle Task Advisory Force (BBATF) advises the BART Board and staff to improve bicycle access in and around stations and trains as well as reviewing BART programs and projects to facilitate bike access to BART.

The BBATF fully supports effective and accessibility-retaining means of reducing fare evasion and improving BART fare revenues. As BART users, our members have long been aware of fare-evading BART riders who jump over BART's legacy fare gates. Prior to the first installation of the Next Generation (NG) Fare Gates, the BBATF was told that the NG Fare Gates and fare gate arrays would provide safe, efficient, and timely access for fare-paying BART patrons with bikes. (We did not review the NG fare gates in detail or have the opportunity to test prototypes with bikes of various types before the first NG gates were installed at West Oakland.)

The NG gates are apparently successful in raising fare box revenues by reducing fare evasion, but they also limit bike access to BART.

NEW FARE GATE ISSUES AROSE IMMEDIATELY FOR BICYCLISTS

After hearing several reports from bicyclists having problems using the first NG gates at West Oakland in early 2024 — soon after they were first installed — members of the BBATF became concerned, asking cyclists to report their issues in detail to us and to our staff liaison, Heath Maddox (Access Coordinator, Bicycle Programs at BART).

Reports of problems continued to reach us during the spring and summer of 2024 that travelers with luggage, parents with strollers, and BART users with bikes (cargo bikes and e-bikes in particular) were having difficulty getting through the NG gates or were being stopped entirely. The BBATF requested a detailed presentation on the NG gates from the Next Generation Fare Gate team.

The BBATF is concerned that the NG gates, as configured now, inhibit fast, safe, and fair BART access for fare-paying bicyclists. Furthermore, we believe that continuing a system-wide rollout without solving the design problems that slow or stop bike access

will quickly multiply the problems already reported by users of the West Oakland and Civic Center NG fare gates — and make implementing solutions more expensive.

BBATF MEETING AUGUST 5 — NEXT GENERATION FARE GATES

At our August 5, 2024, meeting, Michael Gerbracht and Derry Moten of the Next Generation team presented a progress report on the NG gates' design, modifications, and installation schedule. We shared the problems bicyclists and others have continued to experience with the NG gates, even after modifications and improvements. (The NG team had not heard of these incidents previously.)

During the NG Fare Gate presentation, BBATF members were dismayed to hear that the NG gates were not being monitored 24/7 or tracked for the kinds of physical access blockages and issues experienced by bicyclists, parents with strollers, and travelers with luggage, and others with larger items. Worse yet, BART users experiencing access problems with the NG gates were expected to file handwritten reports with the station agent — despite agents not always being present. No other reporting options were provided to BART users to record accessibility problems or get help in real time.

The NG Fare Gates team seemed unaware of the problems reported by many bicyclists attempting to use the NG gates until we informed them of the issues. If a large number of the NG gates are preventing cyclist access, knowing about those faults is critical (and the same goes for parents with strollers and users of other mobility devices whose access has been restricted unfairly by NG gate failures.)

OUR RECOMMENDATIONS: IMPROVE BOTH GATE EVALUATION AND DESIGN

Here are the BBATF's recommendations on both the NG fare gate evaluation process and the physical layout and design of the NG gates and arrays themselves.

Most importantly, the BBATF urges the BART Board and staff strengthen their commitment to maintaining easy BART access for fare-paying riders with bicycles, strollers, wheelchairs, large luggage, e-bikes, scooters, cargo bikes, and mobility devices. *These BART users should not suffer reduced access to BART as a result of efforts to reduce fare evasion.*

EXPAND THE EVALUATION OF ALL NEXT GENERATION FARE GATES

1. Expand the scope and depth of NG fare gate evaluation to include the physical restriction of BART riders with bicycles, strollers, luggage, cargo and e-bikes, etc.

- a) Continuously evaluate and record installed NG fare gates and arrays using video and in-person methods to ensure 24/7/365 records.
- b) Set up alerts, measurement, and evaluation protocols to capture all mechanical NG gate restriction incidents, such as premature gate closure on cargo bikes and inadequate clearance for bike handlebars, to learn how many legitimate BART users are being slowed down or blocked by the NG gates.
- c) Implement solutions based on the new data recorded.

2. Provide and advertise multiple easily-accessed digital and other channels for BART users — in addition to filing reports with station agents — to report NG gate and gate array access problems at their convenience. Offer multi-lingual alternatives.

3. Actively request feedback on the NG gates — through focus groups, surveys, chat rooms, and digital platforms — from user groups associated with the use of strollers, walkers, wheelchairs, cargo and e-bikes, scooters, and luggage on BART.

RECOMMENDED ACCOMMODATIONS TO ENSURE NEXT GENERATION FARE GATE ACCESS FOR BICYCLISTS, OTHERS WITH MOBILITY DEVICES

Here are our recommendations to maintain efficient, safe, and equitable access while implementing the NG fare gates:

1. *Provide at least two wider (wheelchair accessible) NG fare gates in every array of installed NG gates.* Where one is now installed, provide two, so multiple patrons with bicycles, scooters, strollers, or cargo bikes are not delayed waiting for a single wider gate.

2. Increase the number of fare gate arrays so every station has the capacity to quickly and simultaneously handle large bike events and/or multiple passengers with large luggage, strollers, personal shopping carts, cargo bikes, e-scooters, etc.

3. Improve the NG gates' design, hardware, sensors, timing, software, etc., to keep the NG gates from blocking bicycle access, closing on parents with strollers or on cargo bikes, or injuring BART patrons.
4. Add an emergency alert button to each NG fare gate so BART users whose bicycle or stroller is jammed in or blocked by the gate can signal for help *without leaving the fare gate* and *reach* a live person even if a station agent is not present.
5. Produce instructional videos showing how BART passengers with e-bikes, cargo bikes, baby strollers, large luggage, etc., should navigate the NG gates.

CONCLUSION

The BART Bicycle Advisory Task Force fully supports effective means of reducing fare evasion and improving BART fare revenues. At the same time, fare-paying riders with bicycles, strollers, wheelchairs, large luggage, e-bikes, scooters, cargo bikes, and mobility devices should not suffer reduced access to BART as a result of efforts to reduce fare evasion.

We urge the BART Board to pause the installation of the current Next Generation Fare Gates until designs that are more bike- and access-friendly are available and/or until two of the wider (wheelchair-accessible) fare gates can be installed in every gate array where the Next Generation Fare Gates are installed.

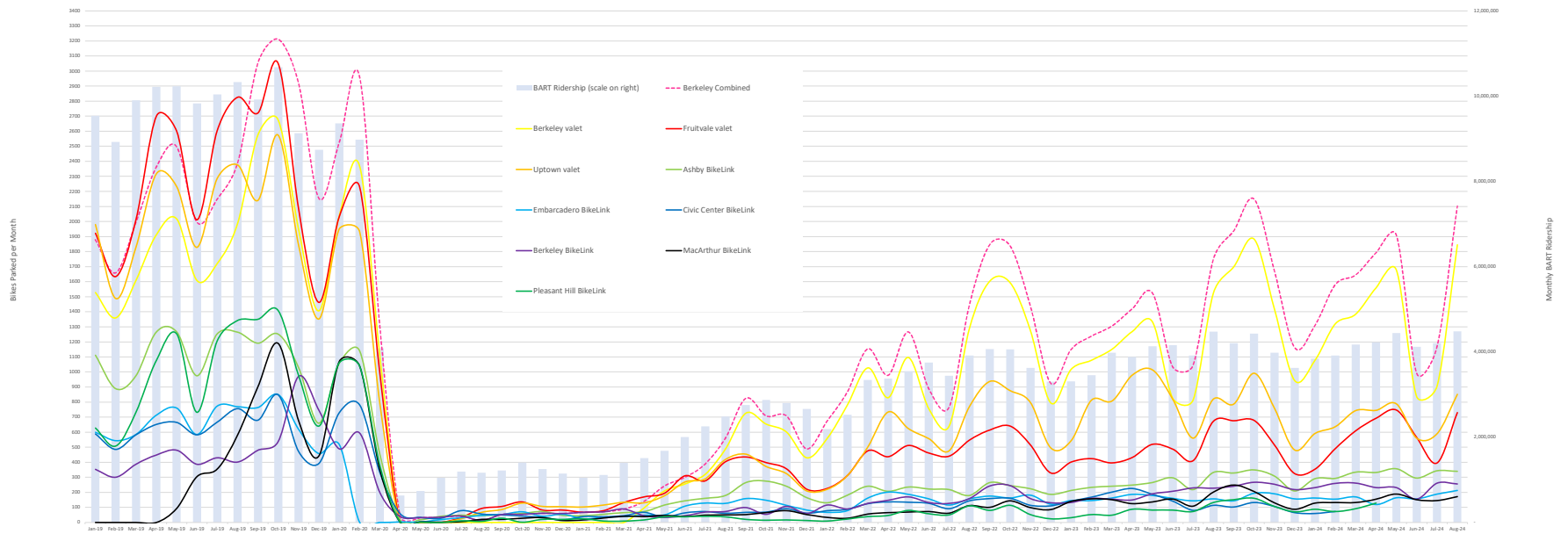
Thank you very much for considering our concerns.

Respectfully submitted,

Jon M. Spangler, Chair
BART Bicycle Advisory Task Force

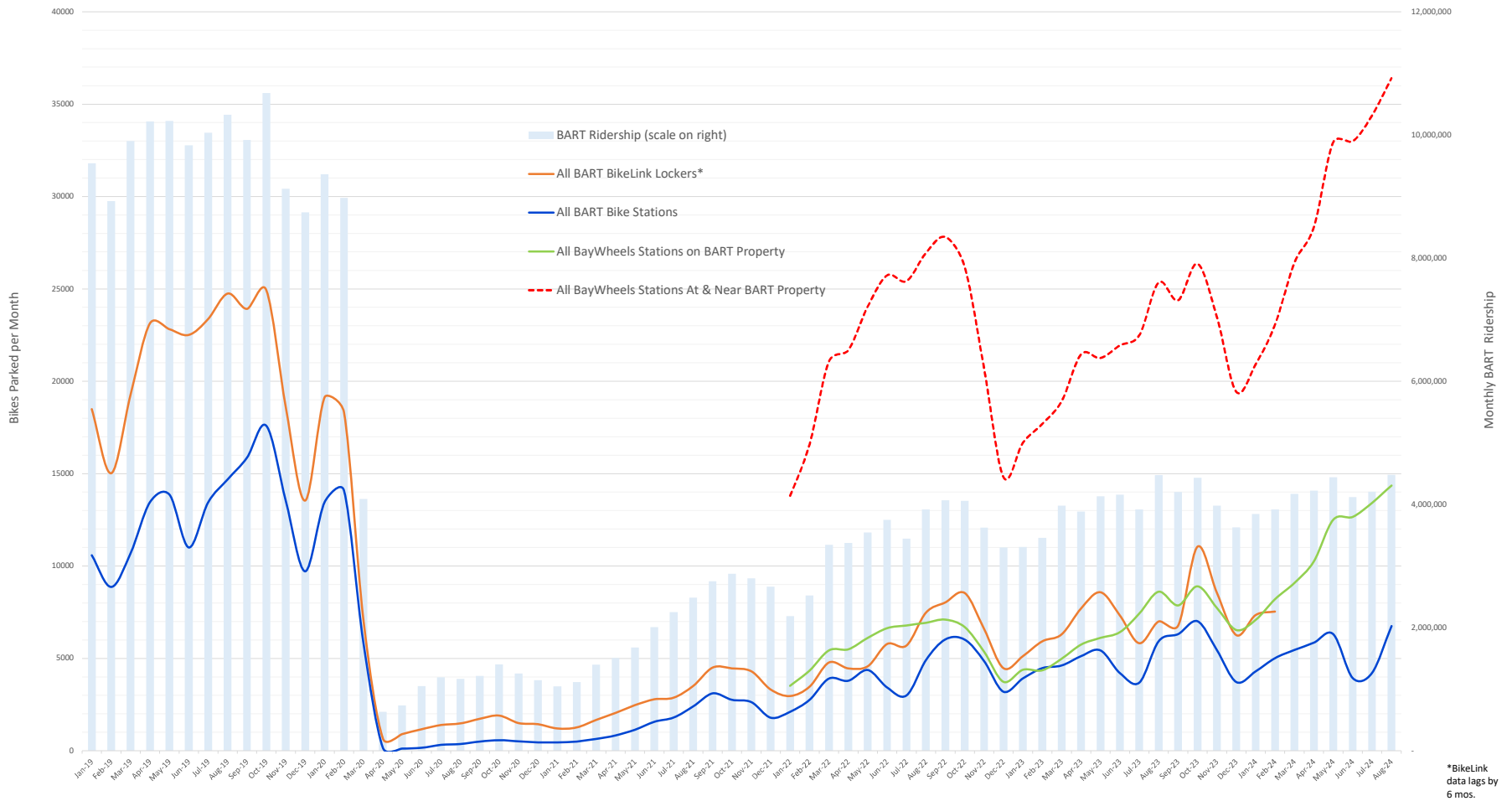


Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-Aug 2024





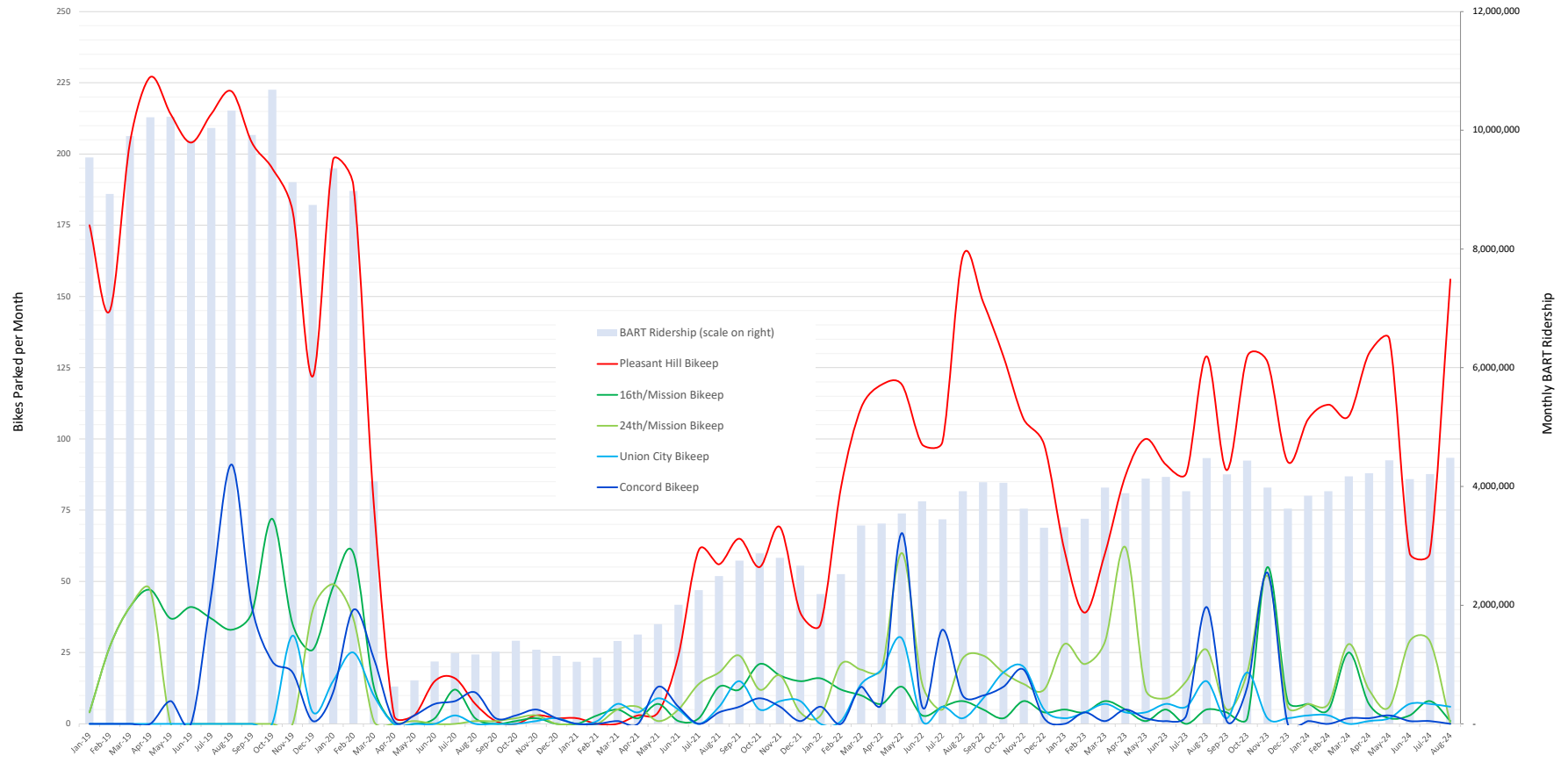
Monthly BikeLink Lockers, BART Bike Stations, Bike Sharing and BART Ridership Jan 2019-Aug 2024



*BikeLink data lags by 6 mos.



Monthly Volumes at BART Bikeep Smart Racks & BART Ridership Jan 2019-Aug 2024



From: [BART Customer Service](#)
To: [Eric White](#); [Heath Maddox](#)
Subject: RE: Case 00336632: Scooter etiquette and safety [ref:!00Dd00hrYV.!5006T02QSi38:ref]
Date: Friday, June 7, 2024 1:32:04 PM

Hello Lt. White, Heath:

FYI. No reply requested (emails were not working). Sharing customer comment of enforcement / educational issue about scooter and similar vehicles at Powell. Please advise if we should redirect. Thanks.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====
Contact Name Brenda George

Contact Email (invalid emails)

Contact Phone [REDACTED]

Opened Date/Time 6/7/2024 5:29 AM

Description Please do something about all the people riding their electric vehicles on the train platform. The Powell Street Station is the worst.
ref:!00Dd00hrYV.!5006T02QSi38:ref

From: [BART Customer Service](#)
To: [Heath Maddox](#)
Subject: RE: Case 00343079: Bike Access, Info Resources for Bicyclists, [ref:!00Dd00hrYV.!500V10FeO34:ref]
Date: Thursday, September 5, 2024 4:05:42 PM

Hi Heath:

Can you take a look at this (see below)? Customer has submitted this case 343079 and case 342860. We already have a employee complaint about this. Customer prefers to not cause trouble with employees.

I'm sure you can provide more insight and a reply to the customer than us at Customer Services. But here's my stab for informing the patron:

1. Elevator dimension info is available online. That might have been helpful if the customer checked ahead of time to see if the bike could fit the elevator (see <https://www.bart.gov/guide/bikes> or app)
2. Bringing bikes on escalator is a relatively new policy. I was going to refer the customer online to <https://www.bart.gov/guide/bikes> or app.
3. Customer should check elevator/escalator status at about using the escalator as well as elevator/escalator status at <https://www.bart.gov/stations/elevators> and <https://www.bart.gov/stations/escalators> or thru the app.
3. Customer's feedback can be shared with the ACTOs. There seems to be a conflict as to whether station agents can or cannot change escalator direction to accommodate riders. Customer Services is always getting inquiries about this and when escalator direction changes.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====
Contact Name Shawn Reyburn

Contact Email ██████████

Contact Phone ██████████

Opened Date/Time 9/5/2024 12:56 PM

Description Customer Name: Shawn Reyburn

Customer Phone: ██████████

Customer Email: ██████████

Date/Time of Email/Call: Sep 05, 09:16 a.m. with email follow up at 9/5/2024 12:56 PM

Date/Time of Incident: 9/3/24, 1130 am

Station: Pleasant Hill

Area of Station: elevator and escalator

Employee Description: station agent, female

Report: On Tuesday Sept 3 @ 11:30AM at the PleasantHill Bart station, I was attempting to take Bart to Antioch.

My bicycle doesn't fit in the elevator, so I ask the Bart agent if she could please switch the direction of the escalator so that I could ride it up to the platform. She said she didn't believe me that it doesn't fit in the elevator and said to show her. I accommodated the request and after providing it didn't fit, she said she would not reverse the escalator. I let her know that I ride Bart 2-3 times a week and for the past couple months since I got a new bicycle that didn't fit, the other agents have always done this. She again said she didn't believe me and said she is "always here". I told her I was sorry, but i had never seen her before and that the other agents were always able to reverse the escalator. I asked her if they was a policy of not reversing the escalator and she said I could call customer service. I asked her if she had the phone number and she told me to use my phone.

I called into Customer Service (case 342860) and they called her and ask what was happening and the customer service person told me she said the escalator sometimes "gets stuck". The customer service agent was very kind and called the Concord station and asked them if they would help me. They agreed.... So I rode my bicycle over to that station.

The customer service agent encouraged me to contact this number and that you could possibly provide guidance for the future.

I have lived in the Bay Area for 24 years now and have always appreciated Bart. I started using it consistently over the last year due to some life changes circumstances. This is the first time I have experienced a problem that I feel like didn't need to be a problem.

I could ride an additional 4-5 miles and go to Concord or I can go to the Walnut Creek station if there is an escalator problem..... My concern for Walnut Creek is the street traffic on the bicycle is a little scary....

I would much prefer to use PleasantHill station as the bike path is right across the street.

Thank you for providing guidance, not looking to complain about anyone or cause trouble.

Shawn Reyburn

Case 342860

Contact Name Shawn Reyburn

Contact Email

Contact Phone

Opened Date/Time 9/3/2024 12:23 PM

Description Date/Time of Voicemail to CS: 9/3/24 @ 11:57am

Station: Pleasant Hill

Agent: Female at 11:55am

My name is Sean Rayburn

I live in Oakley, CA

Recently started using BART as transportation since I'm required to go back to work

Been wonderful experience the last 6 months

Recently got a new bike

Bike does not fit elevators at PH or WC

Primarily uses PH station

Last 4 weeks, agents have been very nice and switched the escalators to go in the up direction so I can go up to the

Antioch train

Today I ran into a new agent who unfortunately maybe was just having a bad day

Was a little bit rude

Agent would not switch escalator and told me I needed to go back to Lafayette and go and try to use the elevator over there

I'm just trying to understand what the policy is

I don't want to frustrate anybody

I don't want to get into it with an agent

But I hve enjoyed using BART and PH is my safest place to go

When I was trying to get a hold of you guys, she did tell somebody that sometimes the escalator gets stuck

Today I rode to Concord and the escalator was fine there.

ref:!00Dd00hrYV.!500VI0FeO34:ref

Heath Maddox

From: Austin Milford-Rosales <[REDACTED]>
Sent: Monday, August 5, 2024 5:47 PM
To: [REDACTED]
Cc: Maya Chaffee; Heath Maddox
Subject: BART BATF Public Comment
Attachments: PXL_20240617_204651803.jpg; WMATA_fare_gate_diagram.png

To Whom it May Concern,

I am writing in to provide public comment on the new BART fare gates. I am a frequent non-commute BART rider, using it to go to the mission and the east bay from where I live in soma. I have used the new fare gates in West Oakland a number of times, once on a group bike ride, and they have been a significant downgrade from the previous gates on two main fronts.

First, the new fare gates are too narrow to walk/carry a bike through the standard gates. I frequently find the lines too long or too many people coming the other way through the accessible gate at BART stations, and am used to carrying my bike or standing it up on the rear wheel to roll through a regular gate. This is not possible with the new gates, which increases the amount of time it takes to get in/out of a station, and adds a significant headache to group rides where dozens of riders need to line up single file to go through the single available gate.

Second, the new fare gates are pretty unreliable. I have experienced a failure with a message to see the station agent on half of my attempted uses of the new gates in West Oakland, and when I asked other folks I know, everyone reported experiencing multiple failures in that station. I had previously only experienced a single failure from my clipper card or one of someone in my group while using BART, and I am a regular rider.

For these two reasons, I think BART should re-evaluate the current fare gate rollout, and consider the following solutions. First, BART could install 2 or more accessible gates per station, to make up for the restricted bike throughput that the new gates have imposed. Second, BART could suspend the installation of any further stations until determining if there truly is a higher failure rate for the new gates, and if so, how to improve reliability. I do not believe BART should roll out a new system that is a downgrade over the existing one, especially considering the cost of the new fare gates.

As a final note, WMATA recently concluded a pilot to install new fare gates, and after using them extensively during a trip to Washington DC this past June, I had no issues, did not feel like I was cut off from friends that went through before/after me, and observed one commuter wheel their bike through a standard gate. I understand it is probably far too late to consider such a radical change in design, but have included a photo I took of the new WMATA fare gates and a design diagram.

Thanks,
Austin