

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)**

December 2, 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, Morris Gevirtz, Marc Hedlund, Phoenix Mangrum, Francisco Muñoz, Natalie Makhijani, Estrella Sainburg.

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on December 2, 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 883 2810 5008; logging into Zoom.com and entering access code 883 2810 5008 or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/88328105008>

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 November 29, 2024 in order to be included in the record.
- 2) Call (833) 548-0282, enter access code 883 2810 5008, 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 883 2810 5008 and use the raise hand feature; or join the Task Force meeting via the Zoom link (<https://us06web.zoom.us/j/88328105008>) 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 and October 2024 BBATF Minutes: Jon Spangler. (<i>For action</i>)	5	min.
4.	Safe Trips To BART: Kamala Parks, BART Station Planning. (<i>For information & discussion</i>)	30	min.
5.	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.
6.	BART Bicycle Preferred Path of Travel Capital Plan Update: Heath Maddox, BART Customer Access & Accessibility. (<i>For discussion and potential action</i>)	15	min.
7.	Annual BART System-wide Bike Parking Occupancy Counts: Heath Maddox, BART Customer Access & Accessibility. (<i>For information</i>)	15	min.
8.	BART Bike Program Updates: Heath Maddox, BART Customer Access & Accessibility. (<i>For information</i>)	20	min.
9.	Future Agenda Items: All. (<i>For discussion</i>)	5	min.
	TOTAL:	120	min.

BART Bicycle Advisory Task Force (BBATF)

August 5, 2024 6:00 p.m. – 8:00 p.m.

<https://www.bart.gov/about/bod/advisory/bicycle>

https://www.bart.gov/sites/default/files/2024-07/08.05.24_BBATF_Agenda%26Materials.pdf

In attendance:

Jon Spangler (chair)

Maya Chaffee

Marc Hedlund

Rick Goldman

Jeremiah Maller (Vice Chair)

Francisco Muñoz

Estrella Sainburg

BART Director: Robert Raburn

BART Liaison: Heath Maddox

Guests:

Dani Lanis, BIke East Bay

Susie Hufstader, Fehr and Peers

Gavin Lohry, MTC

Dee Dohm, BayTrail MTC

Liz Westbrook, supporting Bay Trail MTC

Michael Gerbacht, BART

Derry Moten, BART ,

Morris Gevirtz (prospective member)

Toshi Shepard-Ohta, Bay Trail MTC

Absent: Tyler Morris(Secretary), Phoenix Mangrum, Natalie Makhijani

Agenda with minutes follows as is:

1. Intros (see list above)

2. General Discussion and Public Comment: Jon Spangler. (For information) 5 min

Raburn - 1) (missing) 2) coliseum update 3) Silicon Valley Bicycle Coalition

<https://bikesiliconvalley.org/events/summit>

Dani - asking about stairway channel for richmond bart station, Heath will follow up

Maya -

1) July 21 the task force attended Sunday streets in Excelsior to do tabling outreach

2) Will be tabling again August 25 at Mission Sunday Streets, looking for more volunteers from the task force

3) San Francisco is currently in full swing getting public feedback on its long term Biking and Rolling plan. If you live or work or bike in SF Maya highly recommends giving feedback.

<https://www.sfmta.com/projects/biking-and-rolling-plan>

4) Ballot measure updates for San Francisco, The Community Transit Act has made it onto the November ballot. Will help fund MUNI while showing politicians in the Bay Area that transit measures can be successful as regional funding measure discussions continue in the fall.

<https://www.sftransitact.com/>

5) Ocean Beach Park ballot measure will turn the current Great Highway that borders Ocean Beach into a permanent park. Measure is building on the current weekend only park pilot.

<https://www.oceanbeachpark.org/>

Maya offers to answer any questions about these measures and to tell people about them.

Jon says the task force may put these ballot measures on the agenda for October for a vote to endorse or write a letter of support.

3. Approval of June 2024 BBATF Minutes: Jon Spangler. (For action)

Rick motions; Estrella seconds

No questions or comments

Roll call: unanimously passes with Marc Hedlund abstaining

4. Presentation on Bay Trail SFO Gap Study: Diane Dohm, Metropolitan Transportation Commission. (For discussion and potential action)

See slides

Questions/feedback:

- Signage for community to know how to get to a safer pathway and to/from transit
- Heavy or light lift for BART connections from the alignment options
- Lowering BART symbol on map to show location of station
- On-street alternative, especially along El Camino Real, is not safe or bike-friendly (MH+)
- Connections to and from any Bay Trail alignment to transit (BART, CalTrain) are essential

5. BART Next Generation Fare Gates Design and Operation: Michael Gerbracht and Derry Moten,, BART Office of Infrastructure Delivery. (For discussion and potential action)

See slides

Questions/feedback:

- Accessibility concerns/Concerns for bikes getting through [MH]
 - Outreach has been done to BART accessibility task force
- Does BART have accurate counts of all of the bikes getting trapped? [MH]
 - Getting data in daily and trying to get better parsing of data
- Idea to put in two double wide gates if one breaks [MH]
 - Cost is much greater to install or isn't possible at some stations
- Feedback to look at backup gate before committing to more [MC?]
- Request for bart to give data on how much this is fixing fare evasion [MC]
 - Specific data gathering strategy for fare evasion improvements and accessibility and bicycle challenges due to fare gates
- time turn around for new gate [MC?]

- Agents are not always at booth which can cause issues if passenger or their bike or wheelchair gets stuck in the gates [MH]
 - BART does not currently have a solution to this issue occurring
- Mission of BBATF is different from the goals of this fare gate project, want to encourage bike use and make it easy to use BART while faregate hardening makes it harder to do so [MH]
- Two accessible fare gates seems to be a good minimum
- Do new fare gates handle cargo bikes, e-bikes, and other unusual “plus” loads (luggage, shopping carts, strollers, other nonstandard passengers)
 - big bikes
- Is BART staff fully aware of ALL the problems with these gates and aware of all the people having trouble with new fare gates, not just the people filling out reports?
- What about video camera records of the gates 24/7/365?
- How does BART staff track complaints that are coming in?
- MH+ we don't want gates to be worse for bikes
- MC, ES+: The racial and economic justice “look” of which BART stations are getting (exclusionary) secure fare gates is NOT good.
- How does BART remain economically open and accessible to people in disadvantaged communities?[ES]
- FM - 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?

Future action:

Compile a letter to BART staff and the board to summarize feedback and requested information not answered in the meeting. Will vote on the letter in October.

6. Presentation on West Oakland Link and Bay Skyway Phase 1 projects: Gavin Lohry, Bay Area Toll Authority. (For discussion and potential action)

- Funding secured? Gavin working on this
- Segment 3 - do buses yield to bikes or do bikes yield to buses?
- who yields to who?
 - Gavin welcomes feedback
 - Emeryville greenway has a good example of addressing this
 - Longer bikes need wider turning radii
 - Ferry service - want island to be temporary is the big picture.
 - High capacity bike parking at ferry and onboard
 - Important for infrastructure to be laid out before housing is built out to reduce transbay car travel

7. BART Bicycle Preferred Path of Travel Capital Plan Update: Susie Hufstader, Fehr & Peers Associates. (For discussion and potential action)

Goal: improving access for people arriving by bike

There will be cost estimates for design.

feedback/questions:

- Can these improvements help with bike through traffic across the BART stations as well as help BART cyclists with access?
- Bike friendly local facilities are lacking in many of these focus bart stations
- When we were at Excelsior event, we had oversized prints. People were thrilled to see the improvements coming along.
- MacArthur BART - bike ramp/curb cut is on 40th, under 580: is the area under 580 included in the MacArthur station a scope?
- What types of feedback is useful at this stage? How would you like the feedback? [MC]
 - Susie H - we want to know if they have overshot a design.
 - Something illogical or out of the way for common bike routes used
- (MC, MH) How do we know what is BART property?
 - Hard to tell but you can look up on county assessor page or ask BART staff for clarification
- Upcoming stations with related TODs will get access improvements along with the TOD process.

Susie Hufstader (Fehr)- Recommended the task force send feedback to Fehr and BART staff on these more final designs

Action: Send to comments Heath

8. BART Bike Program Updates: Heath Maddox, BART Customer Access. (For Information) 10 min. - moving to next meeting

- Bike project manager Mariana is retiring.
- Redistribution of bike link lockers from x to x (fill in)
- Bike link app will work at (fill in)

9. Future Agenda Items: All. (For Discussion)

Next meeting is October 7.

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

DRAFT Minutes
BART Bicycle Advisory Task Force (BBATF)
October 7, 2024 meeting

BBATF Members:

Rick Goldman
Marc Hedlund
Jon Spangler (Chair)
Jeremiah Maller (Vice-chair)
Maya Chaffee
Francisco Munoz
Estrella Sainburg
Morris Gevirtz (new member)
Phoenix Mangrum

Guests:

Bryan Culbertson
Aleta Dupree
BART and BART Board Director:
BART Director Robert Raburn

Presenters: Susie Hufstader, Fehr & Peers

Staff: Heath Maddox

1. Self-Introductions of Members, Staff, and Guests: All. (For information) 5 min.
2. General Discussion and Public Comment: Jon Spangler. (For information) 5 min.
Aleta Dupree, she/her, Team Folds
Phoenix sent a message in about Trunk or Treat
3. Approval of August 2024 BBATF Minutes: Jon Spangler. (For action) 5 min.
Motion to table
Chair Jon Spangler asked for a motion to approve the minutes. Estrella Sainburg noted that the minutes had been omitted from the agenda packet.
JS asked for a motion to table the adoption of the draft 8/5 minutes.
Jeremiah Maller moved and Estrella Sainburg seconded.
Motion to table was approved unanimously.
4. Approval of BBATF Member Application from Morris Gevirtz, Contra Costa County: Jon Spangler. (For Action) 10 min.
Motion to accept Morris "Moe" Gevirtz's application by Rick Goldman, seconded by Francisco Muñoz.
Passed unanimously.
5. BART Bicycle Preferred Path of Travel Capital Plan Update: Susie Hufstader, Fehr & Peers Associates. (For discussion and potential action) 50 min.
 - Susie available and willing to speak with anyone that wants toDiscussion

- Guest Chris Schulz (member of the public) commented that the Millbraeelevator smells like urine, so he will use escalator from caltrain to BART when heading from Millbrae to SF, but there is only an escalator going up, not down
- Marc commented on sharrows
- Questions on Coliseum -
 1. Slip lane - will it be taken away? Yes
 2. Banked edge eg. Berkeley
 3. Slow and stop striping on heggerberger
 4. Snell alignment is in there as a note for future project
- Jon suggests writing of two letters: letter of support for preferred path of travel plan in its draft and final versions (letter can be modified when final plan comes out) and a specific on supporting the coliseum grant proposal addressing the Coliseum issues as they relate to the PPOT

Marc Hedlund moves Jon's suggestions, Francisco seconds motion

All approved

6. BART Next Generation Fare Gates—Proposed letter to BART Board on BBATF concerns with the new faregates: Jon Spangler. (For action) 20 min.

Public comments:

- Bryan Culbertson—"For fare gates: Please encourage BART board and staff to consider the diversity of transit riders and how important easy-to-use gates are to paying riders. Travelling with luggage, families, with strollers, people with mobility devices, people with bikes, etc. If you go to a station with the new gates you see a lot of people are struggling to use them. For example, yesterday the wide gate was broken a Civic Center and I was one of 3 cyclists who were wrecked struggling to get out of the staton through gates too narrow for bike handles, and traveler with luggage cart got completely stuck."
- Question regarding what the new design is to prevent the turnstile (came in after the move)

Marc moves that Jon, Marc, Maya, and Estrella draft letter using both drafts and being concise, and Jon signs as member of the BBATF exec committee and submits to board; Jon Spangler seconds

All approved

7. BART Bike Program Updates: Heath Maddox, BART Customer Access. (For Information) 10 min.

- Data showing bike share is up as of August

8. Future Agenda Items: All. (For Discussion)

Meeting closed: 8:22 pm



Safe Trips to BART: An Action Plan for Safer Roadways

December 2, 2024

BART Bicycle Advisory Task Force



Agenda

1. Project overview
2. Transit's role in achieving Vision Zero
3. Station catchment area analysis
4. Toolbox of countermeasures
5. Focus Station Area Action Plans (FSAAP)
6. Next steps

Project Overview

- Background
 - Funded by U.S. DOT's Safe Streets and Roads for All (SS4A) Grant
 - Focus on the Safe System Approach



Source: FHWA.

Project Overview

Goal: Work towards eliminating fatal and severe injury roadway crashes



1. Stakeholder coordination and engagement



2. Existing conditions around BART stations



3. Research on the safety benefits of transit



4. Systemic countermeasures identification



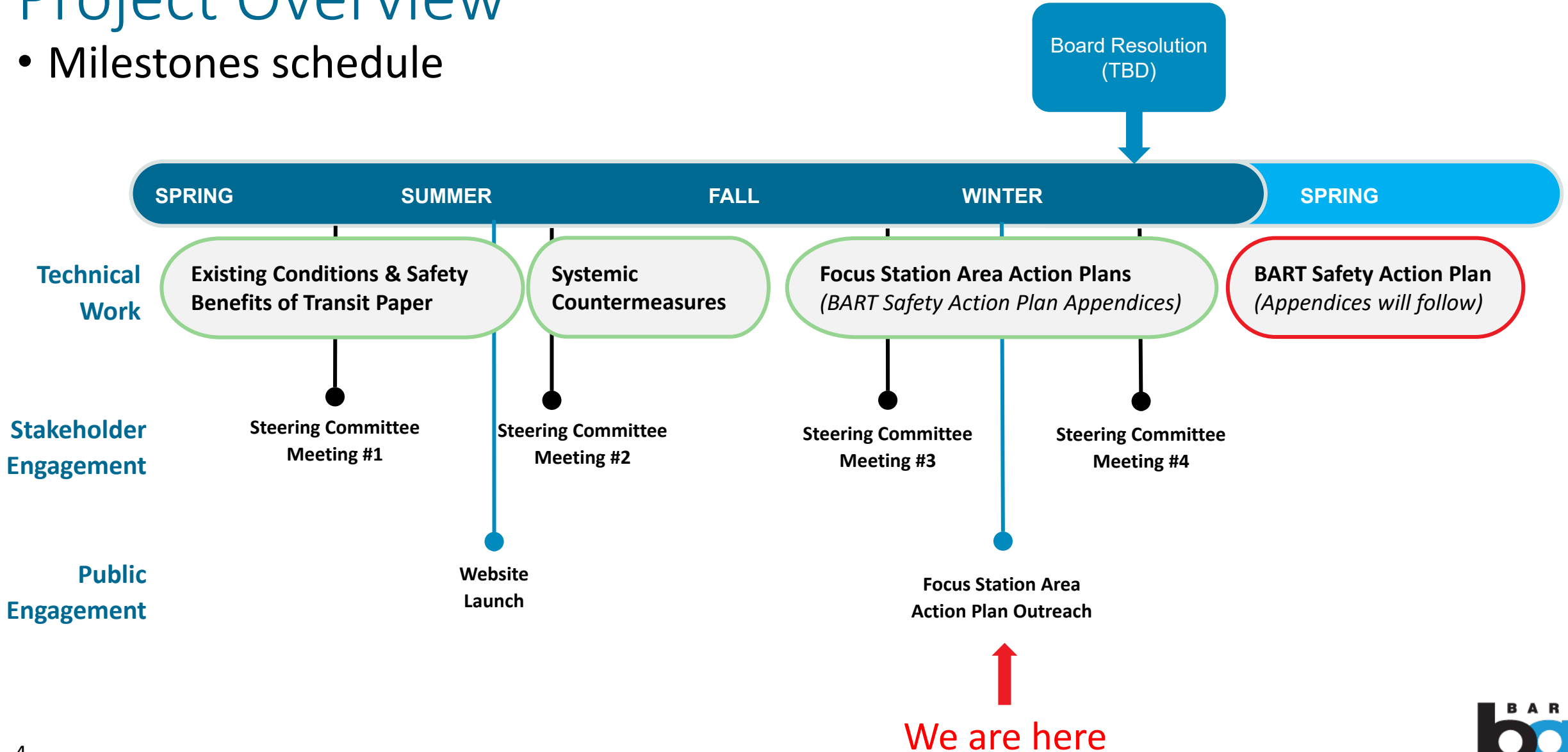
5. Focus Station Area Action Plans



6. Safe Trips to BART: An Action Plan for Safer Roadways

Project Overview

- Milestones schedule



Project Overview

- *Safe Trips to BART: An Action Plan for Safer Roadways* will:
 - Demonstrate transit's crucial role for achieving Vision Zero
 - Identify High Injury Networks (HINs) for all non-airport stations
 - Provide a toolkit of countermeasures and their effectiveness for the HINs
 - Create 7 Focus Station Area Action Plans
- Enabling pursuit of funding to design and/or implement projects by:
 - BART for its system and roadways under its authority
 - Local jurisdictions for roadways under their authority in the station catchment areas

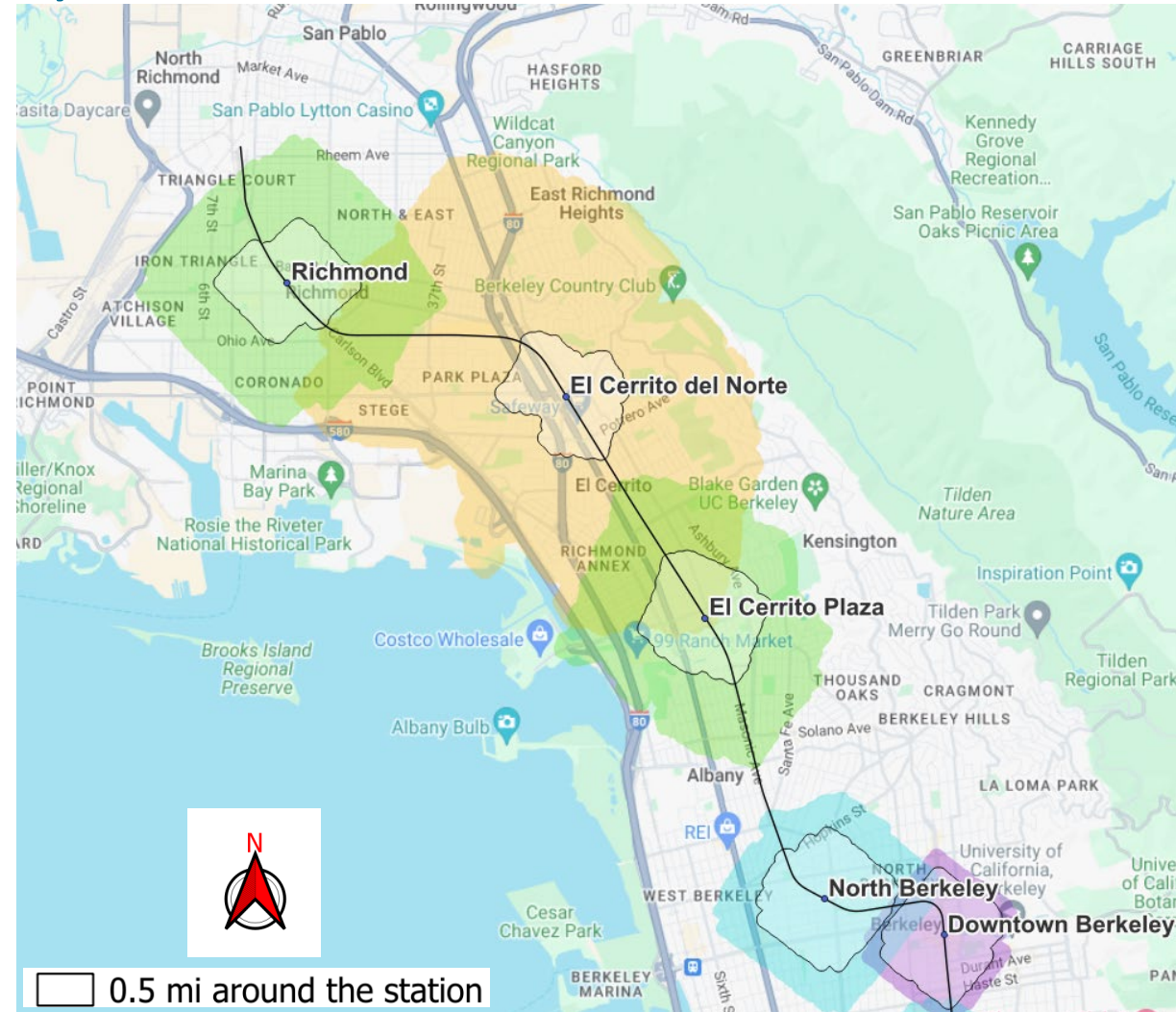
Transit's Role in Achieving Vision Zero

- Improving Transit Service = Safer Roadways?
 - Riding rail transit is safer than traveling in a passenger vehicle
 - Roadways parallel to BART tend to be less safe than rest of network
 - Designed for high-speed peak-hour traffic volumes
 - Improving transit service could reduce driving demand
 - Parallel streets could be road-dieting, for example
 - Transit is necessary for roadway safety
 - Allows implementation of the most effective safety countermeasures
 - Provides meaningful mobility options

Station Catchment Area Analysis

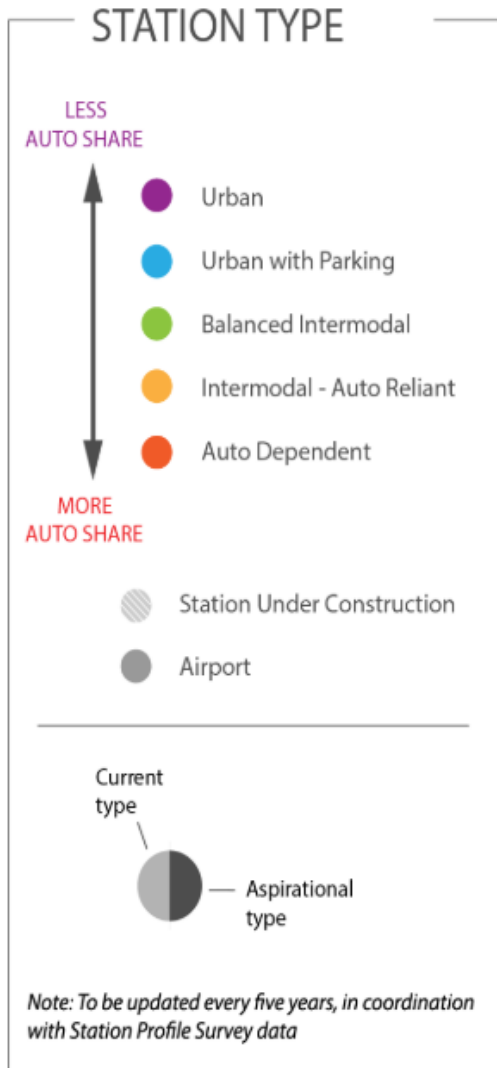
- Identifying catchment areas
 - Average travel distance for walking and driving by station access type
 - Apply distance to street network

BART's Station Access Typology	Auto Mode Share	Catchment area distance (miles)
Urban	Less	0.66
Urban with Parking	↑	0.81
Balanced intermodal		1.16
Intermodal - Auto reliant	↓	1.96
Auto dependent		More



Station Catchment Area Analysis

- BART Station Access Typology Map



Found at

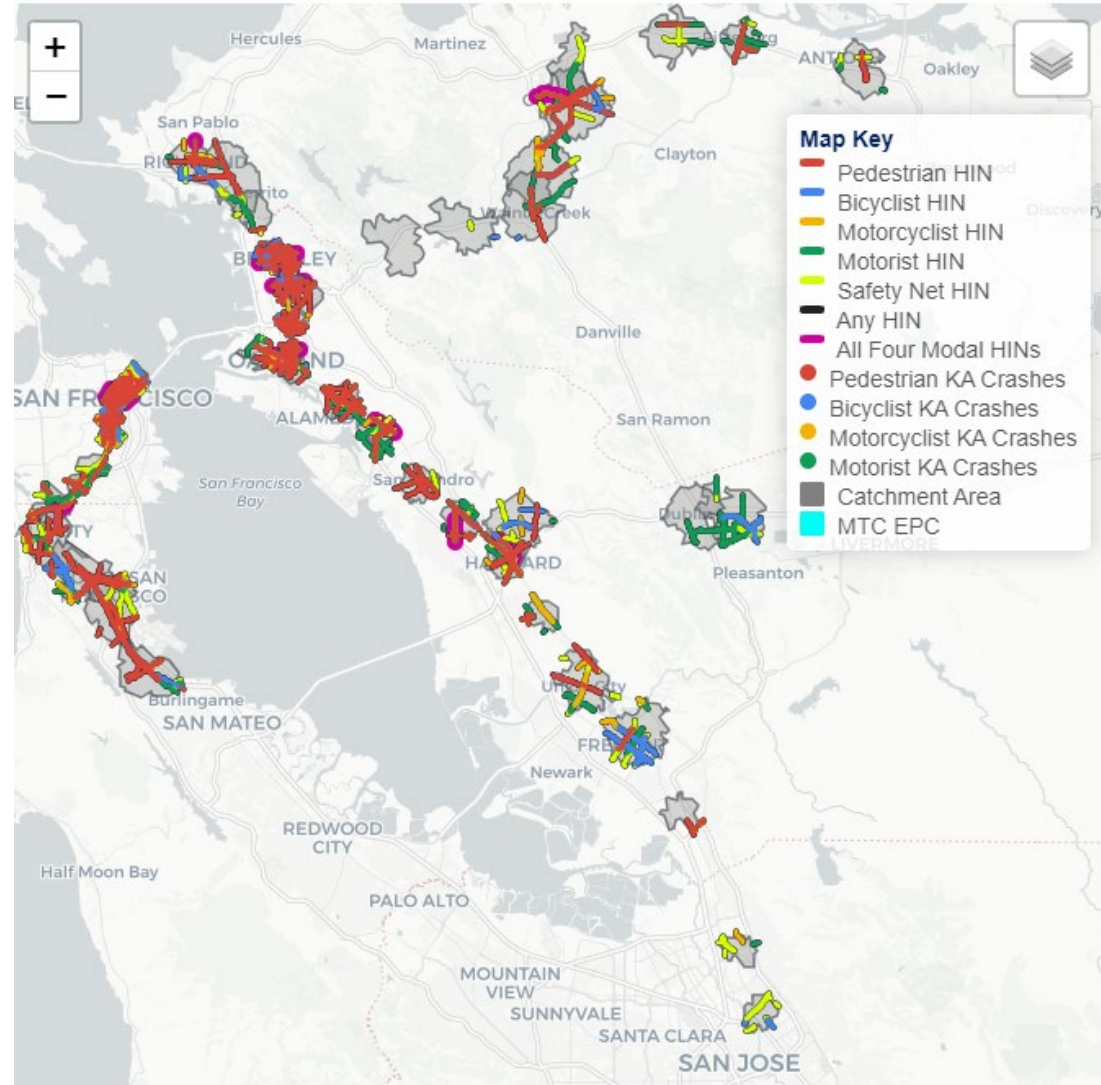
<https://www.bart.gov/about/planning/policies>

Updated: 01/06/2021



Station Catchment Area Analysis

- BART High Injury Network
 - Does not override other HINs
 - Streets in station catchment areas
 - 508 miles
 - 76% of killed and severe injury (KSI) crashes occur on 18% (about 92 miles) of roads
 - Compared to the 5-county region
 - Cover 14% of roadway miles, but 24% of KSI crashes occur on these streets
 - Have **twice** as many KSI crashes per mile than rest of roadways



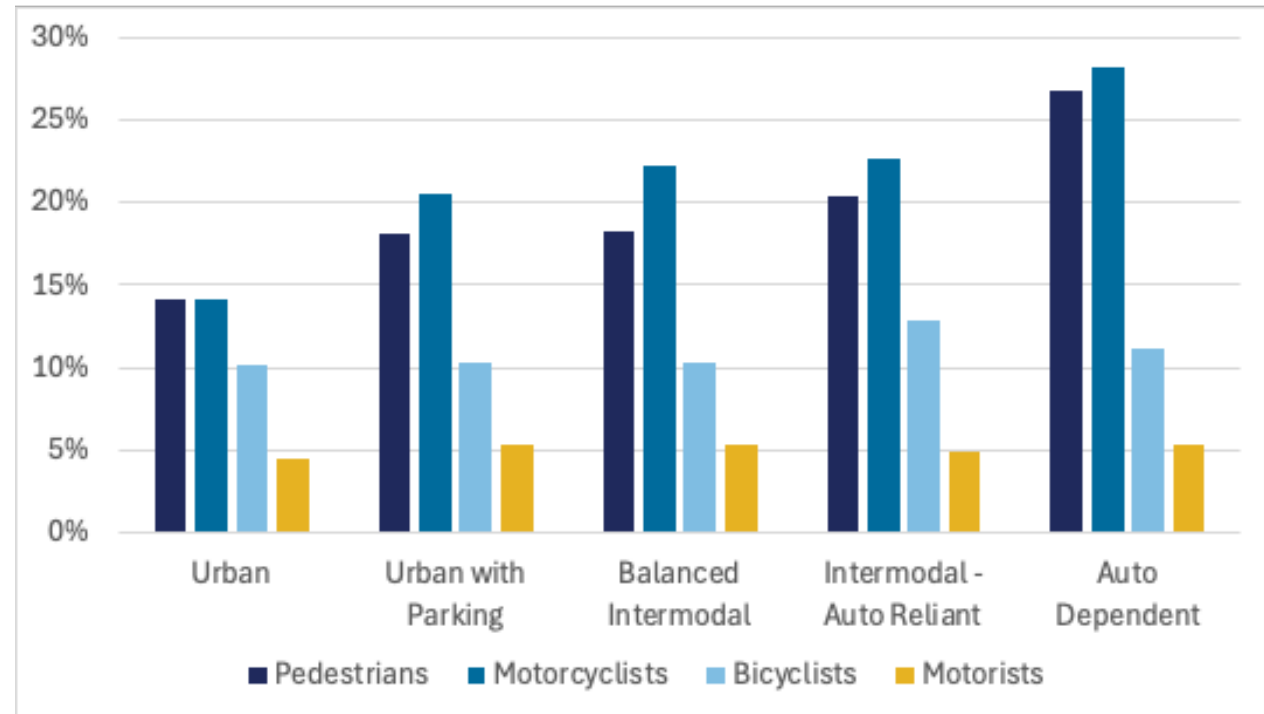
Crash data: 2019 to 2023 (5 years)

Station Catchment Area Analysis

- Safety analysis key findings

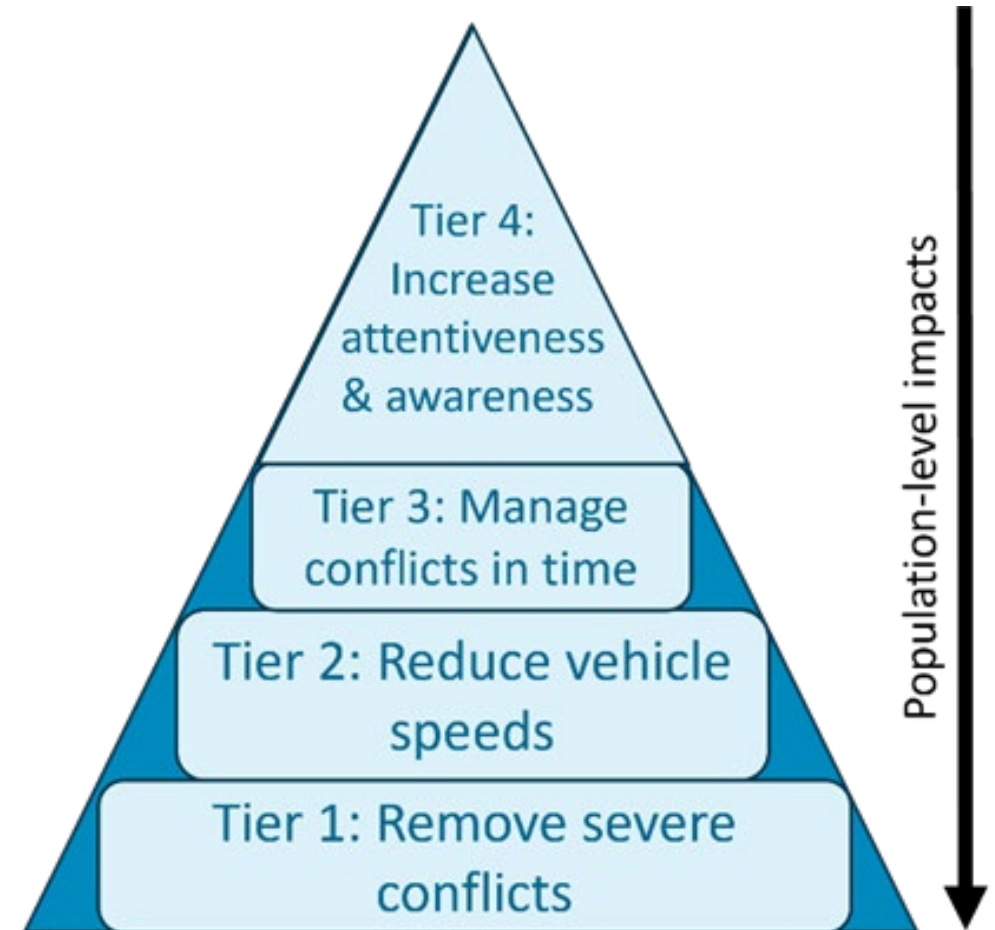
- Pedestrians, motorcyclists, and bicyclists are disproportionately likely to experience severe outcomes in all station areas
- Higher posted speeds a key risk factor
 - Increased crash severity
 - Over-represented on HIN
 - Correlates with other risk factors
- Safety patterns in station areas vary by access type
 - Auto-oriented: Crash severity higher
 - Urban: Number of KSI crashes higher

Percentage of Crashes Resulting in a KSI, by Mode and Station Type



Toolbox of Countermeasures

- Near- and medium-term countermeasures
 - Order-of-magnitude cost estimates
 - Evaluation of impacts and safety benefits to pedestrians, bicyclists, and drivers
- Sources
 - NCHRP 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections
 - Caltrans Pedestrian Safety Countermeasure Toolbox and other safety documents
 - FHWA Safe Systems Approach
- Organized by tiers



Focus Station Area Action Plans

- Station catchment area improvement concepts
 - Identify potential locations for specific countermeasures
 - Developed with public input
 - Intercept surveys
 - Open house
 - Refined by agency staff
- Selection criteria
 - Collision history
 - Geographic diversity
 - Local jurisdiction input
 - Staff capacity
 - Needs and priorities



Source: BART Walk and Bicycle Network Gap Study

Focus Station Area Action Plans

- Survey open until December 19
 - Can be accessed from the website

In-Station Pop-up Date* <i>4:30-6:30 PM for each event</i>	Station
Thu, Nov 21	Richmond
Tue, Dec 3	Concord
Wed, Dec 4	Hayward
Thu, Dec 5	Coliseum
Tue, Dec 10	Balboa Park
Wed, Dec 11	Colma
Thu, Dec 12	Milpitas

Information and Questions

- Questions?
- Website: www.bart.gov/safetrips
 - Main page
 - Get involved (Comments, surveys, and project sign up)
 - HIN map/dashboard (coming soon)
 - Open house (early 2025)
- Kamala Parks, Project Manager: kparks2@bart.gov
- Seung-Yen Hong, Deputy Project Manager: seung-yen.hong@bart.gov

Balboa Park PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
BP01: Install e-lockers on the south side of the station					
Bike Lockers	\$ 36,000.00	EA	1	\$ 36,000.00	
			Subtotal	\$ 36,000.00	
BP02: Add stair channel on stairway between plaza and concourse					
Stair Channels	\$ 70,000.00	EA	1	\$ 70,000.00	
			Subtotal	\$ 70,000.00	
BP03: Construct ramp on Ocean Avenue to station					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
			Subtotal	\$ 7,500.00	
BP04: Add sharrows to Niagara Avenue and new drop-off loop					
Green-Back Sharrow	\$ 750.00	EA	9	\$ 6,750.00	
			Subtotal	\$ 6,750.00	
BP05: Enhance safety on path adjacent to light rail tracks.					
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 1,500.00	
			Construction Items Subtotal	\$ 121,750.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 30,437.50	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 24,350.00	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 18,262.50	15% of Construction Subtotal
Design				\$ 12,175.00	10% of Construction Subtotal
Environmental				\$ 12,175.00	10% of Construction Subtotal
Staff Support				\$ 36,525.00	30% Contingency
Construction Contingency					
			Soft Costs Subtotal	\$ 133,925.00	
			Total	\$ 255,675.00	

Bay Fair Park PPOt Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
BF01: Facilitate bike access from Bayfair Shopping Center					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
Remove Sidewalk or Landscape	\$ 5.00	SF	400	\$ 2,000.00	
Green-Back Sharrow	\$ 750.00	EA	6	\$ 4,500.00	
			Subtotal	\$ 14,000.00	
BF02: Create 2-way bikeway between NE corner of parking lot to bike parking & fare gates					
Remove Sidewalk or Landscape	\$ 5.00	SF	930	\$ 4,650.00	
Sidewalk/Concrete	\$ 30.00	SF	1380	\$ 41,400.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	555	\$ 46,620.00	
Two-Way Bikeway Striping	\$ 5.00	LF	555	\$ 2,775.00	
Bike Legend	\$ 300.00	EA	10	\$ 3,000.00	
Green-Back Sharrow	\$ 750.00	EA	2	\$ 1,500.00	
Green Colored Pavement	\$ 430.00	EA	8	\$ 3,440.00	
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
Pavement Marking	\$ 200.00	EA	19	\$ 3,800.00	Chevrons, lane reduction arrows, yield markings, and STOP
6" stripe	\$ 5.00	LF	1326	\$ 6,630.00	
Curb stop	\$ 90.00	EA	19	\$ 1,710.00	
Bollards	\$ 45.00	EA	18	\$ 810.00	
High-visibility Crosswalk	\$ 3,500.00	EA	1	\$ 3,500.00	
			Subtotal	\$ 118,375.00	
BF03: Improve bike access from Elgin Street					
Sign	\$ 750.00	EA	1	\$ 750.00	
			Subtotal	\$ 750.00	
BF04: Install bike lockers at Elgin Street access					
Bike Lockers	\$ 36,000.00	EA	1	\$ 36,000.00	
			Subtotal	\$ 36,000.00	
BF05: Use sharrows to direct customers from west					
Green-Back Sharrow	\$ 750.00	EA	10	\$ 7,500.00	
			Subtotal	\$ 7,500.00	
BF06: Install stair channels from west side of station					
Stair Channels	\$ 70,000.00	EA	1	\$ 70,000.00	
			Subtotal	\$ 70,000.00	
BF07: Create curb ramp at Wagner Street/Colby Street intersection & paint sharrows in parking lot					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
Green-Back Sharrow	\$ 750.00	EA	4	\$ 3,000.00	
			Subtotal	\$ 10,500.00	
			Construction Items Subtotal	\$ 257,125.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 64,281.25	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 51,425.00	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 38,568.75	15% of Construction Subtotal
Design				\$ 25,712.50	10% of Construction Subtotal
Environmental				\$ 25,712.50	10% of Construction Subtotal
Staff Support				\$ 77,137.50	30% Contingency
Construction Contingency					
			Soft Costs Subtotal	\$ 282,837.50	
			Total	\$ 539,962.50	

Castro Valley PPOt Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
CV01: Construct stairway channels					
Stair Channels	\$ 70,000.00	EA	0.5	\$ 35,000.00	
			Subtotal	\$ 35,000.00	
CV02: Build new bikeway on BART property					
Sidewalk/Concrete	\$ 30.00	SF	4325	\$ 129,750.00	
Curb and Gutter	\$ 100.00	LF	680	\$ 68,000.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	680	\$ 57,120.00	
Two-Way Bikeway Striping	\$ 5.00	LF	715	\$ 3,575.00	
New Landscaping	\$ 12.00	SF	3340	\$ 40,080.00	
Bike or Pedestrian Ramp	\$ 7,500.00	EA	3	\$ 22,500.00	
Bike Legend	\$ 300.00	EA	14	\$ 4,200.00	Assumes arrows are included
High-visibility Crosswalk	\$ 3,500.00	EA	1	\$ 3,500.00	Crosswalks are smaller so combining them
Pavement Marking	\$ 200.00	EA	13	\$ 2,600.00	
Relocate ADA Parking Space	\$ 380.00	EA	12	\$ 4,560.00	
Remove Concrete Curb	\$ 5.00	LF	16	\$ 80.00	
			Subtotal	\$ 335,965.00	
CV03: Remove kiosks on plaza					
Remove kiosks or building	\$ 15,000.00	EA	2	\$ 30,000.00	
			Subtotal	\$ 30,000.00	
CV04: Curb ramp from eastbound Norbridge to plaza					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 9,000.00	
CV05: Install warning signage at ADA ramp					
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 1,500.00	
CV06: Create passageway through southeast corner of station					
Open Fence	\$ 10,000.00	EA	1	\$ 10,000.00	
Remove Sidewalk or Landscape	\$ 5.00	SF	0	\$ -	
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 11,500.00	
			Construction Items Subtotal	\$ 422,965.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous					
Conditions, Traffic Control, SWPPP				\$ 105,741.25	25% of Construction Subtotal
Construction management and inspection (20%)				\$ 84,593.00	20% of Construction Subtotal
Design				\$ 63,444.75	15% of Construction Subtotal
Environmental				\$ 42,296.50	10% of Construction Subtotal
Staff Support				\$ 42,296.50	10% of Construction Subtotal
Construction Contingency				\$ 126,889.50	30% Contingency
			Soft Costs Subtotal	\$ 465,261.50	
			Total	\$ 888,226.50	

Coliseum PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
CL02: Add curb ramp to east side plaza at Lion Way					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
			Subtotal	\$ 7,500.00	
CL03: Stripe sharrows and add speed hump through the parking lot					
Green-Back Sharrow	\$ 750.00	EA	4	\$ 3,000.00	
Speed Hump	\$ 10,000.00	EA	1	\$ 10,000.00	
			Subtotal	\$ 13,000.00	
CL04: Construct new multi-use path from 73rd Avenue					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	10	\$ 75,000.00	
Curb and Gutter	\$ 100.00	LF	1355	\$ 135,500.00	
Sidewalk/Concrete	\$ 30.00	SF	11307	\$ 339,210.00	Includes shared path and new bulb at 73rd
Remove Sidewalk or Landscape	\$ 5.00	SF	990	\$ 4,950.00	
Remove Concrete Curb	\$ 5.00	LF	143	\$ 715.00	
Raised Crosswalk	\$ 12,000.00	EA	4	\$ 48,000.00	Includes ramp and speed hump
Sign	\$ 750.00	EA	8	\$ 6,000.00	
New Landscaping	\$ 12.00	SF	227	\$ 2,724.00	
Shared Path Crosswalk Striping	\$ 5,800.00	EA	4	\$ 23,200.00	
One-Way Asphalt Bikeway	\$ 42.00	LF	34	\$ 1,428.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	206	\$ 17,304.00	
Open Fence	\$ 10,000.00	EA	1	\$ 10,000.00	
CCTV Camera	\$ 250,000.00	EA	1	\$ 250,000.00	
Curb stop	\$ 90.00	EA	49	\$ 4,410.00	
6" stripe	\$ 5.00	LF	2447	\$ 12,235.00	
Bike Legend	\$ 300.00	EA	5	\$ 1,500.00	
ADA Parking Legend	\$ 300.00	EA	8	\$ 2,400.00	
High-visibility Crosswalk	\$ 3,500.00	EA	3	\$ 10,500.00	
Tactile directional indicator	\$ 25.00	LF	12	\$ 300.00	
Pavement Marking	\$ 200.00	EA	1	\$ 200.00	
			Subtotal	\$ 945,376.00	
CL05: Install Directional signage to secure bike parking, fare gates, and elevator.					
Sign	\$ 750.00	EA	1	\$ 750.00	
			Subtotal	\$ 750.00	
Construction Items Subtotal				\$ 966,626.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 241,656.50	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 193,325.20	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 144,993.90	15% of Construction Subtotal
Design				\$ 96,662.60	10% of Construction Subtotal
Environmental				\$ 96,662.60	10% of Construction Subtotal
Staff Support				\$ 289,987.80	30% Contingency
Construction Contingency					
			Soft Costs Subtotal	\$ 1,063,288.60	
Total				\$ 2,029,914.60	

Concord PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
CN01: Construct a bikeway between Mt. Diablo Street and the station entrance					
Two-Way Asphalt Bikeway	\$ 84.00	LF	895	\$ 75,180.00	
Two-Way Bikeway Striping	\$ 5.00	LF	895	\$ 4,475.00	
Sidewalk/Concrete	\$ 30.00	SF	2850	\$ 85,500.00	
Curb and Gutter	\$ 100.00	LF	900	\$ 90,000.00	
New fence	\$ -	LF	645	\$ -	
Bike Legend	\$ 300.00	EA	20	\$ 6,000.00	Assumes arrows are included
Bike or Pedestrian Ramp	\$ 7,500.00	EA	6	\$ 45,000.00	
Green Colored Pavement	\$ 430.00	EA	11	\$ 4,730.00	
High-visibility Crosswalk	\$ 3,500.00	EA	4	\$ 14,000.00	
Pavement Marking	\$ 200.00	EA	13	\$ 2,600.00	Chevrons, yield, and STOP
6" stripe	\$ 5.00	LF	115	\$ 575.00	
Remove Concrete Curb	\$ 5.00	LF	145	\$ 725.00	
-	\$ 300.00	0	300	\$ 90,000.00	
				Subtotal \$	418,785.00
CN02: Update wayfinding at Mt. Diablo Street/Mesa Street					
Sign	\$ 750.00	EA	2	\$ 1,500.00	
				Subtotal \$	1,500.00
CN03: Install dedicated bike ramp to/from Grant Street driveway					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
				Subtotal \$	7,500.00
CN04: Widen crosswalk ramps at both ends of east entry sidewalk to formalize for shared use					
Multi-Use Path Ramp	\$ 10,000.00	EA	2	\$ 20,000.00	
				Subtotal \$	20,000.00
CN05: Move some bike lockers to the east side of the station					
Bike Lockers	\$ 36,000.00	EA	1	\$ 36,000.00	
				Subtotal \$	36,000.00
CN06: Stripe sharrows through the driveway					
Green-Back Sharrow	\$ 750.00	EA	3	\$ 2,250.00	
				Subtotal \$	2,250.00
				Construction Items Subtotal \$	483,785.00
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 120,946.25	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 96,757.00	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 72,567.75	15% of Construction Subtotal
Design				\$ 48,378.50	10% of Construction Subtotal
Environmental				\$ 48,378.50	10% of Construction Subtotal
Staff Support				\$ 145,135.50	30% Contingency
Construction Contingency					
				Soft Costs Subtotal \$	532,163.50
				Total \$	1,015,948.50

Daly City PPOt Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
DC01: Mark the Niantic Avenue/busway bike route					
Green-Back Sharrow	\$ 750.00	EA	3	\$ 2,250.00	
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 3,750.00	
DC02: Create wayfinding for the station's e-lockers from De Long Street via Niantic Avenue					
Sign	\$ 750.00	EA	4	\$ 3,000.00	
			Subtotal	\$ 3,000.00	
DC03: Stripe bike lanes/sharrows on St. Charles Avenue					
Green-Back Sharrow	\$ 750.00	EA	6	\$ 4,500.00	
6" stripe	\$ 5.00	LF	940	\$ 4,700.00	
			Subtotal	\$ 9,200.00	
DC04: Construct bikeway in parking lot along Junipero Serra Boulevard					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
Curb and Gutter	\$ 100.00	LF	250	\$ 25,000.00	
Sidewalk/Concrete	\$ 30.00	SF	1000	\$ 30,000.00	
Remove Sidewalk or Landscape	\$ 5.00	SF	3500	\$ 17,500.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	250	\$ 21,000.00	
Two-Way Bikeway Striping	\$ 5.00	LF	250	\$ 1,250.00	
Bike Legend	\$ 300.00	EA	6	\$ 1,800.00	
Pavement Marking	\$ 200.00	EA	4	\$ 800.00	
			Subtotal	\$ 104,850.00	
DC05: Add stair channels on underpass stairways					
Stair Channels	\$ 70,000.00	EA	2	\$ 140,000.00	
			Subtotal	\$ 140,000.00	
DC06: Install e-lockers in the Junipero Serra Boulevard parking lot					
Bike Lockers	\$ 36,000.00	EA	1	\$ 36,000.00	
			Subtotal	\$ 36,000.00	
			Construction Items Subtotal	\$ 296,800.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous					
Conditions, Traffic Control, SWPPP				\$ 74,200.00	25% of Construction Subtotal
Construction management and inspection (20%)				\$ 59,360.00	20% of Construction Subtotal
Design				\$ 44,520.00	15% of Construction Subtotal
Environmental				\$ 29,680.00	10% of Construction Subtotal
Staff Support				\$ 29,680.00	10% of Construction Subtotal
Construction Contingency				\$ 89,040.00	30% Contingency
			Soft Costs Subtotal	\$ 326,480.00	
			Total	\$ 623,280.00	

Hayward PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
HY01: Raise crosswalk in front of main station entrance					
Raised Crosswalk	\$ 12,000.00	EA	1	\$ 12,000.00	
			Subtotal	\$ 12,000.00	
HY02: Construct 2-way bikeway on east side of the station					
Remove Sidewalk or Landscape	\$ 5.00	SF	1370	\$ 6,850.00	
Sidewalk/Concrete	\$ 30.00	SF	310	\$ 9,300.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	155	\$ 13,020.00	
Two-Way Bikeway Striping	\$ 5.00	LF	150	\$ 750.00	
Curb and Gutter	\$ 100.00	LF	150	\$ 15,000.00	
Bike Legend	\$ 300.00	EA	4	\$ 1,200.00	
Sign	\$ 750.00	EA	3	\$ 2,250.00	Bike signage and stop sign
Pavement Marking	\$ 200.00	EA	3	\$ 600.00	Yield, STOP, and limit line
			Subtotal	\$ 48,970.00	
HY03: Construct stair channels on station stairways, as feasible					
Stair Channels	\$ 70,000.00	EA	3	\$ 210,000.00	
			Subtotal	\$ 210,000.00	
HY04: Create new bikeway in west side parking lot access road					
Green-Back Sharrow	\$ 750.00	EA	2	\$ 1,500.00	
Bike Legend	\$ 300.00	EA	3	\$ 900.00	
6" stripe	\$ 5.00	LF	950	\$ 4,750.00	
Green Colored Pavement	\$ 430.00	EA	10	\$ 4,300.00	
			Subtotal	\$ 11,450.00	
HY05: Direct cyclists to the station from the east to use City Hall plaza					
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 1,500.00	
HY06: Remove short fence adjacent to bike racks on the east side of the station					
Open Fence	\$ 10,000.00	EA	0	\$ -	
			Subtotal	\$ -	
HY07: Move some e-lockers from east side of station to the parking lot west of the station					
Bike Lockers	\$ 36,000.00	EA	1	\$ 36,000.00	
			Subtotal	\$ 36,000.00	
			Construction Items Subtotal	\$ 319,920.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 79,980.00	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 63,984.00	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 47,988.00	15% of Construction Subtotal
Design				\$ 31,992.00	10% of Construction Subtotal
Environmental				\$ 31,992.00	10% of Construction Subtotal
Staff Support				\$ 95,976.00	30% Contingency
Construction Contingency					
			Soft Costs Subtotal	\$ 351,912.00	
			Total	\$ 671,832.00	

MacArthur PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
MA01: Construct curb ramp on 40th Street					
Bike Lockers	\$ 36,000.00	EA	1	\$ 36,000.00	
			Subtotal	\$ 36,000.00	
MA02: Improve bikeway on BART access road					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	2	\$ 15,000.00	
Curb and Gutter	\$ 100.00	LF	650	\$ 65,000.00	
Sign	\$ 750.00	EA	6	\$ 4,500.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	650	\$ 54,600.00	
Two-Way Bikeway Striping	\$ 5.00	LF	650	\$ 3,250.00	
Bike Legend	\$ 300.00	EA	12	\$ 3,600.00	
Pavement Marking	\$ 200.00	EA	6	\$ 1,200.00	
			Subtotal	\$ 147,150.00	
MA03: Mark sharrows on 39th Street					
Green-Back Sharrow	\$ 750.00	EA	6	\$ 4,500.00	
			Subtotal	\$ 4,500.00	
MA04: Install wayfinding from northbound Telegraph Avenue to 39th Street					
Sign	\$ 750.00	EA	1	\$ 750.00	
			Subtotal	\$ 750.00	
			Construction Items Subtotal	\$ 188,400.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 47,100.00	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 37,680.00	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 28,260.00	15% of Construction Subtotal
Design				\$ 18,840.00	10% of Construction Subtotal
Environmental				\$ 18,840.00	10% of Construction Subtotal
Staff Support				\$ 56,520.00	30% Contingency
Construction Contingency					
			Soft Costs Subtotal	\$ 207,240.00	
			Total	\$ 395,640.00	

San Leandro PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
SL01: Construct a curb ramp and bikeway across the landscaping					
Sidewalk/Concrete	\$ 30.00	SF	115	\$ 3,450.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	55	\$ 4,620.00	
Two-Way Bikeway Striping	\$ 5.00	LF	55	\$ 275.00	
Bike Legend	\$ 300.00	EA	2	\$ 600.00	
Green Colored Pavement	\$ 430.00	EA	8	\$ 3,440.00	
Bike or Pedestrian Ramp	\$ 7,500.00	EA	2	\$ 15,000.00	
Remove Sidewalk or Landscape	\$ 5.00	SF	800	\$ 4,000.00	
Curb and Gutter	\$ 100.00	LF	55	\$ 5,500.00	
Pavement Marking	\$ 200.00	EA	4	\$ 800.00	Chevrons and Yield
			Subtotal	\$ 37,685.00	
SL02: Add wayfinding signs to direct cyclists to use new Martinez Street path					
Sign	\$ 750.00	EA	3	\$ 2,250.00	
			Subtotal	\$ 2,250.00	
SL03: Create new bikeway between San Leandro Boulevard and sidewalk at northern end of busway					
New Landscaping	\$ 12.00	SF	315	\$ 3,780.00	
Sidewalk/Concrete	\$ 30.00	SF	1700	\$ 51,000.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	115	\$ 9,660.00	
Two-Way Bikeway Striping	\$ 5.00	LF	100	\$ 500.00	
Bike Legend	\$ 300.00	EA	4	\$ 1,200.00	
Pavement Marking	\$ 200.00	EA	4	\$ 800.00	Yield markings and parking lane arrows
6" stripe	\$ 5.00	LF	125	\$ 625.00	
			Subtotal	\$ 67,565.00	
			Construction Items Subtotal	\$ 107,500.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous					
Conditions, Traffic Control, SWPPP				\$ 26,875.00	25% of Construction Subtotal
Construction management and inspection (20%)				\$ 21,500.00	20% of Construction Subtotal
Design				\$ 16,125.00	15% of Construction Subtotal
Environmental				\$ 10,750.00	10% of Construction Subtotal
Staff Support				\$ 10,750.00	10% of Construction Subtotal
Construction Contingency				\$ 32,250.00	30% Contingency
			Soft Costs Subtotal	\$ 118,250.00	
			Total	\$ 225,750.00	

Walnut Breek PPoT Estimates

Item	Unit Cost	Unit	Quantity	Cost	Assumptions
WC01: Add sharrows & wayfinding on BART driveway					
Sign	\$ 750.00	EA	2	\$ 1,500.00	
Green-Back Sharrow	\$ 750.00	EA	3	\$ 2,250.00	
			Subtotal	\$ 3,750.00	
WC02: Add stair channel at N. California Boulevard/Ygnacio Valley Road station entrance					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
			Subtotal	\$ 7,500.00	
WC03: Construct bike path along Ygnacio Valley Road terrace					
Remove Sidewalk or Landscape	\$ 5.00	SF	4950	\$ 24,750.00	
Sidewalk/Concrete	\$ 30.00	SF	1010	\$ 30,300.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	550	\$ 46,200.00	
Two-Way Bikeway Striping	\$ 5.00	LF	520	\$ 2,600.00	
Bike or Pedestrian Ramp	\$ 7,500.00	EA	3	\$ 22,500.00	
Curb and Gutter	\$ 100.00	LF	770	\$ 77,000.00	
New Landscaping	\$ 12.00	SF	5975	\$ 71,700.00	
Raised Crosswalk	\$ 12,000.00	EA	1	\$ 12,000.00	
Pavement Marking	\$ 200.00	EA	6	\$ 1,200.00	Chevrons and yield markings
			Subtotal	\$ 288,250.00	
WC04: Add stair channels to stairway to bike lockers					
Stair Channels	\$ 70,000.00	EA	0.5	\$ 35,000.00	
			Subtotal	\$ 35,000.00	
WC05: Install wayfinding to bike lockers and Riviera Avenue					
Sign	\$ 750.00	EA	2	\$ 1,500.00	
			Subtotal	\$ 1,500.00	
WC06: Create safe crossing to connect future Ygnacio Valley Road bikeway with Oakland Boulevard path					
Sidewalk/Concrete	\$ 30.00	SF	2930	\$ 87,900.00	
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
			Subtotal	\$ 95,400.00	
WC07: Convert Riviera Avenue bike lanes into a 2-way separated bikeway					
Bike or Pedestrian Ramp	\$ 7,500.00	EA	1	\$ 7,500.00	
Curb and Gutter	\$ 100.00	LF	330	\$ 33,000.00	
Sidewalk/Concrete	\$ 30.00	SF	1980	\$ 59,400.00	
Raised Crosswalk	\$ 12,000.00	EA	1	\$ 12,000.00	
Sign	\$ 750.00	EA	6	\$ 4,500.00	
Two-Way Asphalt Bikeway	\$ 84.00	LF	330	\$ 27,720.00	
Two-Way Bikeway Striping	\$ 5.00	LF	330	\$ 1,650.00	
Bike Legend	\$ 300.00	EA	6	\$ 1,800.00	
Pavement Marking	\$ 200.00	EA	4	\$ 800.00	
			Subtotal	\$ 148,370.00	
Construction Items Subtotal				\$ 579,770.00	
Soft Costs					
Mobilization/ De-mobilization/ Miscellaneous				\$ 144,942.50	25% of Construction Subtotal
Conditions, Traffic Control, SWPPP				\$ 115,954.00	20% of Construction Subtotal
Construction management and inspection (20%)				\$ 86,965.50	15% of Construction Subtotal
Design				\$ 57,977.00	10% of Construction Subtotal
Environmental				\$ 57,977.00	10% of Construction Subtotal
Staff Support				\$ 173,931.00	30% Contingency
Construction Contingency					
			Soft Costs Subtotal	\$ 637,747.00	
Total				\$ 1,217,517.00	

BART Bicycle Advisory Task Force

October 10, 2024

TO: President Bevan Duffy, Members of the BART Board of Directors, and
Metropolitan Transportation Commission Programming and Allocations Committee

RE: Support for MTC SR2TBT Coliseum BART Station Grant Application

The BART Bicycle Task Advisory Force (BBATF) unanimously supports BART's MTC SR2TBT application to improve patron security and bicycle and pedestrian access for BART users at the Coliseum station.

The BBATF advises the BART Board and staff on how to improve bicycle access to BART stations and trains. We also review BART programs and projects to facilitate bike, pedestrian, and mobility device users' access to BART.

For the past several months, our members have contributed to and reviewed the first round of BART's Preferred Path of Travel (PPOT) plans and recommendations to make navigating ten BART stations' access roads and parking lots easier and safer for bicyclists, pedestrians, wheelchair users, and others.

Many of us attended the PPOT site visits at the Daly City, Balboa Park, Bayfair, San Leandro, Castro Valley, Coliseum, and other stations where bike and pedestrian access is woefully inadequate. In addition to these obstacles, Coliseum BART station users face the challenges of significant crime and homelessness in the station area.

BART's application for SR2TBT funds is based on the PPOT site plan developed by Fehr & Peers with community and multi-agency input, including ours. If these proposed improvements are implemented, the Coliseum BART station will be safer and more accessible for all BART patrons.

At its October 7, 2024, meeting, the BART Bicycle Advisory Task Force voted unanimously to support this Coliseum BART SR2TBT grant proposal to fund the recommended PPOT site improvements to the Coliseum BART station. We urge the MTC to approve this application and fund the much-needed security and access improvements to Coliseum BART.

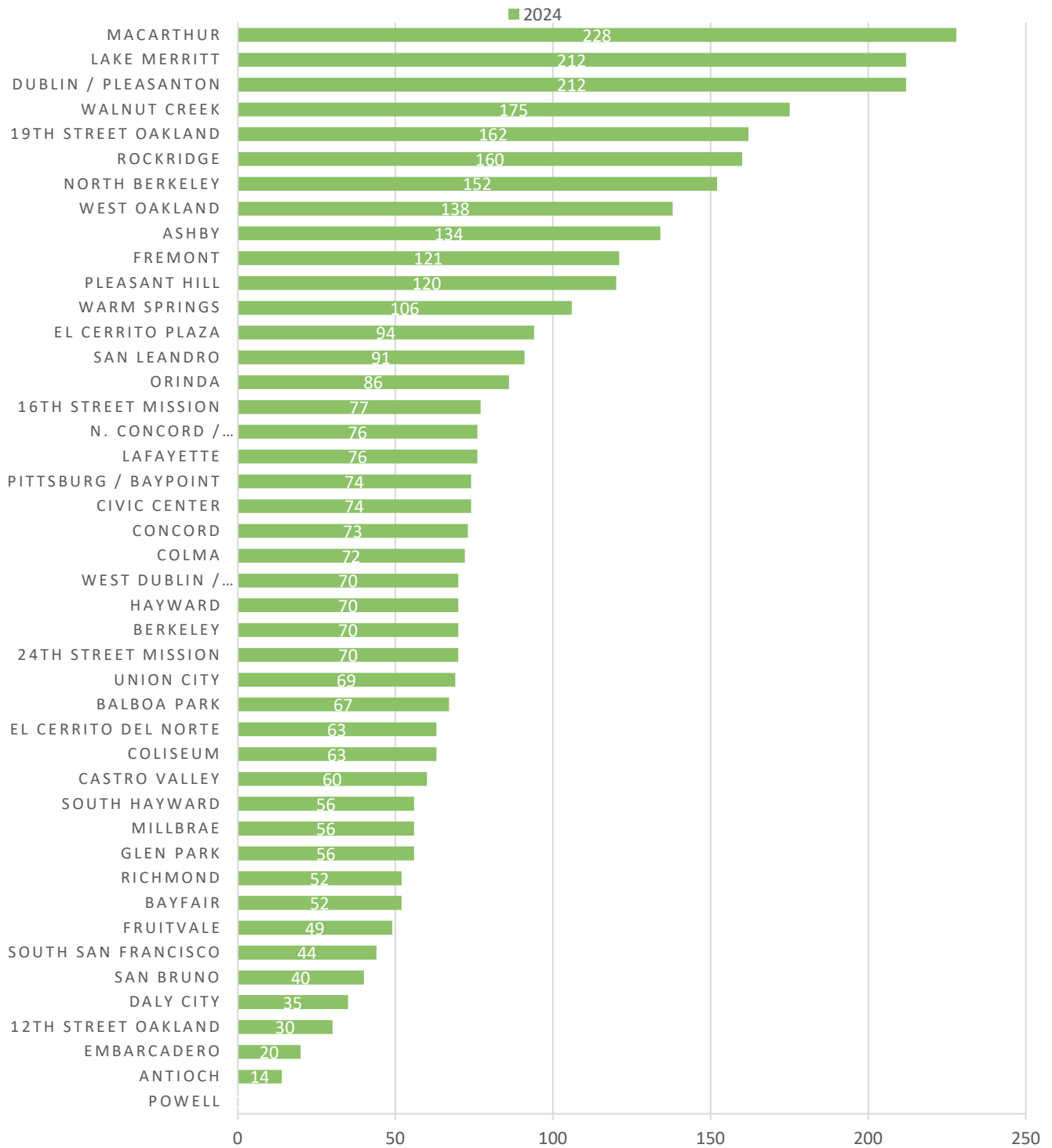
Thank you for considering our recommendations.

Respectfully submitted,

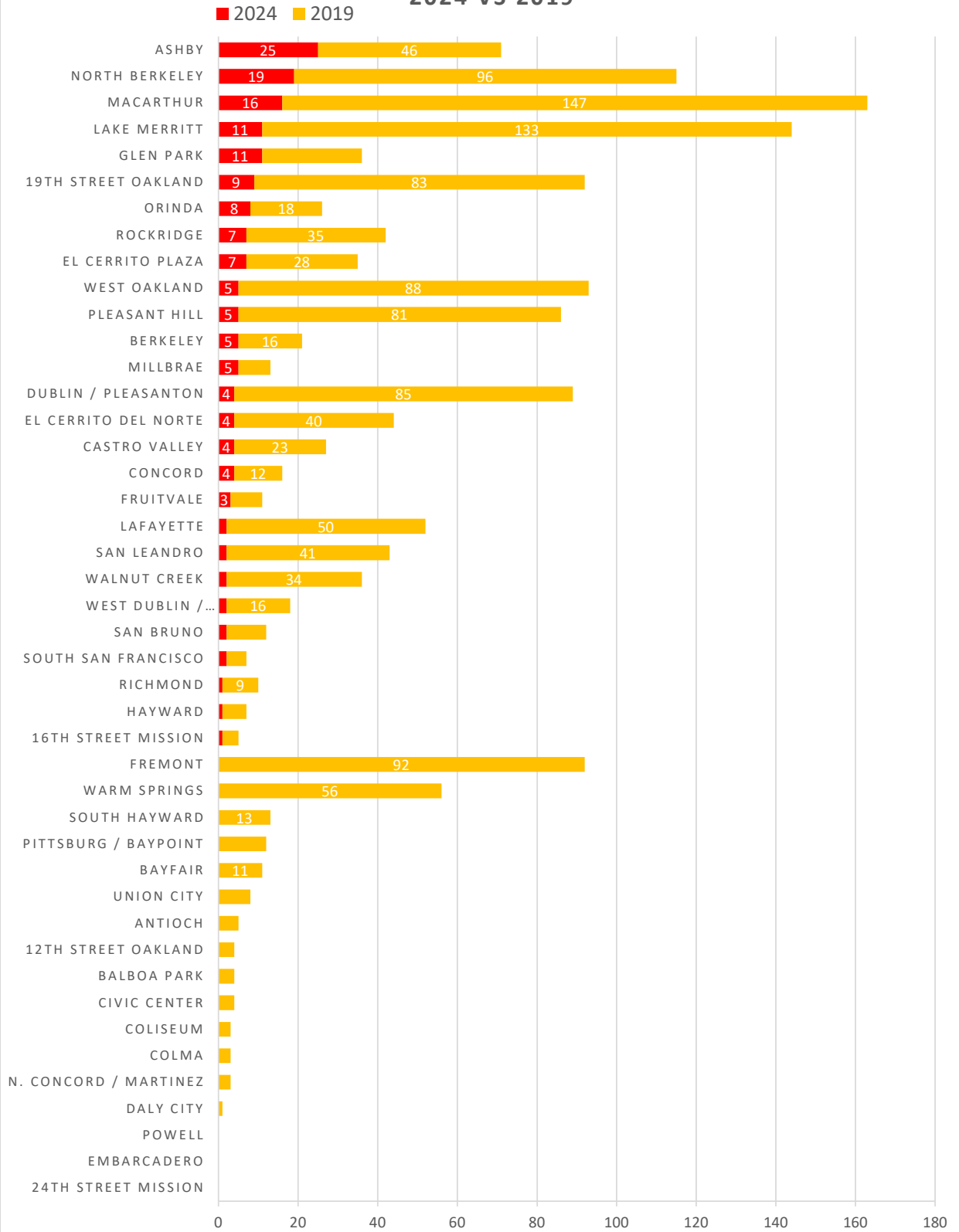


Jon M. Spangler,
Chair, BART Bicycle Advisory Task Force

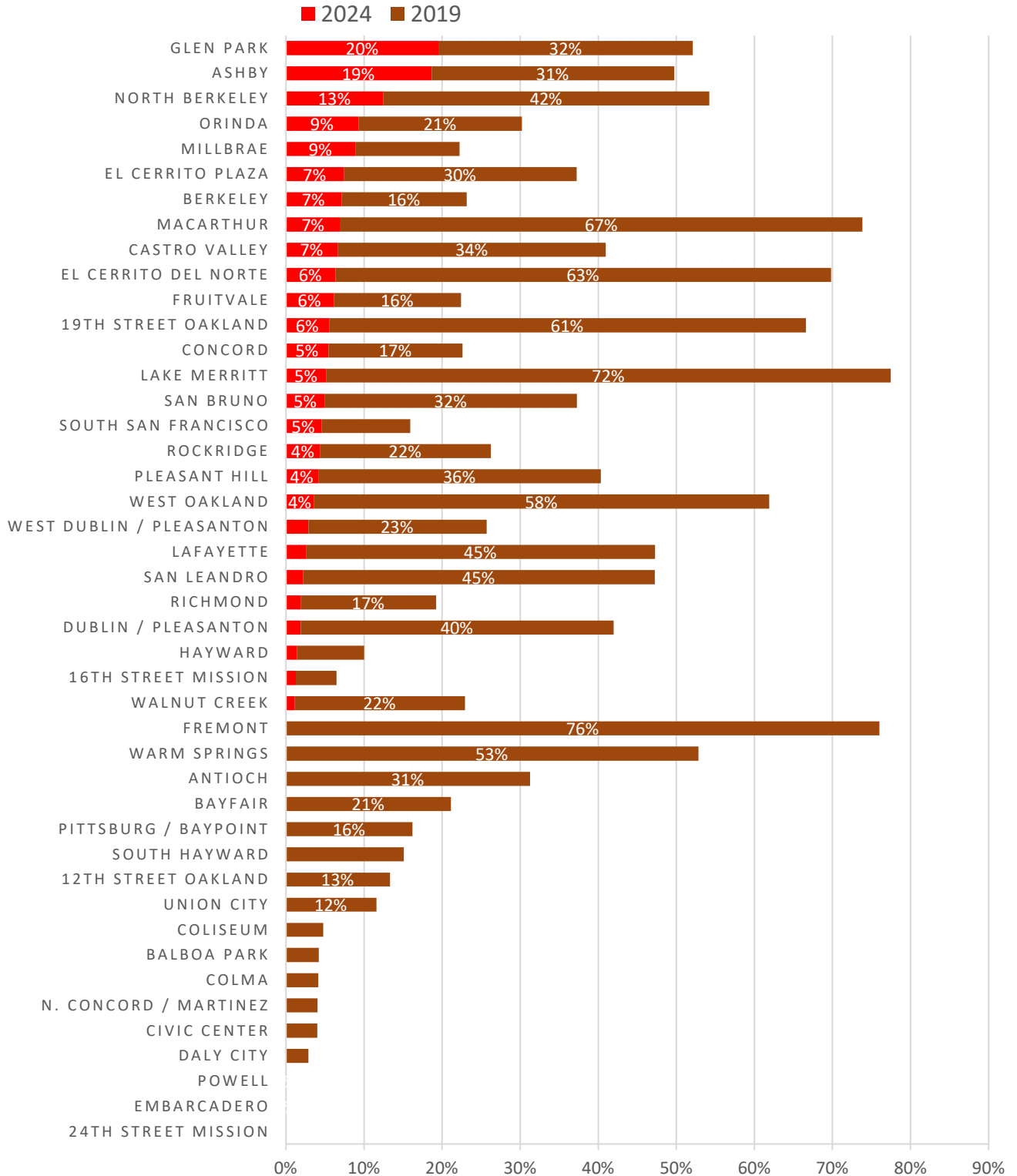
ANNUAL BART BIKE PARKING SURVEY CAPACITY, ALL RACKS AT STATIONS, 2024



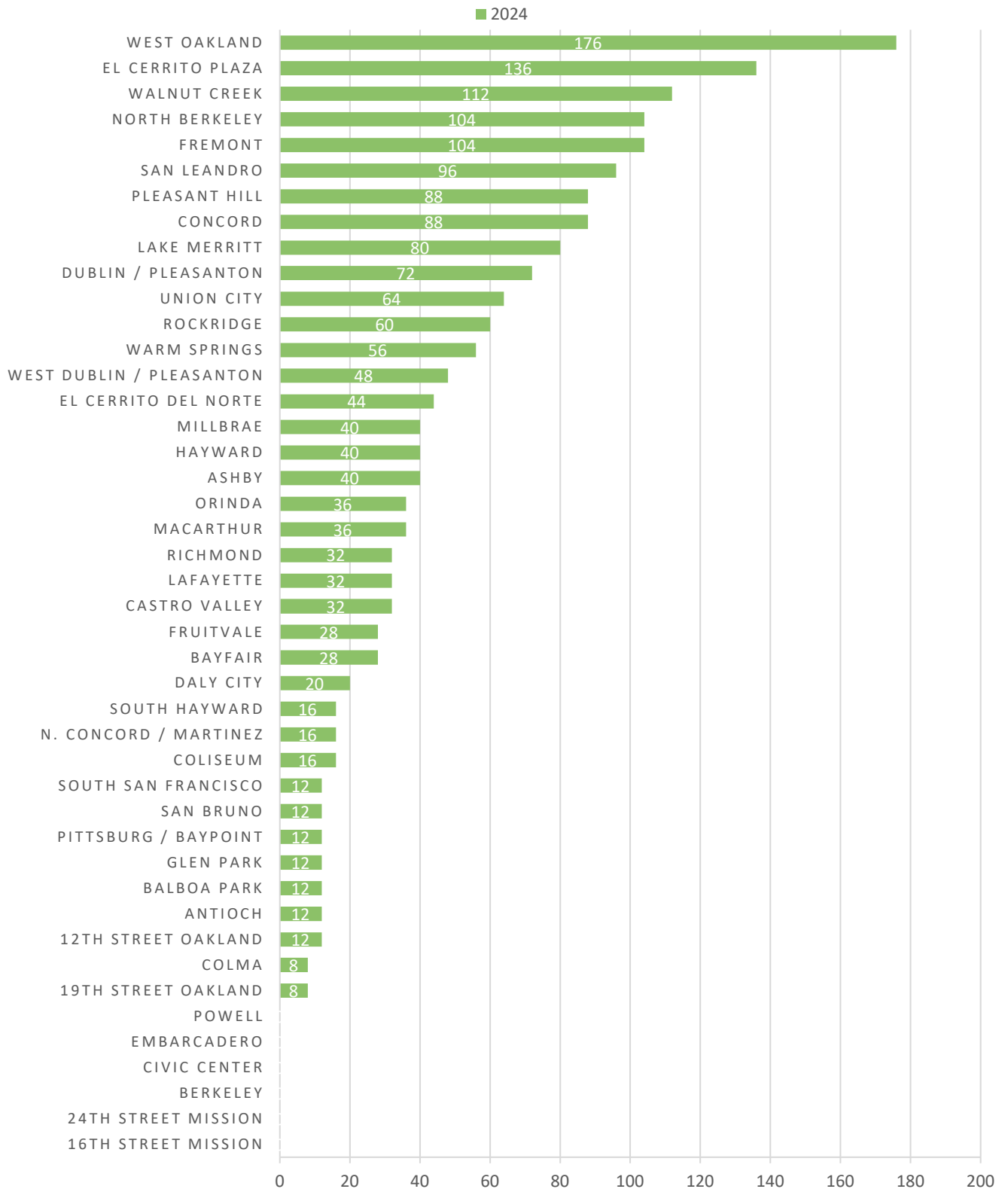
ANNUAL BART BIKE PARKING SURVEY OCCUPANCY COUNT, ALL RACKS AT STATIONS 2024 VS 2019



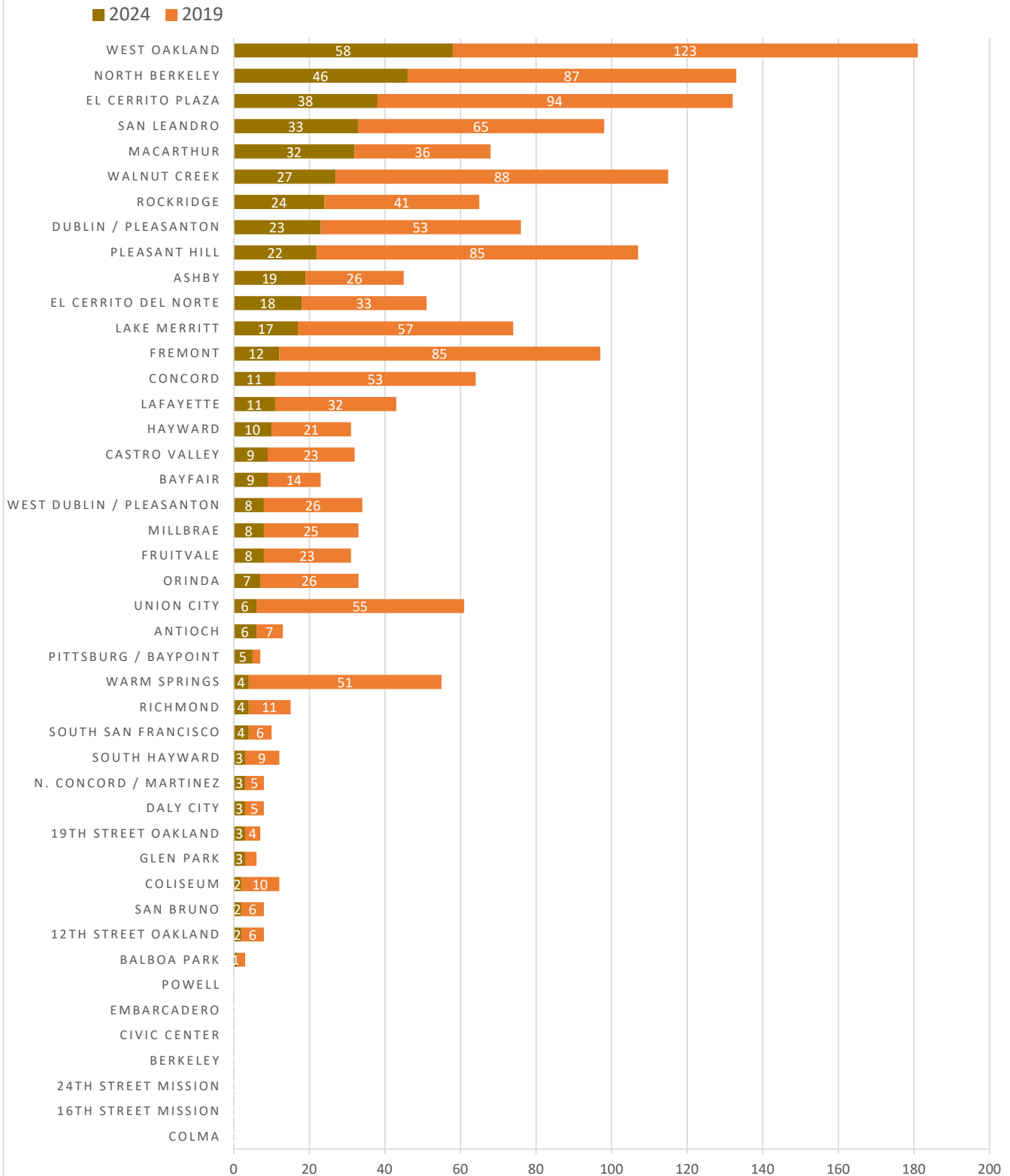
ANNUAL BART BIKE PARKING SURVEY % OCCUPIED, ALL RACKS AT STATIONS 2024 VS.2019



ANNUAL BART BIKE PARKING SURVEY CAPACITY, BIKELINK ELOCKERS, 2024



ANNUAL BART BIKE PARKING SURVEY OCCUPANCY COUNT, BIKELINK ELOCKERS 2024 VS. 2019

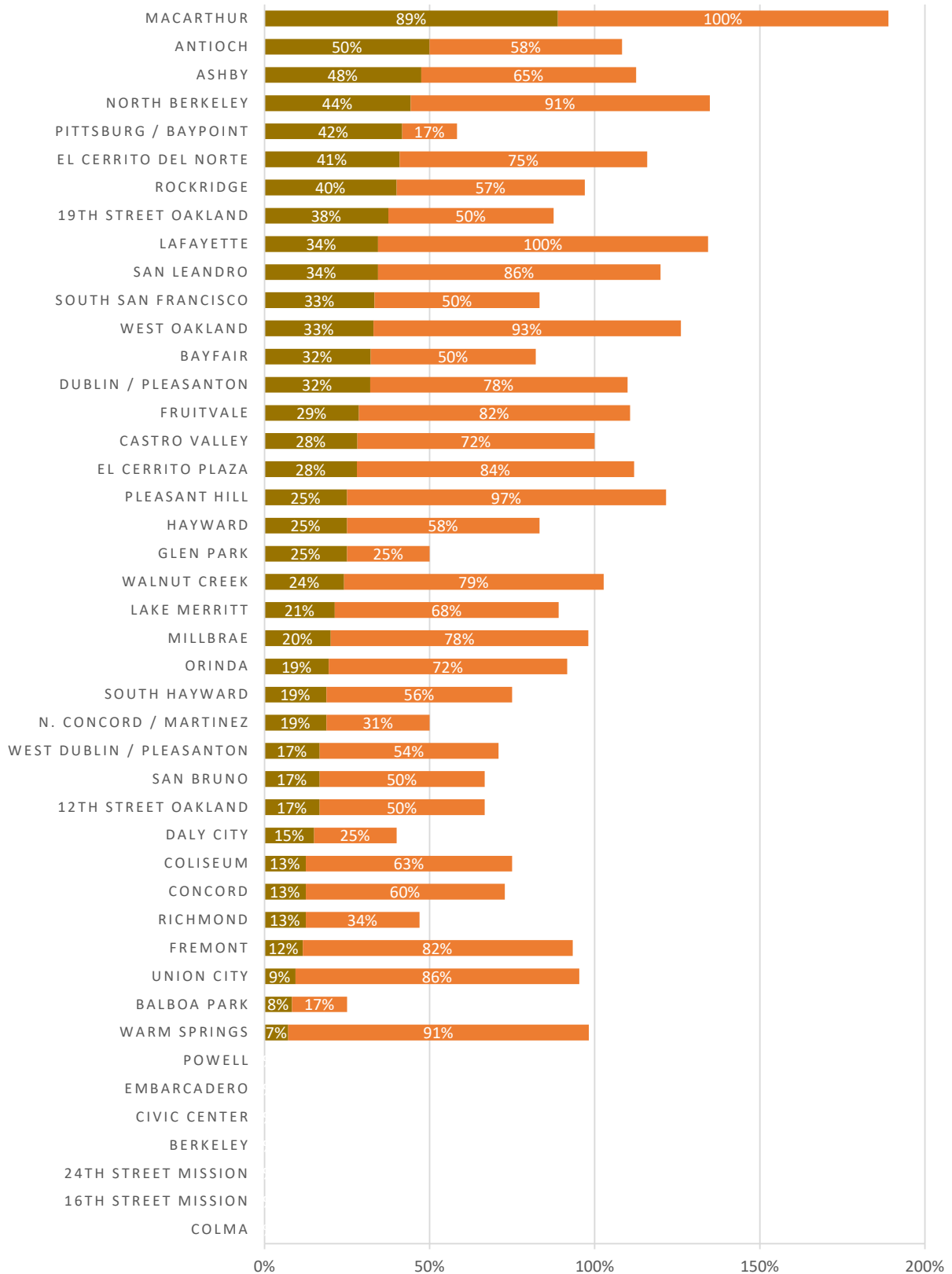


ANNUAL BART BIKE PARKING SURVEY

% OCCUPIED, BIKELINK ELOCKERS

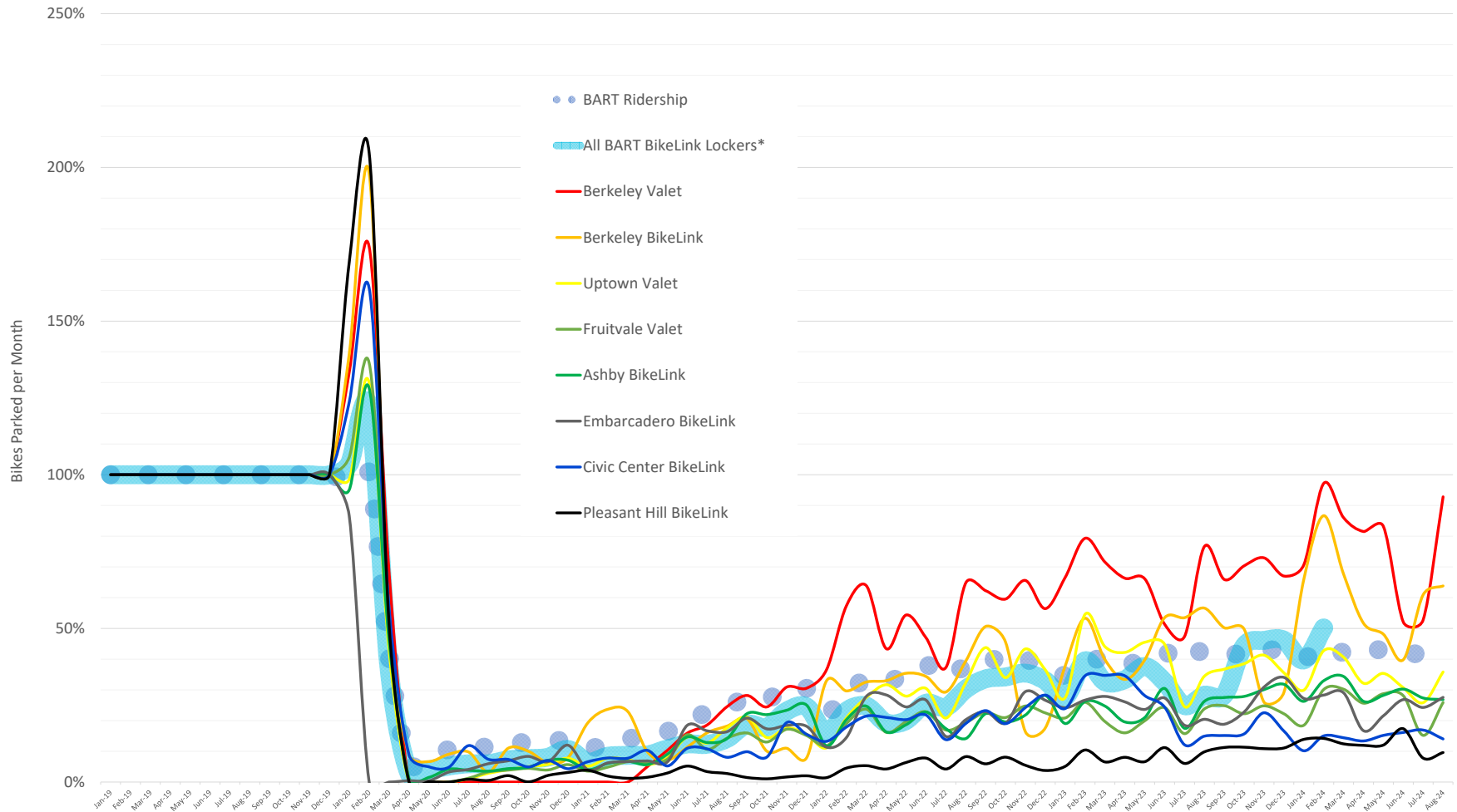
2024 VS 2019

■ 2024 ■ 2019





BART Bike Stations, Monthly BikeLink Lockers and BART Ridership As a Percentage of 2019



*BikeLink data lags by 6 mos.

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Thursday, November 7, 2024 3:08 PM
To: Heath Maddox
Subject: FW: Re: Case 00345846: Riders with bicycles and scooters [ref:!00Dd00hrYV.!500VI0I63FN:ref]

Hi Heath,

Sharing customer complaint below. I honestly do not know what can be done to address his concerns, but he was told his email would be shared with the accessibility team. Sharing as an FYI.

Thanks!
Lisa
BART Customer Services

----- Original Message -----

From: Sam Sanghera [s [REDACTED]]
Sent: 11/4/2024 1:23 PM
To: webcustomerservices@bart.gov
Subject: Re: Case 00345846: Riders with bicycles and scooters []

Hello

Please Find Information as requested:

Train Line/Direction: SF
Departure Station: Antioch
Scheduled Departure Time and Days: 6.00am
Final Station Destination: SF
Scheduled Destination Time and Days: 6.00am

I would like to add this is also at leaving times of 6.30/7.00 am and leaving from SF to Antioch at 4.00/4.15/4.30.

Sam Sanghera

From: BART Customer Service <webcustomerservices@bart.gov>
Date: Wednesday, October 9, 2024 at 2:57?PM
To: [REDACTED]
Subject: RE: Case 00345846: Riders with bicycles and scooters []

Hello Sam:

Thank you for sharing your recent experience. If you would like us to continue reviewing the reported issue, we will need additional information as requested below. It would be helpful to provide train information as to your observations:

Train Line/Direction:
Departure Station:
Scheduled Departure Time and Days:
Final Station Destination:
Scheduled Destination Time and Days:

Your comments will be shared with online accessibility contacts at <https://www.bart.gov/guide/accessibility>.

We look forward to hearing back from you. If we don't receive your response within 5 calendar days, this case will be closed with no further review.

If you need further assistance, please contact us at 510-464-7134.

Thank you for riding BART,

BART Customer Services

=====
Case 00345846: Riders with bicycles and scooters

There is an increase number of passengers with are now taking bicycles and scooters, which takes up a lot of space at the front of the doors upon entering and exiting. Not only is it hazardous I have had multiple scrapes. What are are proposals for such passengers that are taking up both side of the seats which should be reserved for the infirm. Additionally ensuring passengers safety? Do you feel as there's riders are taking up as much space 3 seats they should be charged accordingly?



ref:!00Dd00hrYV.!500VI0I63FN:ref

Heath Maddox

From: Heath Maddox
Sent: Tuesday, October 22, 2024 10:55 AM
To: BART Customer Services
Subject: RE: Case 00346771: Bikes in the First Car [ref:!00Dd00hrYV.!500VI0J3yZP:ref]

Hi Bernard, our Bikes on [BART FAQ page](#) covers that:

9. Why aren't bikes allowed in the first car of a train?

In the event of an emergency the train operator needs to have a quick, unimpeded path through the first car to emergency controls and to provide assistance. This policy also provides a space for anyone who does not want to be on a car with bikes.

-Heath

From: BART Customer Services <webcustomerservices@bart.gov>
Sent: Tuesday, October 22, 2024 10:50 AM
To: Heath Maddox <hmaddox@bart.gov>
Subject: RE: Case 00346771: Bikes in the First Car [ref:!00Dd00hrYV.!500VI0J3yZP:ref]

Hello Heath,

Please see the below feedback, and can you please remind us why bikes are not allowed on the first car of each train?

Regards,
Bernard
BART Customer Services

=====

Contact Name Chloé Mauvais

Contact Email [REDACTED]

Contact Phone

Opened Date/Time 10/22/2024 7:53 AM

Description I'd like to comment on the rule barring bikes from the first car. This morning, around 7:20am, at the El Cerrito del Norte station, the conductor was enforcing the rule barring bikes from the first car, citing overcrowding. The first car was mostly empty, with three open spots for bicycles. The second car was also sparsely populated, but by the North Berkeley station, one bike slot "held" four separate bikes, with people standing beside them in the aisle. If safety is truly a concern, this policy makes no sense. Distributing bicycles across cars is clearly the route to avoiding congestion and keeping everyone safe. I'd urge you to rethink that policy, especially in light of the uptick in bicycle ownership across the U.S.. It seems unlikely that fewer people will be trying to board BART with a bike in hand. On the contrary.

Heath Maddox

From: Heath Maddox
Sent: Friday, November 1, 2024 9:11 AM
To: msjenbender@gmail.com
Cc: BART Customer Service
Subject: RE: Case 00346943: Longer bike straps? [ref:!00Dd00hrYV.!500VI0JFbig:ref]

Dear Jen,

Thanks for your comment regarding the bicycle straps onboard BART trains, and thanks for biking to BART.

Regarding the strap length, we are aware of the issue, but unfortunately, we are unable use longer straps. To better accommodate more than two bikes and/or wider or loaded bikes, our initial design for the straps was in fact a good deal longer, but we were ultimately unable to implement the longer straps due to the potential for the straps to be sucked onto and obstruct the BART car air intake grate which is located immediately below the bike lean bar on both old and new BART cars. Due to the very real potential for compromising the climate control and air filtration system on the cars, having longer straps was unfortunately non-negotiable with our car engineers. We tried a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

I have been working with the BART Bicycle Advisory Task Force to develop prototypes of a "bring your own" strap that's a little longer and we can make available through the BART Railgoods store (<https://www.railgoods.com/bart/>) and distribute for low to no cost. I don't have a firm timeline for production, but I hope to have something by spring of next year.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Thursday, October 24, 2024 12:27 PM
To: Heath Maddox <hmaddox@bart.gov>
Subject: RE: Case 00346943: Longer bike straps? [ref:!00Dd00hrYV.!500VI0JFbig:ref]

Hello Heath:

Any insight into this one? Please advise if we should share this with anyone else. Thanks.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====

Contact Name Jen Bender

Contact Email m [REDACTED]

Contact Phone (4 [REDACTED])

Opened Date/Time 10/24/2024 7:25 AM

Description Hello, I'm a frequent bike/bart rider and have seen a clear uptick in the number of riders on bart in the last fre months. This also means increased bikes, scooters, e-bikes, and other travel modes. Pre pandemic and pre the new cars most of the bikes were standard sizes and you could pile 3 or 4 in the bike area and keep them strapped in. Now many of the bikes and scooters are much larger and take up more space. I often am not able to strap my "normal" bike on top of these because the straps are too short. In addition, these other types of transport don't pile up as easily so you really need the straps. Any chance to get longer ones?

Via iOS app Version 1.20.0027

ref:!00Dd00hrYV.!500VI0JFbig:ref

Heath Maddox

From: Jen Bender <[REDACTED]>
Sent: Tuesday, November 5, 2024 7:04 PM
To: Heath Maddox
Cc: Bart Webcustomerservices
Subject: Re: Case 00346943: Longer bike straps? [ref:!00Dd00hrYV.!500VI0JFbig:ref]

Heath,

Thank you for this thorough and understandable explanation. It sounds like you're on the case and I have patience.

Sent from my iPhone

> On Nov 1, 2024, at 9:10 AM, Heath Maddox <hmaddox@bart.gov> wrote:

>

> Dear Jen,

>

> Thanks for your comment regarding the bicycle straps onboard BART trains, and thanks for biking to BART.

>

> Regarding the strap length, we are aware of the issue, but unfortunately, we are unable use longer straps. To better accommodate more than two bikes and/or wider or loaded bikes, our initial design for the straps was in fact a good deal longer, but we were ultimately unable to implement the longer straps due to the potential for the straps to be sucked onto and obstruct the BART car air intake grate which is located immediately below the bike lean bar on both old and new BART cars. Due to the very real potential for compromising the climate control and air filtration system on the cars, having longer straps was unfortunately non-negotiable with our car engineers. We tried a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

>

> I have been working with the BART Bicycle Advisory Task Force to develop prototypes of a "bring your own" strap that's a little longer and we can make available through the BART Railgoods store (<https://www.railgoods.com/bart/>) and distribute for low to no cost. I don't have a firm timeline for production, but I hope to have something by spring of next year.

>

> Sincerely,

>

>

> Heath Maddox

> Manager of Bicycle Access Programs

> Bay Area Rapid Transit District

> 2150 Webster Street, 8th Floor

> Oakland, CA 94612

> 415.728.1352

>

>

>

>

>

> -----Original Message-----

> From: BART Customer Service <webcustomerservices@bart.gov>

> Sent: Thursday, October 24, 2024 12:27 PM
> To: Heath Maddox <hmaddox@bart.gov>
> Subject: RE: Case 00346943: Longer bike straps? [ref:!00Dd00hrYV.!500VI0JFbig:ref]

> Hello Heath:

> Any insight into this one? Please advise if we should share this with anyone else. Thanks.

> Regards,

> Samson Wong
> BART Customer Services

> M-F 8am to 5pm

> 510-464-7134

> =====

> Contact Name [REDACTED]

> Contact Email [REDACTED]

> Contact Phone [REDACTED]

> Opened Date/Time 10/24/2024 7:25 AM

> Description Hello, I'm a frequent bike/bart rider and have seen a clear uptick in the number of riders on bart in the last fre months. This also means increased bikes, scooters, e-bikes, and other travel modes. Pre pandemic and pre the new cars most of the bikes were standard sizes and you could pile 3 or 4 in the bike area and keep them strapped in. Now many of the bikes and scooters are much larger and take up more space. I often am not able to strap my "normal" bike on top of these because the straps are too short. In addition, these other types of transport don't pile up as easily so you really need the straps. Any chance to get longer ones?

> Via iOS app Version 1.20.0027

> ref:!00Dd00hrYV.!500VI0JFbig:ref

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Monday, October 28, 2024 1:05 PM
To: Eric White; Heath Maddox
Subject: RE: Case 00347148: Bikers in Powell SF [ref:!00Dd00hrYV.!500VIOJTA18:ref]

Hello Lt. White, Heath:

FYI. Thank you.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====

Contact Name Velma Sanchez

Contact Email 

Contact Phone

Opened Date/Time 10/28/2024 5:24 AM

Description Bikers do not follow any safety rules or etiquette. Please enforce safety rules. Signs are not enough. Bikers do not think rules apply to them. Same for e-scooters.
ref:!00Dd00hrYV.!500VIOJTA18:ref

Heath Maddox

From: BART Customer Services <webcustomerservices@bart.gov>
Sent: Tuesday, November 5, 2024 1:17 PM
To: [REDACTED]
Subject: RE: Case 00347700: Bike straps [ref:!00Dd00hrYV.!500VI0K7dE1:ref]

Hello Alexandros,

Thanks for your comment regarding the bicycle straps onboard BART trains, and thanks for biking to BART.

Regarding the strap length, we are aware of the issue, but unfortunately, we are unable use longer straps. To better accommodate more than two bikes and/or wider or loaded bikes, our initial design for the straps was in fact a good deal longer, but we were ultimately unable to implement the longer straps due to the potential for the straps to be sucked onto and obstruct the BART car air intake grate which is located immediately below the bike lean bar on both old and new BART cars. Due to the very real potential for compromising the climate control and air filtration system on the cars, having longer straps was unfortunately non-negotiable with our car engineers. We tried a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

Our access manager has been working with the BART Bicycle Advisory Task Force to develop prototypes of a "bring your own" strap that's a little longer and we can make available through the BART Railgoods store (<https://www.railgoods.com/bart/>) and distribute for low to no cost. I don't have a firm timeline for production, but we hope to have something by spring of next year.

Regards,
BART Customer Services

=====

Contact Name Alexandros Kostibas

Contact Email [REDACTED]

Contact Phone ([REDACTED])

Opened Date/Time 11/5/2024 1:01 PM

Description Hi!

First off, thanks for managing the Bay's rapid transit system :)

As a regular bike rider, I've noticed that the straps in the bike section aren't long enough to secure more than one bike, despite having 3 of them. Longer straps would allow all bicycles in the area to be secured.

Thank yohn

ref:!00Dd00hrYV.!500VI0K7dE1:ref

Heath Maddox

From: Heath Maddox
Sent: Wednesday, November 6, 2024 10:37 AM
To: [REDACTED]
Cc: Webcustomerservices
Subject: RE: Case 00347713: Scooters? [ref:!00Dd00hrYV.!500VI0K8Hhj:ref]

Dear Steve,

Thanks for asking about scooters on the first car.

Scooters need to be folded to be brought inside the BART stations and onboard trains (info here: <https://www.bart.gov/guide/bikes#:~:text=Motorized%20scooters%2C%20including,stations%20and%20trains>).

If left unfolded, they pose a tripping and shin-busting hazard and there's a very high likelihood they will be ridden on the concourses, platforms and even on the trains.

Folded scooters are considered folded bikes and there are no restrictions on which car they can be brought on.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----

From: Webcustomerservices <webcustomerservices@bart.gov>
Sent: Wednesday, November 6, 2024 10:08 AM
To: Heath Maddox <hmaddox@bart.gov>
Subject: RE: Case 00347713: Scooters? [ref:!00Dd00hrYV.!500VI0K8Hhj:ref]

Hello Heath,

Would you be able to answer the question posed by customer below.

Regards,

BART Customer Services
=====

Contact Name Steve Feinstein

Contact Email s

Description For the sake of not being allowed on the first car or in crowded cars are scooters considered bicycles? Or folding bicycles? Or do the scooters have to be folded if they are considered folding bicycles?
ref:!00Dd00hrYV.!500VIOK8Hhj:ref