

**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)**

June 5, 2023  
6:00 p.m. – 8:00 p.m.

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

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on June 5, 2023, 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 890 2851 9385; logging into Zoom.com and entering access code 890 2851 9385; or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/89028519385>

**If you wish to make a public comment:**

- 1) Submit written comments via email to [hmaddox@bart.gov](mailto: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 on June 2, 2023 in order to be included in the record.
- 2) Call (833) 548 0282, enter access code 890 2851 9385, 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 890 2851 9385 and use the raise hand feature; or join the Task Force Meeting via the Zoom link (<https://us06web.zoom.us/j/89028519385>) 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.

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**AGENDA**

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.
3. Approval of April 2023 BBATF minutes: Jon Spangler. (*For Action*) 5 min.
4. Appointment of BBATF Members: (*For Action*) 15 min.
  - Jeremiah Maller – Santa Clara County
  - Sebastian Harper – San Francisco County
  - Marc Hedlund – At-large
  - Francisco Hulse – San Francisco County
  - Stephen Marea – Alameda County
  - Cedar Makhijani – At-large
5. BART to Silicon Valley Phase II Extension Update: Adriano Rothschild & Grant Brokl, Santa Clara Valley Transportation Authority. (*For Information and Action*) 70 min.
6. BART Bike Program Updates: Heath Maddox, BART Customer Access. (*For Information*) 10 min.
7. Future Agenda Items: All. (*For Discussion*) 10 min.

BART Bicycle Advisory Task Force (BBATF)  
Meeting Minutes

April 3, 2023 6:00 p.m. – 8:00 p.m.

BBATF Members: Jon Spangler (Chair), Rick Goldman (Vice Chair), Jeremiah Maller, Phoenix Mangrum, Bill Pinkham, Francisco Muñoz, Tyler Morris (Secretary).

Chair Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on April 3, 2023, at 6:00 p.m. via Zoom link <https://us06web.zoom.us/j/81666287147>

Meeting called to order at 6:04 p.m. by Chair Jon Spangler

In attendance:

BBATF: Jon Spangler (Chair), Jeremiah Maller, Bill Pinkham, Francisco Muñoz, Tyler Morris (Secretary), Rick Goldman (Vice Chair)

BART Staff: Heath Maddox (Liaison), Kamala Parks, Alex Walker

BART Directors: N/A

Guests: Mayor Ann Schneider (City of Millbrae), Pamela Morris, Scott Feeney, Bryan Culbertson, Cedar Makhijani, Lionel McNeely, Matt Richmond, Patricia S., Sebastian Harper, Stephen Marea, Adina Levin (Seamless Bay Area).

Absent: Phoenix Mangrum,

Agenda with Minutes follows as:

1. 6:06p.m. Self-introductions of members, staff, and guests: All. (For Information) 5 min.
  1. Jon Spangler welcomed guests and colleagues
2. 6:12p.m. General discussion and public comment: Jon Spangler. (For Information) 5 min.
  1. Mayor Ann Schneider of Millbrae mentions e-bike service, homelessness, and broken elevators in Millbrae.
    1. Invites the public to the city's BPAC future meetings
    2. Jeremiah informs participants of the Valencia Street SFMTA public forum this week
    3. Jon Spangler informs participants items 4 and 5 will be combined tonight
3. 6:19p.m. Approval of February 6th, 2023 BBATF minutes: Jon Spangler. (For Action) 5 min.
  1. Tyler Morris corrected minutes from prior meeting and has presented the corrected minutes
  2. Jeremiah Maller moved to approve the corrected minutes and Rick Goldman seconded

3. Unanimously approved
4. 6:20p.m. State Transportation Funding Update: Adina Levin, Seamless Bay Area (For Information) 20 min.
  1. Adina Levin introduces the presentation
  2. Campaign to seek budget funds to avert transit fiscal cliff for California/BayArea mass transit agencies
    1. Letter presented form over 100 stakeholders in support for funding sources to step up
    2. Transit ridership has plummeted from COVID-19 and is only back up to 55% of pre-pandemic levels
    3. Vehicle traffic is back to prior levels
    4. Federal relief funds are coming to an end that were keeping transit funding at pre-pandemic levels
    5. State emissions reduction plan calls for public transit ridership increase in the coming future to combat greenhouse gas emission increases from private vehicles
    6. Ridership Recovery Enhancements plan is to improve the challenges around accessibility for the aging population and those with disabilities
    7. Budget negotiations are going on until May budget hearings
      1. Petition circulating to show support for fiscal funding
      2. Write your legislator campaign is underway
5. 6:40p.m. BART State Funding Lobbying Efforts & BBATF Support: Alex Walker, BART Government & Community Relations. (For Information/ Action) 20 min.
  1. Alex Walker introduces the presentation
  2. End goal is to get to sustainable funding strategy
    1. Address customer service, safety, rider satisfaction, and reliability
    2. Know there's always more to be done
  3. Make tough choices and hard cuts to get back in fiscal line
    1. Can't cut the budget to get out of this fiscal cliff
    2. Streamline future transit projects
  4. Building up to a regional measure to curtail future major investment needs
  5. 15 minutes for discussion
  6. Mayor Schneider supports in principal but addresses the customer dissatisfaction of riders at Millbrae station
    1. References how this will be difficult for voters to support the regional measure
  7. Alex Walker responds to Mayor Schneider acknowledging the ongoing mission to maintain infrastructure at end-of line stations



8. Marc Hedlund asks if trade-offs to make things easier for transit riders and harder for private vehicle usage is being advocated (i.e. increased bridge tolls)
  1. Adina Levin mentioned transit priority projects that are in the pipe-line
  2. Bike Share is “8th” largest region transit system
9. Adina Levin asks Alex Walker if social services funding will be paired up with transit agencies
  1. Alex Walker comments that this is being talked about, AB 1377, but nothing is set in stone
10. Stephen Marea asks if BART/transit was cheaper, if that would incentivize riders to take transit
  1. Kamala Parks from BART comments that its more about system proximity vs. price
  2. Adina Levin mentioned 27 different transit agencies in the region and they are working on better transfer efficiencies between agencies for riders
6. 7:09p.m. Safe Routes to BART Update: Kamala Parks, BART Station Planning. (For Information) 10 min.
  1. Kamala Parks introduces the presentation
  2. Purpose is to provide funds to safely access BART via non-BART owned/maintained land
  3. Two (2) calls for projects since 2020 with one more cycle within a year
  4. Measure RR funds Safe Routes to BART
  5. Increase active access from 44% to 52%
  6. Bill Pinkham asks if funds project could be used to build pedestrian bridges for the Richmond Greenway.
    1. Kamala Parks responded “yes,” and that projects need to be completed within 3.5 years of SR2B grant submission.
7. 7:pm. Berkeley El Cerrito Corridor Access Plan (BECCAP): Kamala Parks, BART Station Planning. (For Information) 10 min.
  1. Kamala Parks introduces the presentation
  2. TOD (Transit Oriented Development)
  3. Will add 2,000 mixed-income housing atop existing BART parking lots
    1. El Cerrito, North Berkeley, and Ashby
  4. Strategies for accessing BART after TOD’s are built
    1. Projects identified in BECCAP
    2. Incorporates AC Transit and off-BART properties
    3. Kamala Parks shared maps of the various streets, intersections, and existing bike/pedestrian paths that have been identified for access upgrades through various funding sources

5. Heath Maddox asks Kamala Parks if these project stations were incorporated in the GAP Study
  1. Bill Pinkham asks if increasing BIKE LINK lockers are included in these plans
  
8. 7:37pm. BBATF Meeting Format – Decision to meet remotely or in-person: Heath Maddox, BART Customer Access. (For Information/Action) 10 min.
  1. Heath Maddox introduces the agenda item
  2. Meetings have been remote since special order from the Governor for bodies governed under the Brown Act
    1. BART is returning to in-person meetings
    2. BBATF isn't actually governed by the Brown Act according to BART legal
    3. BBATF can remain meeting virtual but is up to the Task Force members
  3. Jon Spangler recommends staying remote and maintaining our platform
  4. Tyler Morris asked if the Task Force should change or stay as is
  5. Rick Goldman suggests maybe meeting once a year in person but is in favor of “status quo”
  6. Jon Spangler moves to keep meeting via Zoom, and is seconded by Rick Goldman
  7. Unanimously passed
  
9. 7:50pm. Formation of Executive Committee for Off Agenda Task Force Business: Jon Spangler/Tyler Morris. (For Discussion/Action) 20 min.
  1. Agenda Item postponed until next meeting
  
10. 7:51p.m. BART Bike Program Updates: Heath Maddox (For Information) 25 min.
  1. Heath Maddox introduces the Quarterly Service Review
  2. BART tracks bike theft incidents
    1. Prior quarterly goal was around 100 thefts, but has been reduced down to 50 now...meaning less theft
  3. Jon Spangler mentions that BART punctuality and train malfunctions have reduced
    1. Robberies are up system wide
  
11. 8:00p.m. Future Agenda Items: All (For Discussion) 5 min.
  1. Formation of Executive Committee
  2. Bylaws provision changes
  3. Advertising for meetings on BART
  4. SB817 for Brown Act remote meetings

Meeting adjourned at 8:06p.m. by Chair Jon Spangler

Next meeting is called for by Chair Jon Spangler on June 5th, 2023 at 6:00p.m.

**BBATF Members (terms are three years)**

LAST UPDATED = 5/23/22

Code: Term Year-County-Representative

Abbreviations: SF = San Francisco

AL = Alameda

CC = Contra Cost

SM = San Mateo

SC = Santa Clara

BAO = bicycle advocacy organization

BAC = bicycle advisory committee

OCCUPIED
VACANT
PENDING
NEEDS RENOMINATION

BAC	BAO	BAC	BAO
2022	2023	2024	2024
2-SF-Tyler Morris	3-SF-Tyler Morris	1-SF-	
1-SF-Jeremiah Malller	2-SF-Francisco Hulse	3-SF-Francisco Hulse	
3-SF-VACANT	1-SF- Sebastian Harper	2-SF- Sebastian Harper	3-SF- Sebastian Harper
2-AL-Phoenix Magnum	3-AL-Phoenix Magnum	1-AL-	
1-AL-Jon Spangler	2-AL-Jon Spangler	3-AL-Jon Spangler	
3-AL-Jianhan Wang	1-AL-Stephen Marea	2-AL-Stephen Marea	3-AL-Stephen Marea
2-CC-Bill Pinkham	3-CC-Bill Pinkham	1-CC-	
1-CC-VACANT	2-CC-VACANT		
3-CC-VACANT	1-CC-VACANT		
2-SM-VACANT	3-SM-VACANT		
1-SM-VACANT	2-SM-VACANT		
3-SM-VACANT	1-SM-VACANT		
2-SC-VACANT	3-SC-VACANT		
1-SC-Francisco Munoz	2-SC-Francisco Munoz	3-SC-Francisco Munoz	
3-SC-VACANT	1-SC-Jeremiah Maller	2-SC-Jeremiah Maller	3-SC-Jeremiah Maller
2-ALG-VACANT	3-ALG-Marc Hedlund	3-ALG-	
1-ALG-Rick Goldman	2-ALG-Rick Goldman	3-ALG-Rick Goldman	
3-ALG-VACANT	1-ALG-Cedar Makhijani	2-ALG-Cedar Makhijani	3-ALG-Cedar Makhijani

# JEREMIAH MALLER

## 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 or mail your application to:

Steve Beroldo  
BART Bike Program Manager  
300 Lakeside Drive, 16<sup>th</sup> floor, Oakland CA 94612  
sberold@bart.gov

### (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 would love to increase the percentage of riders arriving at BART stations using bicycles by identifying and overcoming barriers to bicycle use. I would like to empower historically underrepresented stakeholders in minority communities to express their needs and achieve transit policy objectives. I would like to advocate not just for current bicycle users, but potential future users who don't use bicycles now but could benefit from their use in the future. I believe increased public transit and bicycle use are a vital part of the solution to climate change.

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

I have relied on BART and bicycling as my sole means of transport since 2012, when I sold my car. Since moving to the Bay Area 12 years ago, I commute daily across the bay by BART (with my bicycle) as I live and work in Oakland and San Francisco. Recreational bicycle use occupies much of my spare time on weekends. Most of my bike rides take place in San Francisco, San Mateo, Alameda, Contra Costa, and Marin county. I use BART to get to many of these recreational rides. Thus, I am familiar with how many BART stations around the bay are connected to the communities they serve through bicycle infrastructure.

My undergraduate degree in Political Science and master's degree in Economics equip me with tools to assess and evaluate the impact of proposed transportation policies, understand complex policy briefs,

and craft resolutions and recommendations. My employment as a Data Analyst equips me with tools to analyze and present raw data relevant to transit policy decisions.

I am experienced empowering underrepresented stakeholders from diverse economic and cultural backgrounds as I worked as a social worker with young adults who are homeless and mentally ill for four years in East Oakland (near Fruitvale BART).

**(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:

I've been a member of both SF Bicycle Coalition and Bike East Bay for 10+ years, since I moved to the Bay Area in 2007. I attended my first meeting of Oakland BPAC (Bicycle and Pedestrian Advisory Committee) in Nov 2019 and plan to continue attending meetings as a community member. I'm a member of three bicycle clubs based in Alameda County: Oakland Yellow Jackets, Grizzly Peak Cyclists, and Berkeley Bicycle Club.

**(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?**

I learned about BBATF on Nov 16 when I attended a workshop in Oakland titled, "From Activist to Public Servant" on the topic of joining regional commissions that recommend and make policy on important urban environmental problems including transportation.

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

What are examples of successful and unsuccessful efforts by BBATF members to impact the policy and operations of the BART system?

**(10) Your information:**

Jeremiah Maller  
Name

Alameda  
County of Residence

Santa Clara  
County of Employment

\_\_\_\_\_  
Email and/or phone

**From:** [Sandhya Laddha](#)  
**To:** [Jeremiah Maller](#)  
**Cc:** [Heath Maddox](#)  
**Subject:** Re: BART Bicycle Advisory Task Force Nomination for Jeremiah Maller  
**Date:** Tuesday, May 23, 2023 2:57:34 PM  
**Attachments:** [image001.png](#)

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Hi Heath,

Absolutely! SVBC would be more than happy to have another person representing Santa Clara County. For the record - SVBC would like to nominate Jeremiah Maller for the BBATF as a SCC rep.

@Jeremiah - it is a pleasure to e-meet you! I'd love to meet with you to get to know you better - would you be available anytime for a quick virtual chat?

Thank you both!

On Tue, May 23, 2023 at 2:25 PM Jeremiah Maller <[rjmaller@gmail.com](mailto:rjmaller@gmail.com)> wrote:

Hi Heath,

Thank you for the introduction to Sandhya!

I commute three days a week to Cupertino. I take a bus shuttle to to work and use my bike on both sides of the commute so I am becoming more familiar with the bike lanes in Cupertino and Silicon Valley.

I look forward to growing my awareness of issues for bicycle users in the south bay and advocating for improved bicycle access to BART among other things.

Cheers,  
Jeremiah  
415-871-4323

**Jeremiah Maller**

<https://www.linkedin.com/in/maller/>

<https://github.com/rjmaller/portfolio>

Proficient in Tableau, SQL, Python, R

I'm using [Inbox When Ready](#) to protect my focus.

On Tue, May 23, 2023 at 12:00 PM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Sandhya,

I am happy to report that we have had an unprecedented flood of applicants to the BBATF, so many that we may have to institute a waiting list for some seats!

SEBASTIAN HARPER

BART Bicycle Advisory Task Force Membership Application

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Please email application to:

Heath Maddox  
BART Bike Program Manager  
[hmaddox@bart.gov](mailto: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?

Growing up in Europe I have been riding my bike everywhere since I was a little kid. Since starting graduate school in Berkeley in August 2022 I have been commuting daily with BART and see a lot of potential in the system. I also would love to volunteer for my new community and improve public transport for all.

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

Growing up in Europe and the US has given me an open perspective on the world. As an engineering student I have a very organised and rational approach and enjoy tackling complex problems. I am a huge fan of public transport and worked as a face inspector for two years in college.

**(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:

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**(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?**

Social media post

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

What projects is BART currently pursuing to improve ridership experience among bicyclists?

What projects could I expect to be involved in?

Is there the possibility of joining other advisory boards within BART or other public transport agencies?

**(10) Your information:**

Sebastian Harper  
Name

San Francisco  
County of Residence

Student in Alameda County  
County of Employment

sebastian.harper@berkeley.edu  
Email and/or phone



## Heath Maddox

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**From:** Christopher White <christopher@sfbike.org>  
**Sent:** Monday, March 6, 2023 12:55 PM  
**To:** Heath Maddox  
**Cc:** Janelle Wong; Sebastian Harper; Jon Spangler  
**Subject:** Re: FW: BART Bicycle Advisory Task Force Membership Application

Great, thanks for the context, Heath. Sebastian, we're very glad to nominate you for the position, and appreciate your willingness to volunteer your time and expertise!

--

**Christopher White**

*Deputy Director*

**New number (phone or text):** (415) 295-2355 | [christopher@sfbike.org](mailto:christopher@sfbike.org)

Pronouns: he, him, his

**[San Francisco Bicycle Coalition](#)**

*Promoting the Bicycle for Everyday Transportation*

[1720 Market St.](#)

[San Francisco, CA 94102](#)



On Mon, Mar 6, 2023 at 10:40 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Christopher,

Yes, this is typically the way things work for the BART Bike Task Force. Prospective members generally express interest and/or apply directly and then I inform them of the full process, and if they haven't yet applied, I provide an application and, depending upon where they live or work and what seat would be most appropriate, I reach out to the appropriate nominating body. There are a lot of seats and always a good number of vacancies on the BBATF, so we've never had to turn anyone away since I've been involved (~5 years), although sometimes it's necessary to point someone to an at-large seat or have them use the county they work in instead of their home county.

Two of San Francisco's three BBATF seats are currently vacant. While SF seats have been historically easier to fill than Contra Costa, San Mateo or Santa Clara Counties, I'm seeing that at least one of the SF seats has been vacant since Tracy Jacks resigned at the end of 2020, so since Sebastian's application does seem strong, I think it's best to move forward with that application now. The BBATF also currently has two at-large vacancies, so if we do end up filling all three of SF's seats in the near future and then miraculously find ourselves with a fourth SF applicant who checks all the boxes for diversity of background and lived experience in addition to the other qualifications, we'd most likely be able to offer this individual an at-large seat.

## BART Bicycle Advisory Task Force Membership Application

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Please email application to:

Heath Maddox  
BART Bike Program Manager  
[hmaddox@bart.gov](mailto:hmaddox@bart.gov)  
415-728-1352

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

- |  |   |
|--|---|
| <input type="checkbox"/> 5 days a week or more | <input type="checkbox"/> A couple times a month |
| <input type="checkbox"/> 1-4 days a week       | <input type="checkbox"/> Once a month or less   |

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

- |   |                                       |
|---|---------------------------------------|
| <input type="checkbox"/> Always           | <input type="checkbox"/> Occasionally |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Never        |

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

- |   |                                       |
|---|---------------------------------------|
| <input type="checkbox"/> Always           | <input type="checkbox"/> Occasionally |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Never        |

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

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

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**(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:

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**(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?**

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

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**(10) Your information:**

\_\_\_\_\_  
Name

\_\_\_\_\_  
County of Residence

\_\_\_\_\_  
County of Employment

\_\_\_\_\_  
Email and/or phone

## Heath Maddox

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**From:** Robert Prinz <robert@bikeeastbay.org>  
**Sent:** Wednesday, March 1, 2023 9:38 AM  
**To:** Heath Maddox  
**Cc:** Marc Hedlund; Jon Spangler; Robert Prinz  
**Subject:** Re: BART Bicycle Advisory Task Force

Hi Heath, thanks for copying me and I can confirm that Bike East Bay wholeheartedly nominates Marc Hedlund as our nomination to the BBATF.

Please note that Marc is also currently a board member with Bike East Bay, and therefore may need to recuse himself from votes that might involve contracts or funding to Bike East Bay. I don't foresee this as being an issue at all, but wanted to make sure you are aware.

Thanks again,



**Robert Prinz | Advocacy Director**

Pronouns: he/him

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

P: (510) 845-7433 x5 | E: Robert@BikeEastBay.org



On Wed, Mar 1, 2023 at 9:33 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Marc,

Thanks for your interest in the BBATF. I'm attaching the simple application for you to complete.

In addition to the application, the process of getting you seated involves 3 more steps:

1. A nomination from the Bicycle Advocacy Organization for the county you will represent. This would be Bike East Bay, and I know Robert referred you, but we should get a formal nomination from EBBC. An email is fine.
2. The BBATF bylaws state that you need to attend one meeting before your application can be approved. Next meeting is 4/3 at 6 pm. I'll put you on the agenda distribution list. Meetings have been via Zoom, but this may be changing soon.
3. Your application needs to be approved by a vote of the BBATF. If you come in April, this could be agendized for the 6/5 meeting.

## BART Bicycle Advisory Task Force Membership Application

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 Most of the time       Never

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

- Always       Occasionally  
 Most of the time       Never

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

I love BART and I would like to make it better! I think there are some simple fixes to many of the problems in the system. I realize that BART's budget probably isn't high enough to implement them all at once, but that should not stop BART cold. For starters, fix fare evasion. (Install gates like those at Richmond BART, for example.) Fixing fare evasion promotes a virtuous cycle in two ways: 1) a larger budget (to fix other BART problems, like those this force is tasked with: improving the system for cyclists and other users of micromobility vehicles) and 2) people will see less lawlessness in the system, making them less likely to break other BART rules, violations of which a) disrupt the peaceful enjoyment of the service by other riders and b) damage and destroy BART property.

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

I've lived in the SFBA since 1990, so I've been using BART for over 3 decades, often with my bike in tow. Therefore, I have a lot of experience as a cyclist using the system.

I believe public transit in general and BART specifically are democratizing forces: if they can offer convenience (without sacrificing comfort) to drivers, drivers might leave their cars and make more of their trips on BART or other forms of public transit, where they can see their fellow citizens outside of their two-ton metal-and-glass shells. Seeing other people out and about makes it harder for us to ignore their humanity, making us more civic-minded.

BART has an advantage over busses, streetcars and cable cars because BART doesn't share its tracks with cars. It can't get bogged down in traffic. Thus, its faster than taking the bus, the streetcar, or the cable car. But BART is still not perfect: there's still the "last mile" problem (or sometimes the "first mile" problem, getting **to** BART). BART riders are slowed down because that last mile is either slow (walking, taking a slow bus --often one that arrives infrequently) or expensive (taking a taxi, Lyft, or Uber).

That's where bikes come in! If BART can make its system as easy to access for cyclists (as well as other users of "micromobility" vehicles) as it is for pedestrians, the "last mile" problem all but disappears. BART needs to fix just two problems to make this a reality:

- 1) ease of entry and exit. BART stations all have at least two levels (either street-and-platform or concourse-and-platform) and most have three (street, concourse and platform). Getting from one level to another (officially) requires using the elevator or carrying the bike up or down flight after flight of stairs. [I say "officially" because one **can** safely take a bike (or a stroller or a scooter) up and down the escalator. I do it all the time. (I'd **love** to

hear an explanation of how standing still on an escalator with a bike firmly planted on the steps is more hazardous than raising it up to waist or shoulder level, increasing one's center of gravity, as one walks with that added weight!!] Retrofitting each station with more elevators would be prohibitively expensive; it would also encourage even **more** people who don't need the elevator (the young and able-bodied) to use it, impeding those with greater need thereof from using it; and, as if those problems weren't sufficient, more inconsiderate scofflaws would have opportunity to urinate in the elevators. **So what's the solution?** It's already in place at the 16<sup>th</sup> and Mission station: the **ramps!** (One caveat: the rut that the wheels of the bike go into should be lined with rubber or another material less slippery than metal: heavier bikes [e-bikes, pedelecs, cargo bikes] tend to slide down the ramp even when one jams on the brakes. It's not a problem when pushing a bike up the ramp, but it is when one is easing a bike down the ramp.) Having more ramps means more cyclists using BART and less competition for the elevators **between** those cyclists and wheelchair users!

- 2) more room for bikes in each BART car. Yes, the straps and buckles are fine, but there should be more of them. (The new BART cars have racks that hold the bike by pinching one wheel. Not only is it difficult to open these pincers and slip the wheel in, but the torque inflicted on the wheel puts it out of true more quickly.)

Last but not least, I'm an advocate for bikes and other micromobility vehicles simply on principle. I'd like to think that BART's interface, seemingly anti-bike and therefore anti-cyclist, is borne of ignorance rather than hostility to this mode of transportation. By including an indefatigable pro-bike advocate like me on this task force, BART can actively demonstrate that these problems are, in fact, bugs in the system, rather than features specifically designed to keep the number of cyclists to a minimum.

**(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?**

Through an email from the San Francisco Bicycle Coalition.

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

None, at the moment.

**(10) Your information:**

Francisco Hulse

\_\_\_\_\_  
Name

San Francisco

\_\_\_\_\_  
County of Residence

San Francisco

\_\_\_\_\_  
County of Employment

hulse@pipeline.com / (415) 312-0313

\_\_\_\_\_  
Email and/or phone

## Heath Maddox

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**From:** Christopher White <christopher@sfbike.org>  
**Sent:** Thursday, April 6, 2023 11:46 AM  
**To:** Heath Maddox  
**Cc:** Jon Spangler; Francisco Hulse  
**Subject:** Re: FW: My application to join the BBATF (BART Bicycle Advisory Task Force)

Hi Heath,

We're very happy to nominate Francisco for the BBATF. Francisco, thanks so much for being willing to volunteer your time and represent the perspectives of people who bike!

All the best,

--

**Christopher White**

*Deputy Director*

Phone or text: (415) 295-2355 | [christopher@sfbike.org](mailto:christopher@sfbike.org)

Pronouns: he, him, his



[San Francisco Bicycle Coalition](#)

*Promoting the Bicycle for Everyday Transportation*

[1720 Market St.](#)

[San Francisco, CA 94102](#)



On Wed, Apr 5, 2023 at 12:50 PM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Christopher,

We have yet another application from SF for the BBATF: Francisco Hulse!

Would you be so kind to review his application and consider providing a nomination so the BBATF can act on this application at their August 2023 meeting?

# STEPHEN MAREA

## 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](mailto:hmaddox@bart.gov)  
415-728-1352

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

- |  |  |
|--|--|
| <input type="checkbox"/> 5 days a week or more | <input checked="" type="checkbox"/> A couple times a month |
| <input type="checkbox"/> 1-4 days a week       | <input type="checkbox"/> Once a month or less              |

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

- |  |                                       |
|--|---------------------------------------|
| <input checked="" type="checkbox"/> Always | <input type="checkbox"/> Occasionally |
| <input type="checkbox"/> Most of the time  | <input type="checkbox"/> Never        |

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

- |  |                                       |
|--|---------------------------------------|
| <input checked="" type="checkbox"/> Always | <input type="checkbox"/> Occasionally |
| <input type="checkbox"/> Most of the time  | <input type="checkbox"/> Never        |

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

I am a cyclist who rides all over the bay area. I always use BART for my commuting to different ride locations, and I have always wished to discuss the relationship between bikes and BART in more detail.

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

I work as a community organizer and know hundreds of cyclists in the Bay Area. I work in mobility justice and can share insights on how BART could be more accessible. I have only lived in the Bay Area for a year and a half, but this has provided me the opportunity to learn BART and how to navigate the area very recently. I can also provide the perspective of a new BART rider.

---

**(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:

I am a community organizer for Bike East Bay.

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**(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?**

\_ I learned about BBATF from a work post \_\_\_\_\_

---

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

\_ When will applicants know if they have been approved or not? \_\_\_\_\_

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**(10) Your information:**

\_\_ Stephen Marea \_\_\_\_\_

Name

\_\_ Alameda \_\_\_\_\_

County of Residence

\_\_ Alameda \_\_\_\_\_

County of Employment

\_\_ stephen.marea@gmail.com \_\_\_\_\_

Email and/or phone

## Heath Maddox

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**From:** Robert Prinz <[robert@bikeeastbay.org](mailto:robert@bikeeastbay.org)>  
**Sent:** Wednesday, March 22, 2023 3:48 PM  
**To:** Heath Maddox  
**Subject:** BART bicycle advisory task force

Hi Heath, I hope you are doing well.

My colleague Stephen Marea ([stephen@bikeeastbay.org](mailto:stephen@bikeeastbay.org)) is interested in joining the BART Bicycle Advisory Task Force and I would like to provide a nomination for them on behalf of Bike East Bay. Please let me know if there is any other information that you need from me, thanks!



**Robert Prinz | Advocacy Director**

Pronouns: he/him

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

P: (510) 845-7433 x5 | E: [Robert@BikeEastBay.org](mailto:Robert@BikeEastBay.org)



# CEDAR MAKHIJANI

## 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](mailto: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'm passionate about transportation and bikes, and I think that combining the two is one of our best tools in the fight to reduce car trips and make our cities more sustainable. I rarely ride BART without my bike, and I think that BART does a lot right, but still has a lot of room to grow.

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

I'm a bike commuter and regular BART (with bike) user. I frequently take trips with my bike involving multiple transit agencies and modes, and often travel off-peak with a bike. I'm passionate about transit and bikes, and I want it to be as easy as possible to combine the two modes. I think that BART embracing bikes and actively making it easier to bike to/from BART is incredibly important in moving the Bay Area toward sustainability and expanding BART's station catchment areas.

### (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:

I serve on the Golden Gate Bridge, Highway and Transportation District's Bus Passenger Advisory Committee.

I'm also a member of SFMTA's Youth Transportation Advisory Board.

**(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?**

BART Twitter.

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

- Will the BBATF continue to be remote only?
- Does the BBATF also advise staff in addition to the board?

**(10) Your information:**

Cedar Makhijani

Name

San Francisco County

County of Residence

San Francisco County

County of Employment

[cedar@43masonic.com](mailto:cedar@43masonic.com), 415-470-4560

Email and/or phone

## Heath Maddox

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**From:** Christopher White <christopher@sfbike.org>  
**Sent:** Thursday, April 6, 2023 11:45 AM  
**To:** Heath Maddox  
**Cc:** Jon Spangler; Cedar Makhijani  
**Subject:** Re: FW: BBATF Application

Hi Heath,  
We're very happy to nominate Cedar to the BBATF! Thanks, Cedar, for being willing to volunteer your time and experience.

All the best,  
Chris

--

**Christopher White**

*Deputy Director*

Phone or text: (415) 295-2355 | [christopher@sfbike.org](mailto:christopher@sfbike.org)

Pronouns: he, him, his



[San Francisco Bicycle Coalition](#)

*Promoting the Bicycle for Everyday Transportation*

[1720 Market St.](#)

[San Francisco, CA 94102](#)



On Wed, Apr 5, 2023 at 11:49 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Hi Christopher,

We have another application from SF for the BBATF: Cedar Makhijani.

Would you be so kind to review his application and consider providing a nomination so the BBATF can act on this application at their June 2023 meeting?

# VTA's BART Silicon Valley Phase II Extension Project

BART Bicycle Advisory Task Force

June 5, 2022



# Agenda

- Project Overview
- Access and Circulation in the Stations and Station Areas
- Next Steps

# Phase II Project



6-Mile Extension of BART Service

Single-Bore Tunnel

- 5-mile subway tunnel
- 1-mile at ground level

4 New BART Stations

- 3 underground platforms with above-ground station entrance buildings
- 1 ground level platform

2 Mid-Tunnel Facilities

Newhall Yard & Maintenance Facility









# VTA & BART Partnership







*Santa Clara County is not part of the BART District. A Comprehensive Agreement and an Operations and Maintenance Agreement provide a framework for the partnership.*

## Santa Clara Valley Transportation Authority (VTA) Responsibilities

-  Pay all costs associated with the extension
-  Contracting/Procurement
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

## Bay Area Rapid Transit (BART) Responsibilities

-  Technical assistance
-  Operations
-  Maintenance
-  Service Planning

# Five Year Look Ahead



Engineering and  
Procurement

Early  
Construction

Major  
Construction

2023

2024

2025

2026

2027

2028

*Based on preliminary schedule for planning purposes.*

Stations Design

Request Entry into  
FTA New Starts  
Engineering

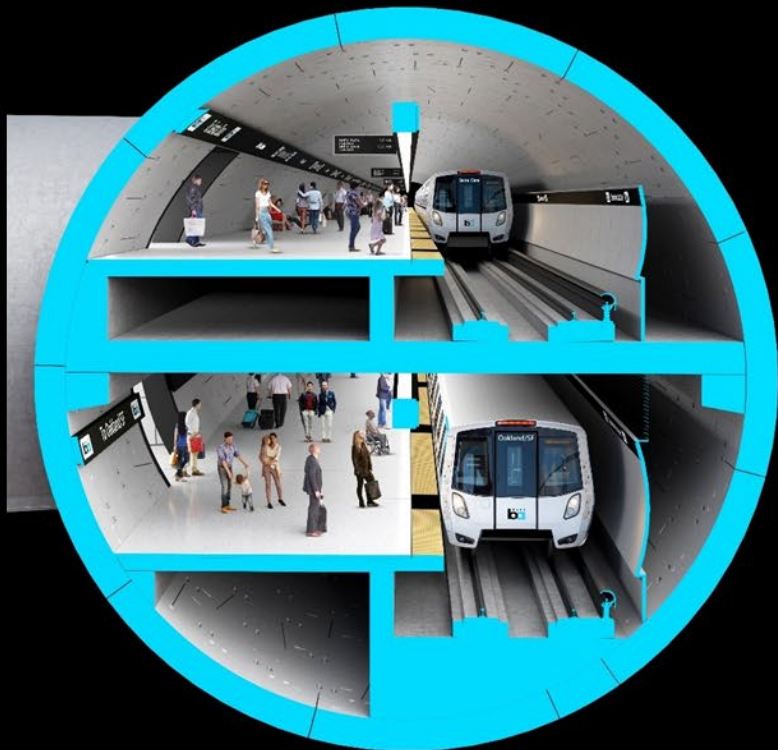
Anticipated Procurement  
of Stations Contractor

Anticipated Full  
Funding Grant  
Agreement (FFGA)

# Single Bore: Tunnel Innovation

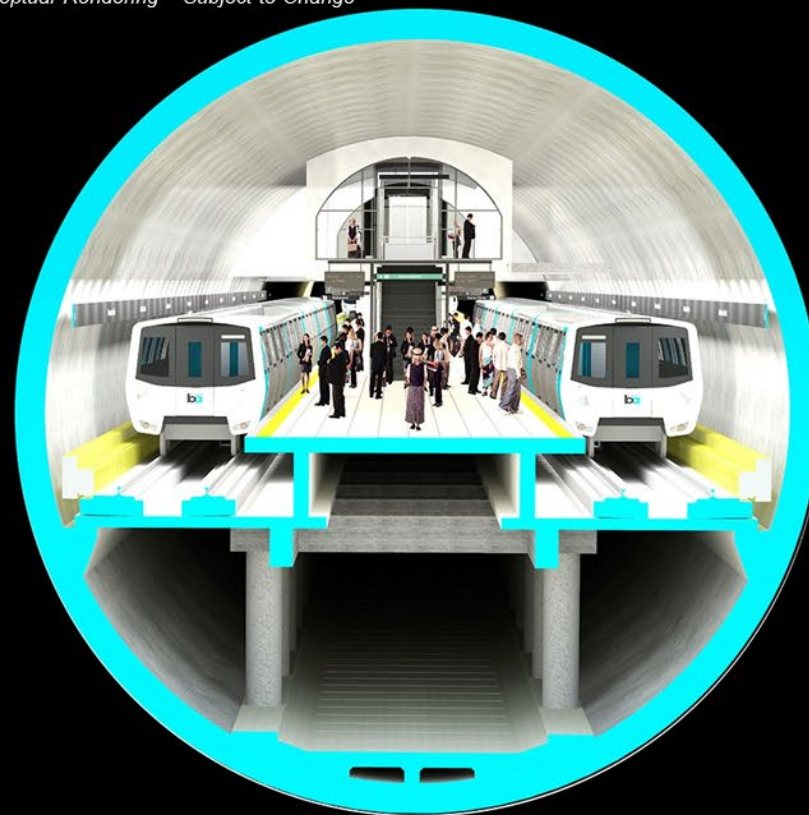


*Original Design*



*Current Design*

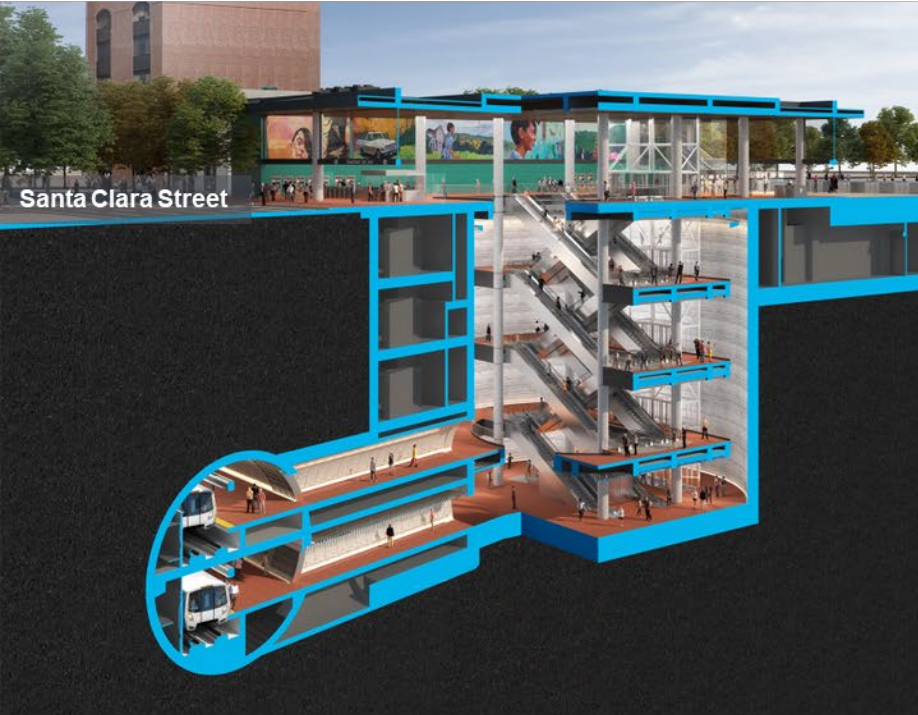
*Conceptual Rendering – Subject to Change*



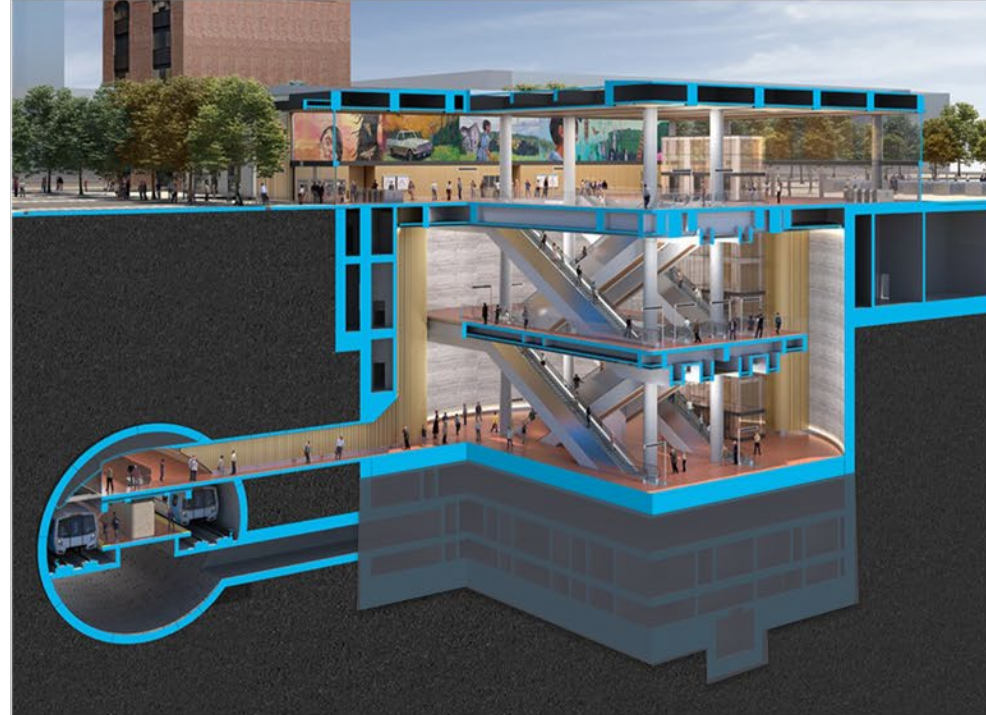
# Recent Station Design Refinement



## Baseline Design



## Refined Concept



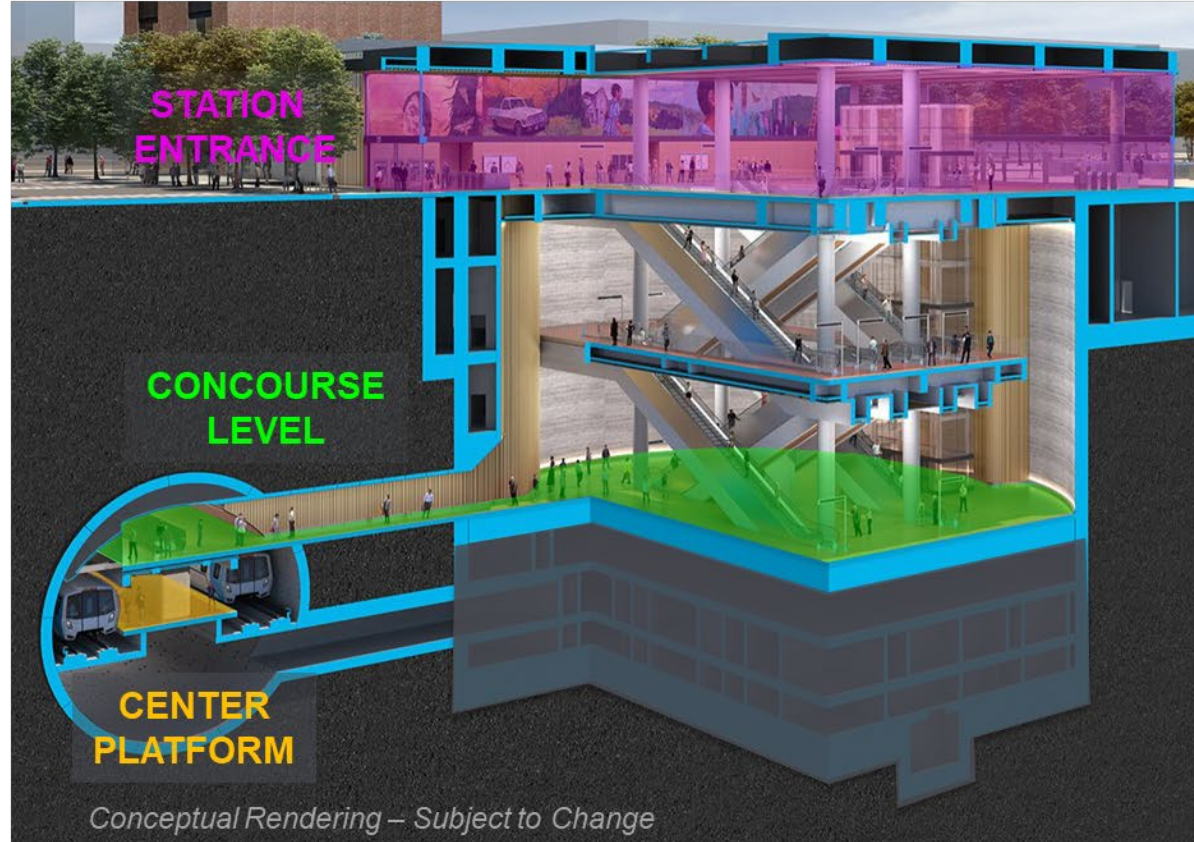
*conceptual diagrams*



# Underground Stations: Typical Layout



- Street-level **station entrance** with faregates, station agent, add-fare machines, etc.
- **Concourse level** below ground spans from station building to underground tunnel
- **Center platform** within the tunnel provides access to trains in both directions

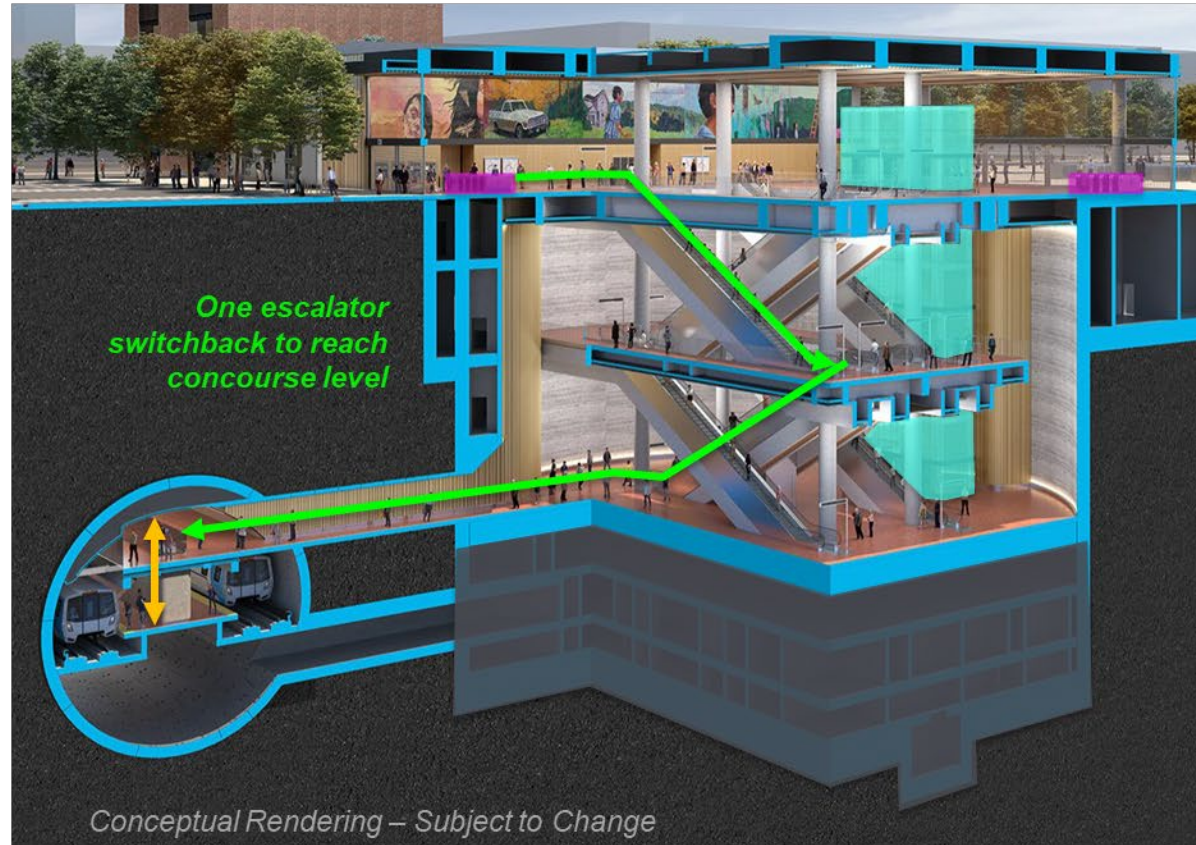


# Underground Stations: Typical Circulation



- ❖ Faregates at street-level building entrances
- ❖ Escalators and stairs to access concourse level.
- ❖ High-speed elevators to access concourse level\*
- ❖ Stairs and elevators\* for access between concourse level and platform

*\*At 28th Street/Little Portugal Station, high-speed elevators will provide direct connection from street-level to platform.*

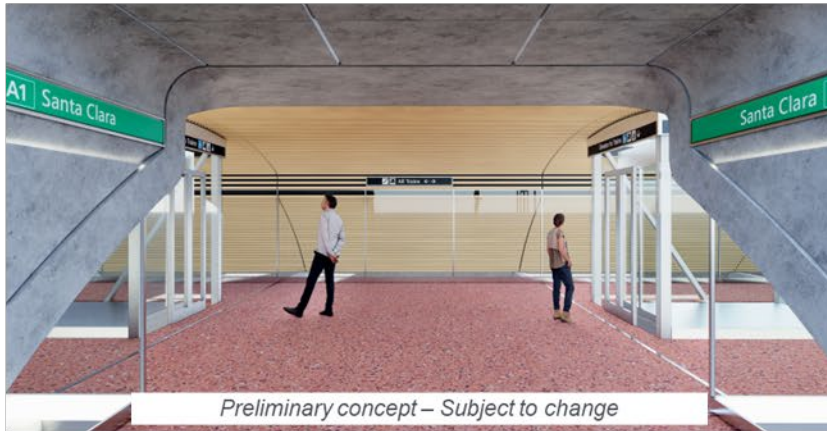




# Typical Primary Bicycle Path of Travel



- All elevators are large enough to accommodate gurney (stretcher)
  - Preliminary design exceeds BART Facility Standards to accommodate cargo bikes
- Elevators at platform levels have doors added on both sides to better accommodate bikes





# Station Access Overview



# Station Access Concepts - Process



Apr 2019 – Nov 2019

Mar 2020 – Mar 2021

Mar 2021 – Jan 2022

June 2022 – Dec 2022

Station Access  
Concept  
Development

- Identified circulation & access principles and concepts

Revised  
Station Design

- Revised track & platform configurations, entrance locations, and ridership forecasts

Station Access  
Facility Design

- Revised bicycle & auto access needs and identified future access improvements

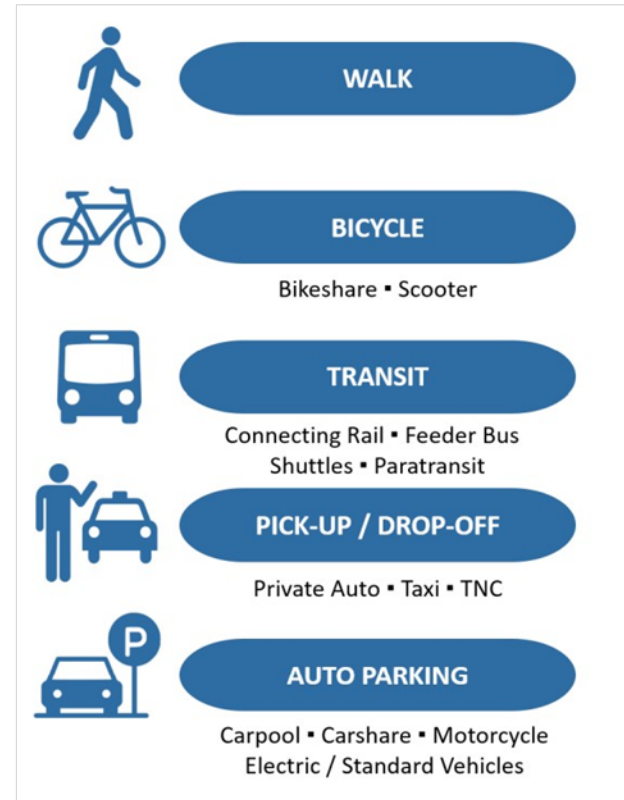
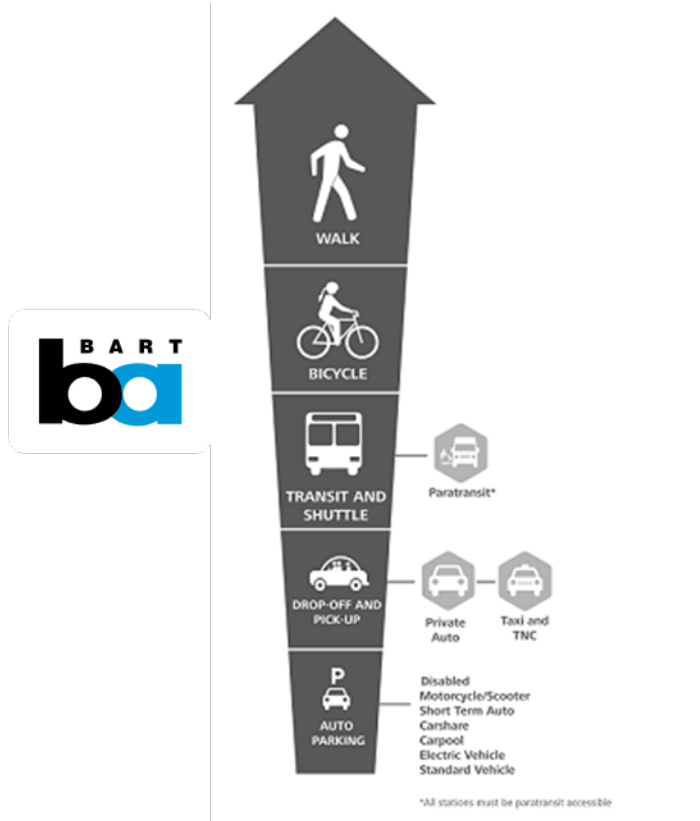
Station Design  
Refinements

- Revised vertical circulation following adoption of side-by-side tracks with center-running platform

## ***Starting in Late 2023/Early 2024***

- *Confirming station access and circulation plans*
- *Incorporate latest City plans as applicable*

# Station Access Hierarchies

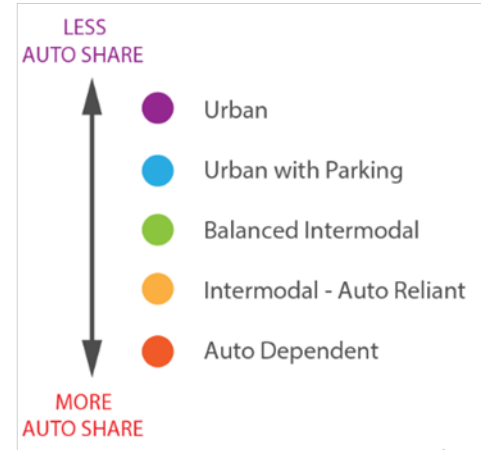


# BSVII Stations Overview



Station	Projected # of Riders in 2040	Underground or Ground Level Station?	Platform Configuration	<i>potential</i> BART Station Access Typology
28th Street/ Little Portugal	6,700	Underground	Center <i>(NEW!)</i>	Balanced Intermodal
Downtown San José	27,900	Underground	Center <i>(NEW!)</i>	Urban
Diridon	9,900	Underground	Center <i>(NEW!)</i>	Urban
Santa Clara	10,100	Ground Level	Center	Balanced Intermodal or Urban w/Parking

BART Station Access Typologies



# BSVII Bike Program on Opening Day



Station	Total Bike Parking	Class 1: Locker Spaces or Bike Station Spaces (75%)*	Class 2: Rack Spaces (25%)*
28th Street / LP	250	190	60
Downtown San José	270	200	70
Diridon	190	140	50
Santa Clara	240	180	60

\*Note: Percentage based on *VTA Bike Technical Guidelines*

VTA may provide additional bicycle parking in the future

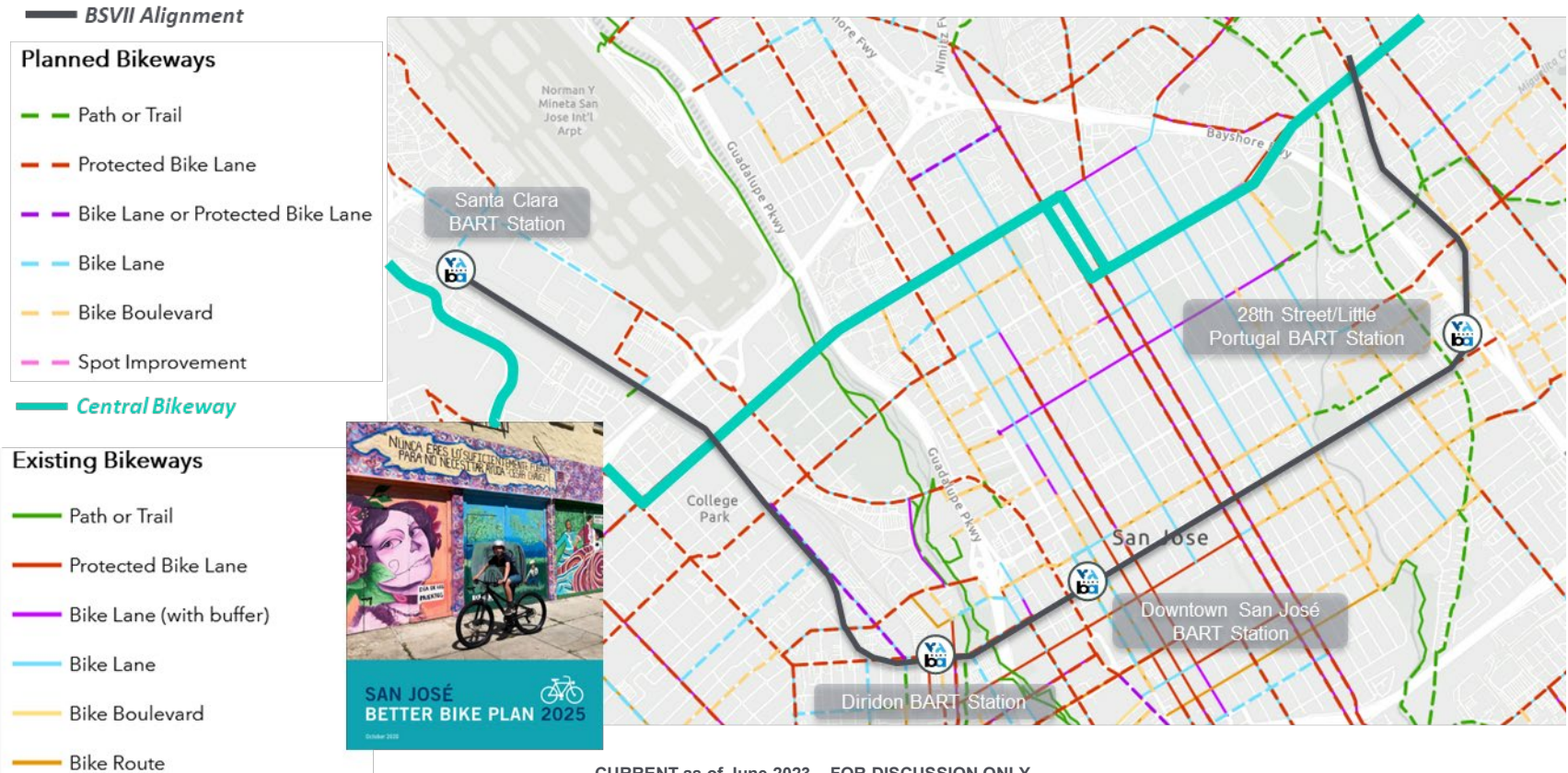


# Station & Station Area Specific Information

# City of San José Better Bike Plan



In October 2020, the San José City Council approved Better Bike Plan 2025



CURRENT as of June 2023 – FOR DISCUSSION ONLY



# 28th Street/Little Portugal BART Station Access

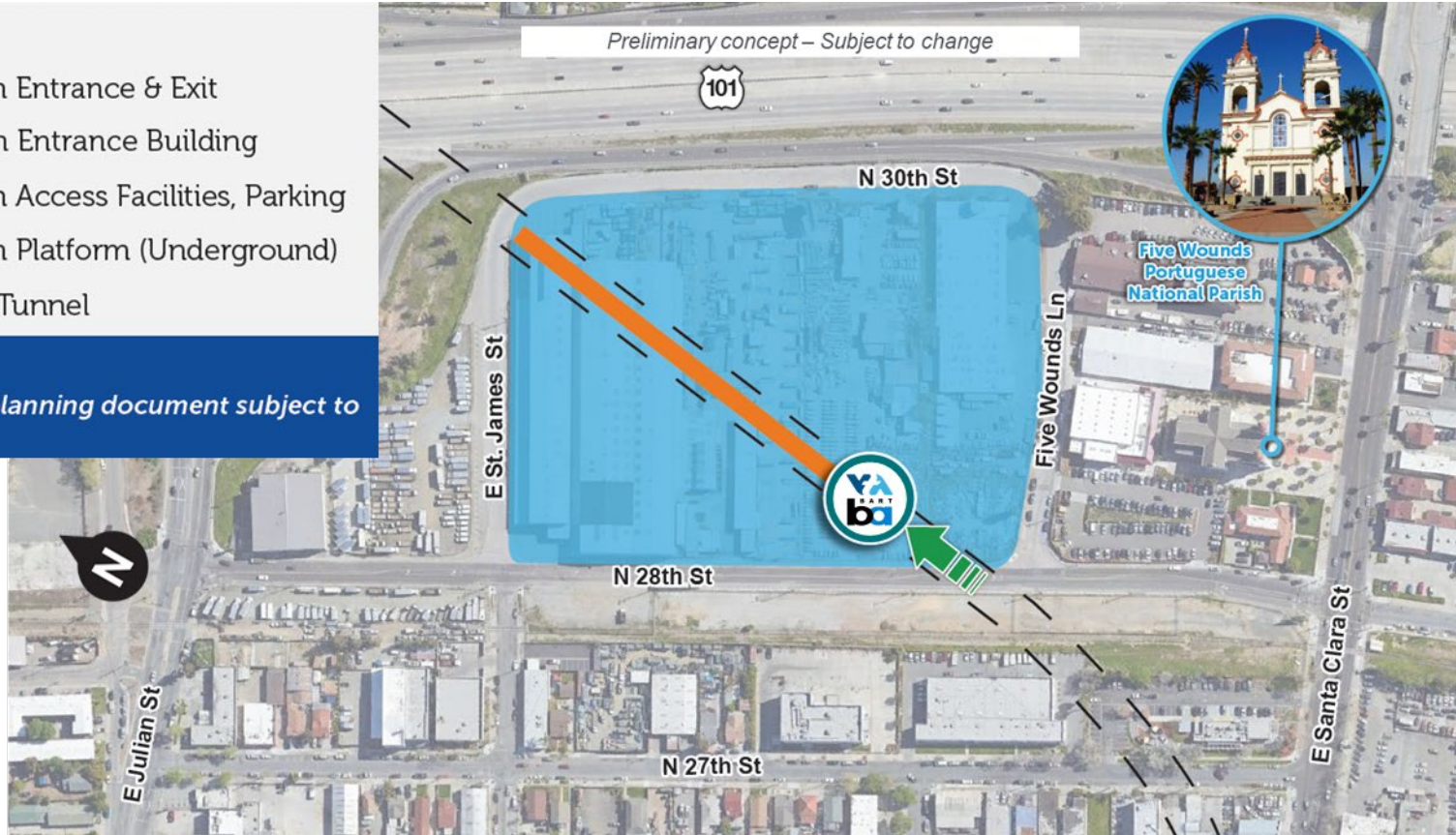


## LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

## NOTE:

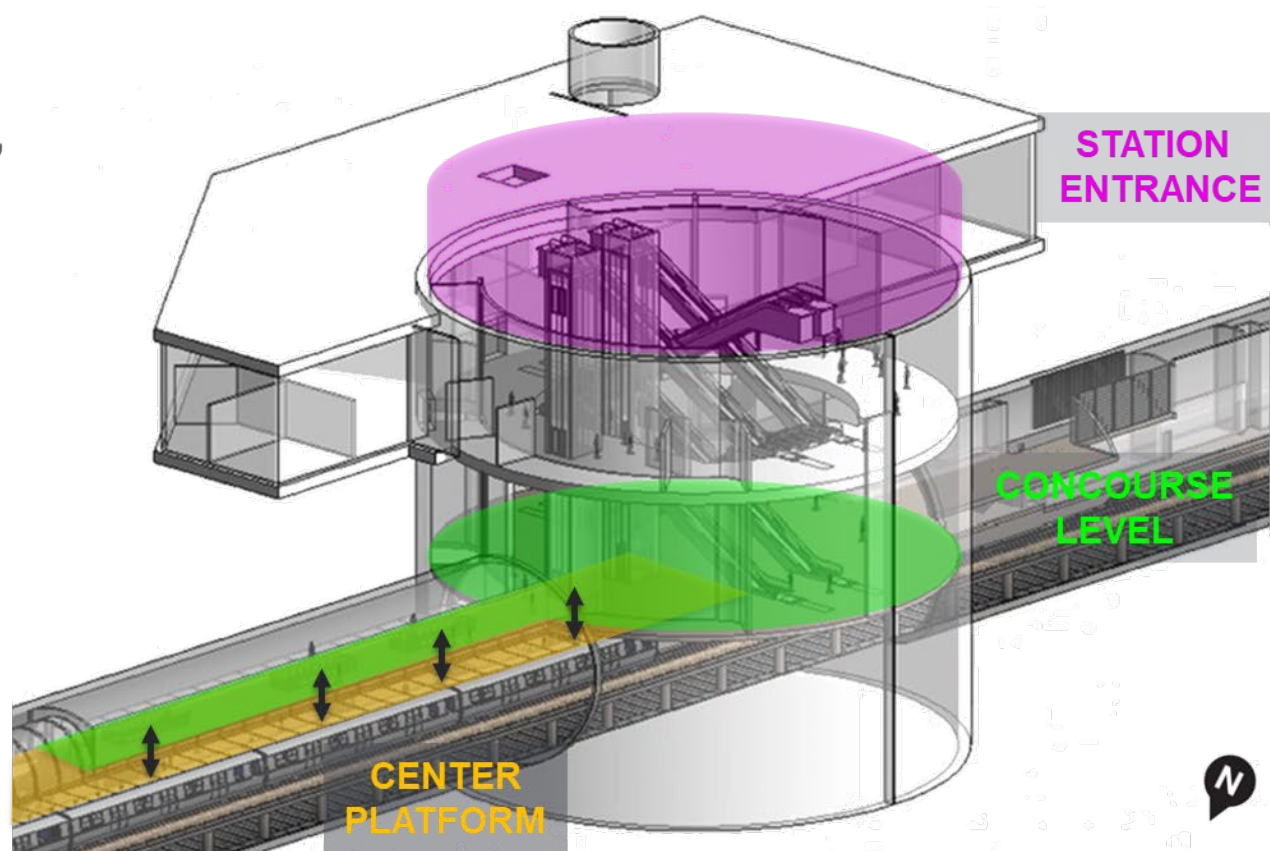
- *This is a planning document subject to change.*



# 28th Street/Little Portugal BART Station Layout



- Street-level **station entrance** with faregates, station agent, add-fare machines, etc.
- **Concourse level** below ground extends from station building into tunnel
- **Center platform** below concourse within the tunnel







## Elevators

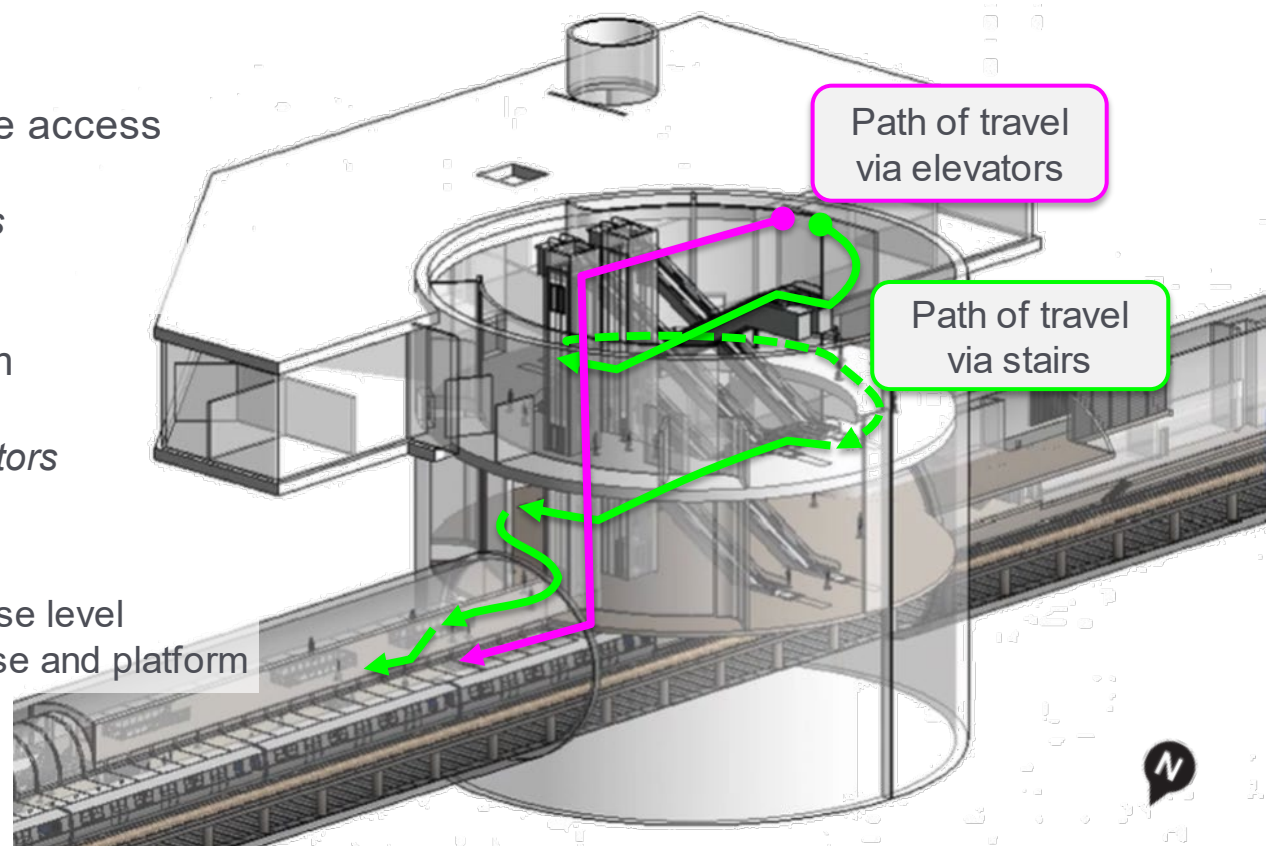
- 2 high-speed elevators provide access from entrance to platform
  - *Accommodate Cargo Bikes*

## Escalators

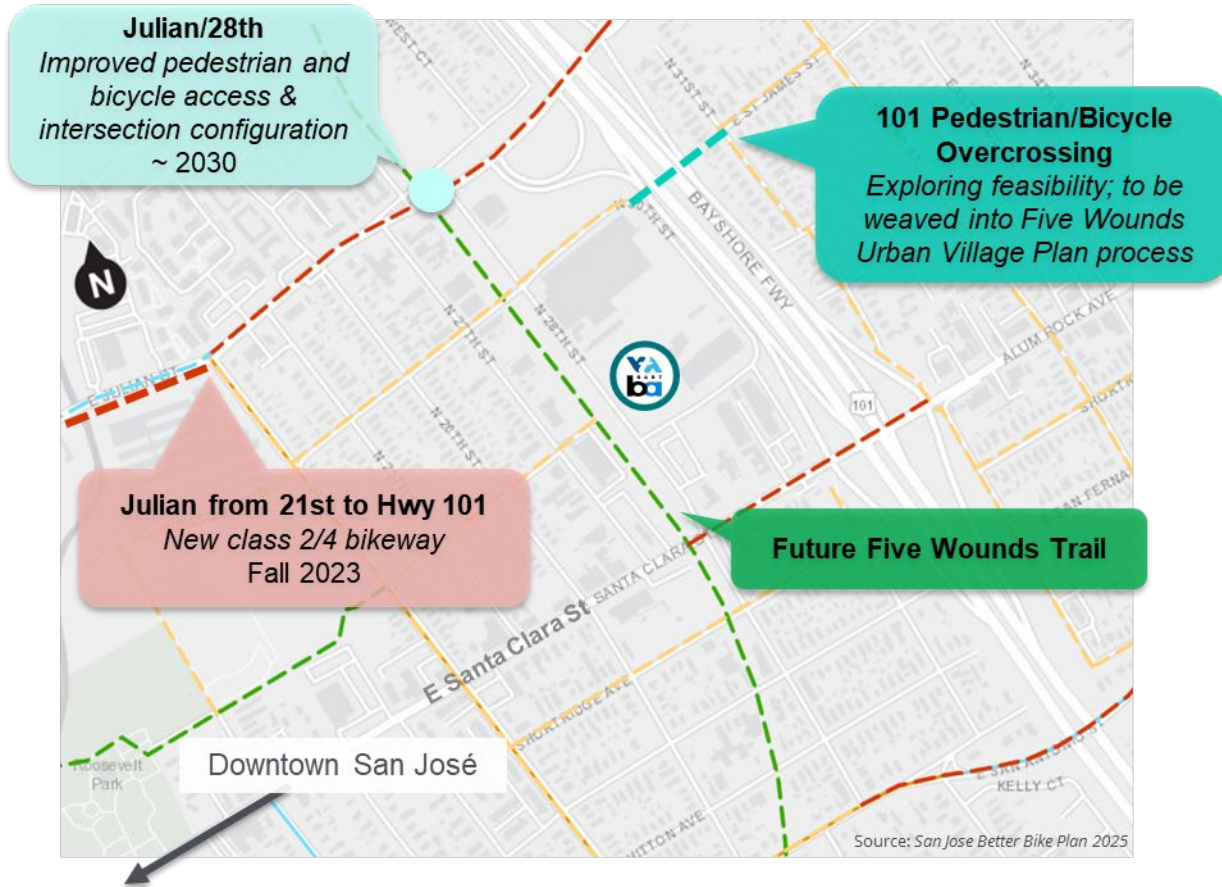
- 2 escalators per direction from street to concourse level
- Note: bikes not permitted on escalators*

## Stairs

- 1 Stairway from street to concourse level
- 5 sets of stairs between concourse and platform



# Planned CSJ Bikeways in 28th Street/Little Portugal Area



- Planned Bikeways**
- Path or Trail
  - Protected Bike Lane
  - Bike Lane or Protected Bike Lane
  - Bike Lane
  - Bike Boulevard
  - Spot Improvement

- Bike/Ped Overcrossing
- Bike/Ped Access Improvement

- Existing Bikeways**
- Path or Trail
  - Protected Bike Lane
  - Bike Lane (with buffer)
  - Bike Lane
  - Bike Boulevard
  - Bike Route

# 28th Street/Little Portugal BART Station Access Plan

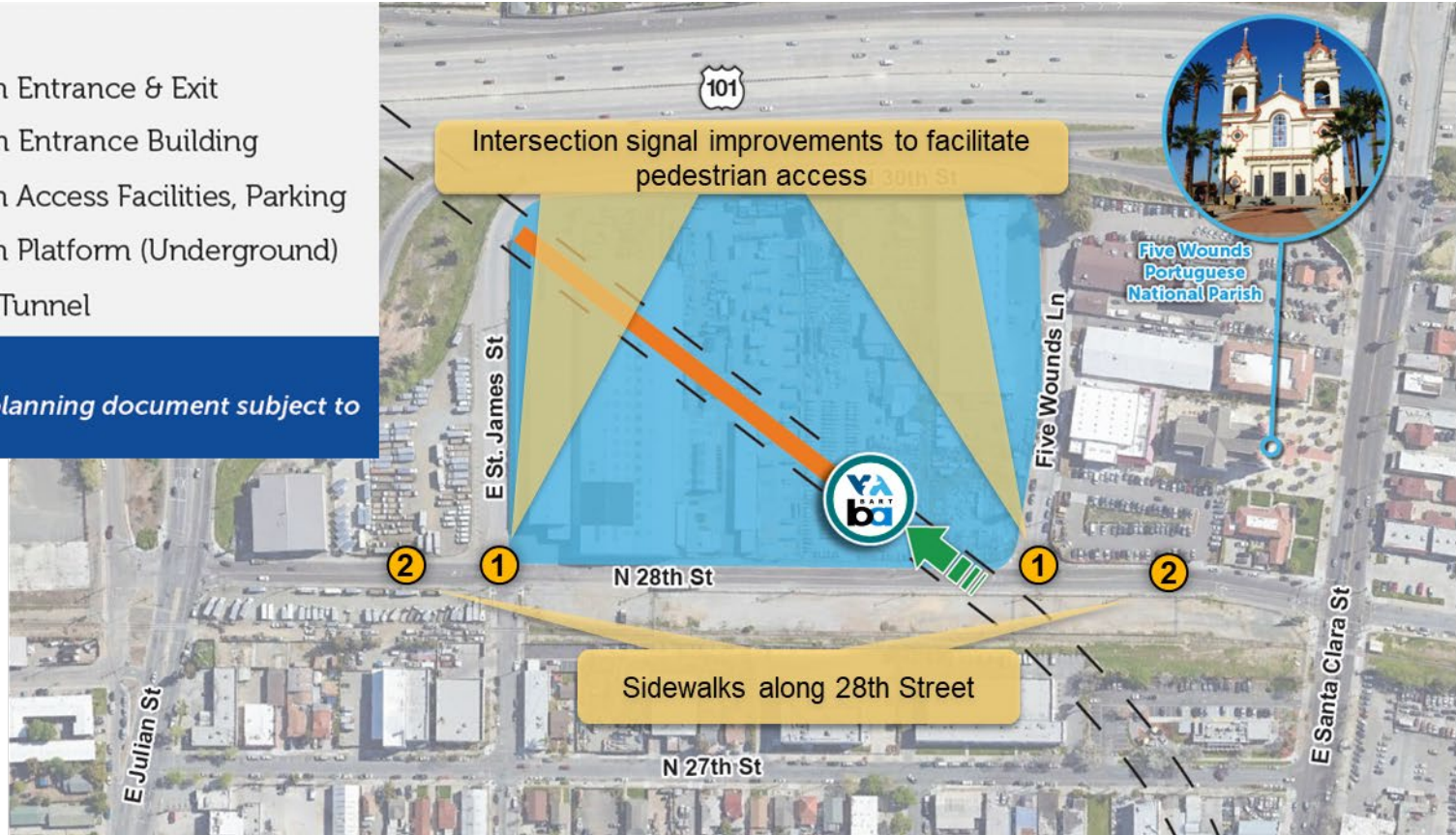


## LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

## NOTE:

- *This is a planning document subject to change.*





# 28th Street/Little Portugal BART Station Access Plan



## LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

## NOTE:

- This is a planning document subject to change.*



# 28th Street/Little Portugal BART Station Access Plan



## LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Access Facilities, Parking
- Station Platform (Underground)
- BART Tunnel

## NOTE:

- *This is a planning document subject to change.*

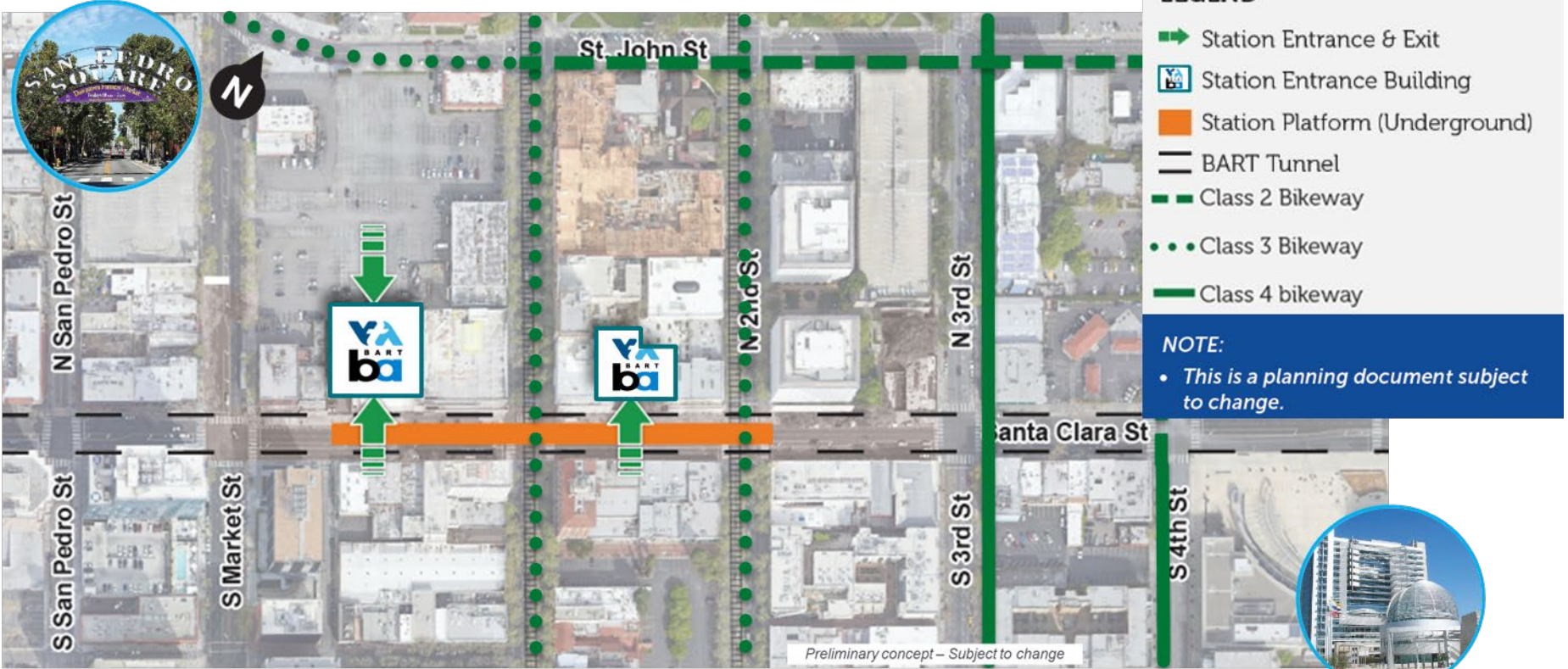




# Downtown San José BART Station Access



## San Pedro Square





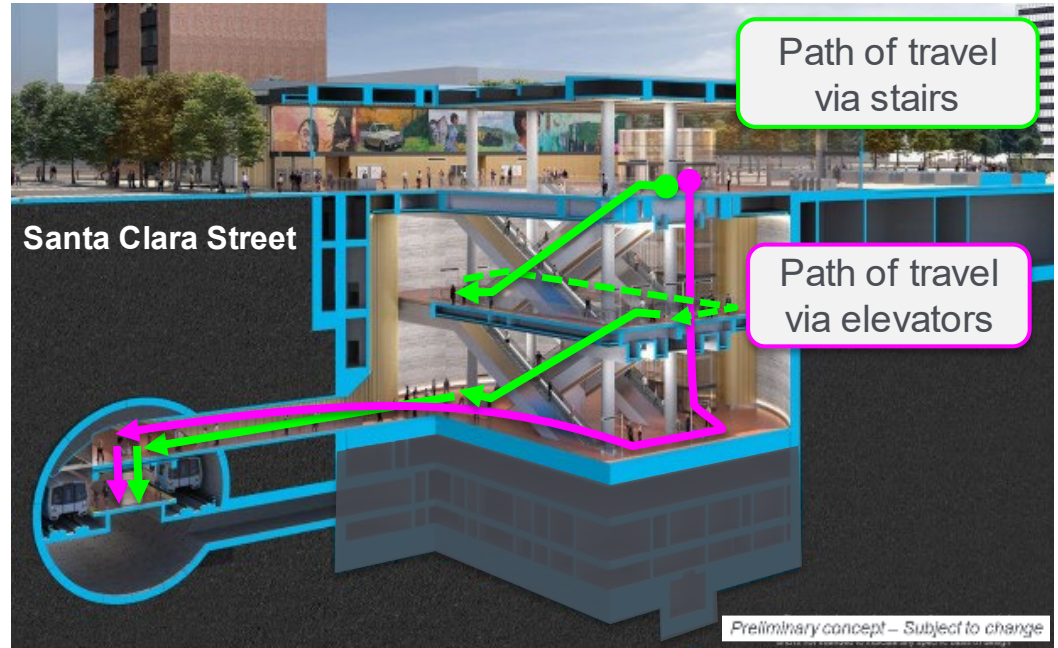
## Primary Entrance

### Entrance → Concourse

- 3 high-speed elevators
  - *Accommodates Cargo Bikes*
- Stairs

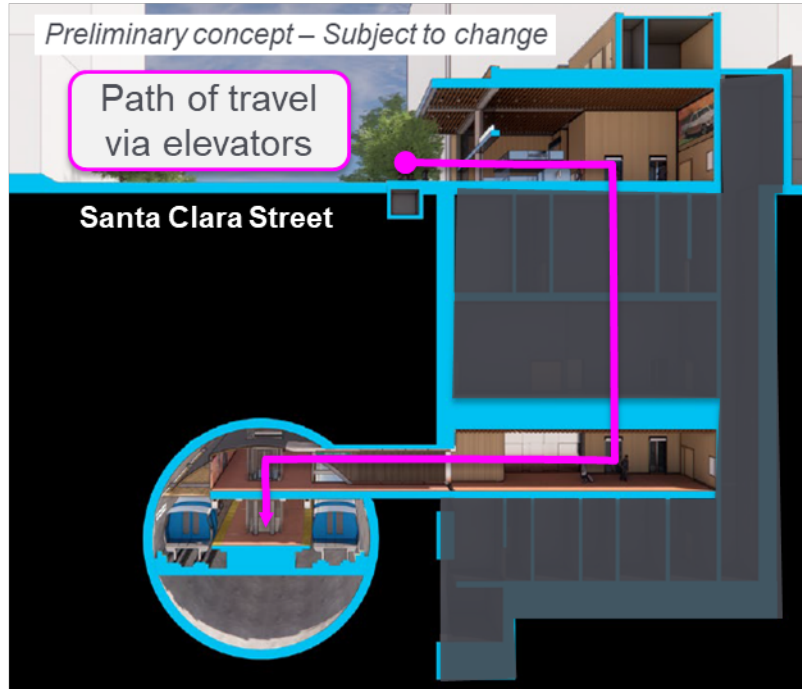
### Concourse → Platform

- 2 elevators
  - *Accommodates Cargo Bikes*
- 4 sets of stairs





## Secondary Entrance



### Entrance → Concourse

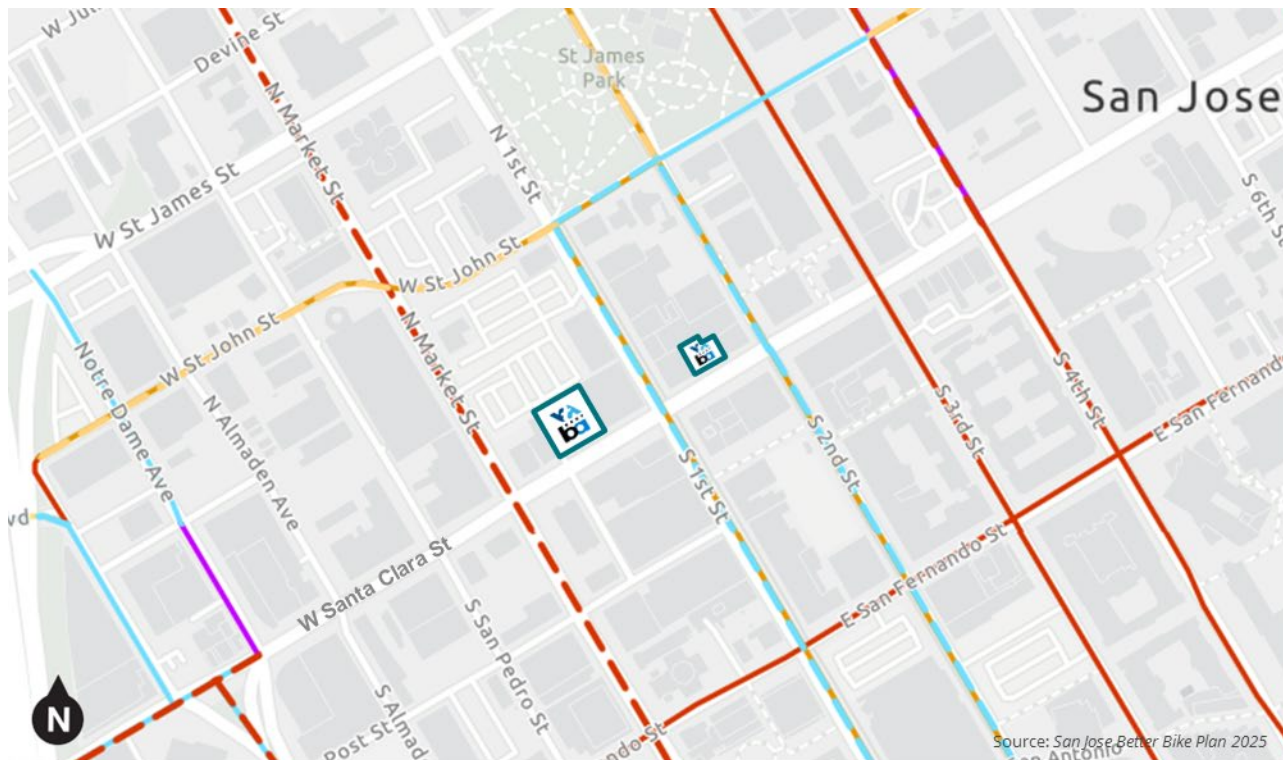
- 4 high-speed elevators
  - Accommodates Cargo Bikes

### Concourse → Platform

- 2 elevators
  - Accommodates Cargo Bikes
- 4 sets of stairs



# Planned CSJ Bikeways in Downtown San José



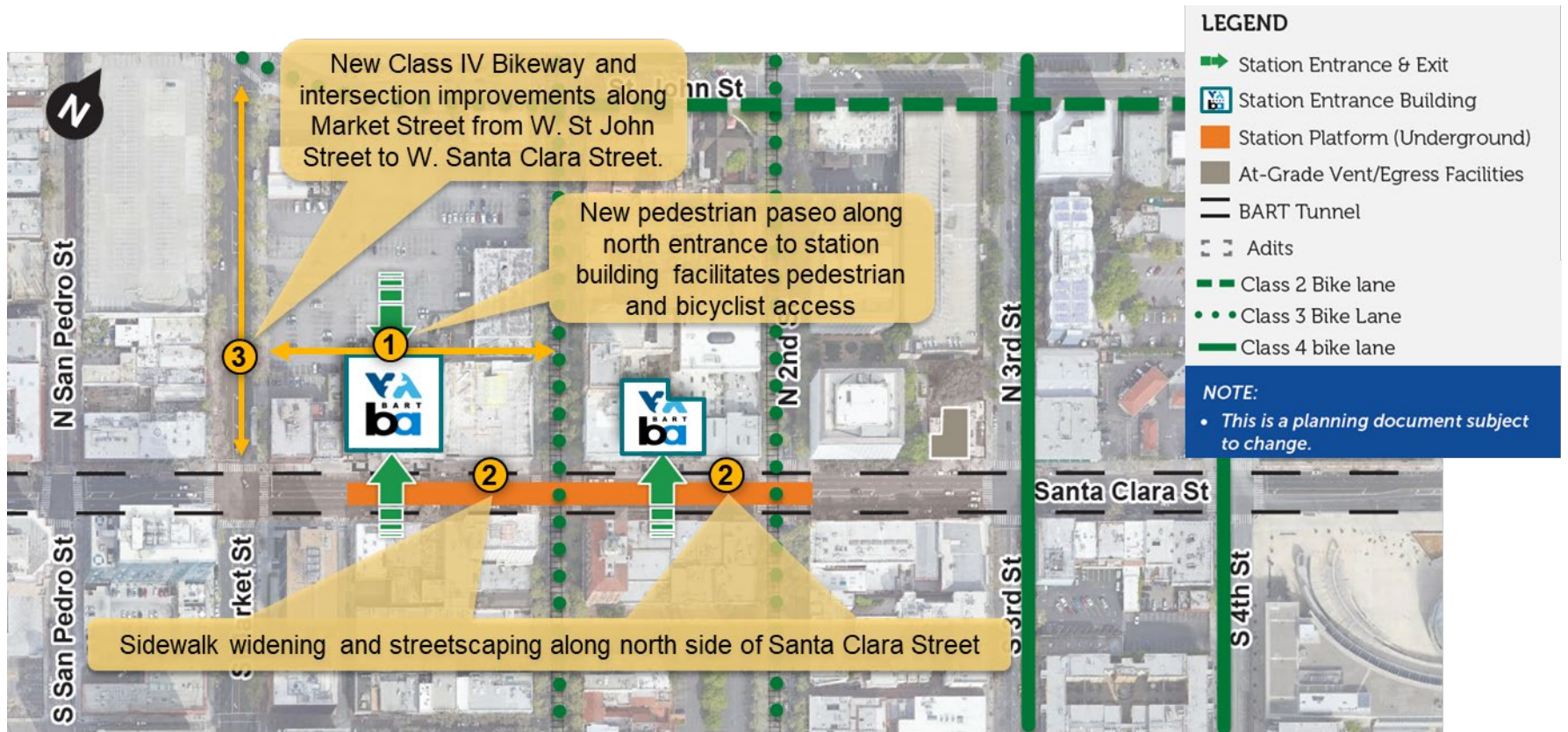
## Planned Bikeways

- Path or Trail
- Protected Bike Lane
- Bike Lane or Protected Bike Lane
- Bike Lane
- Bike Boulevard
- Spot Improvement

## Existing Bikeways

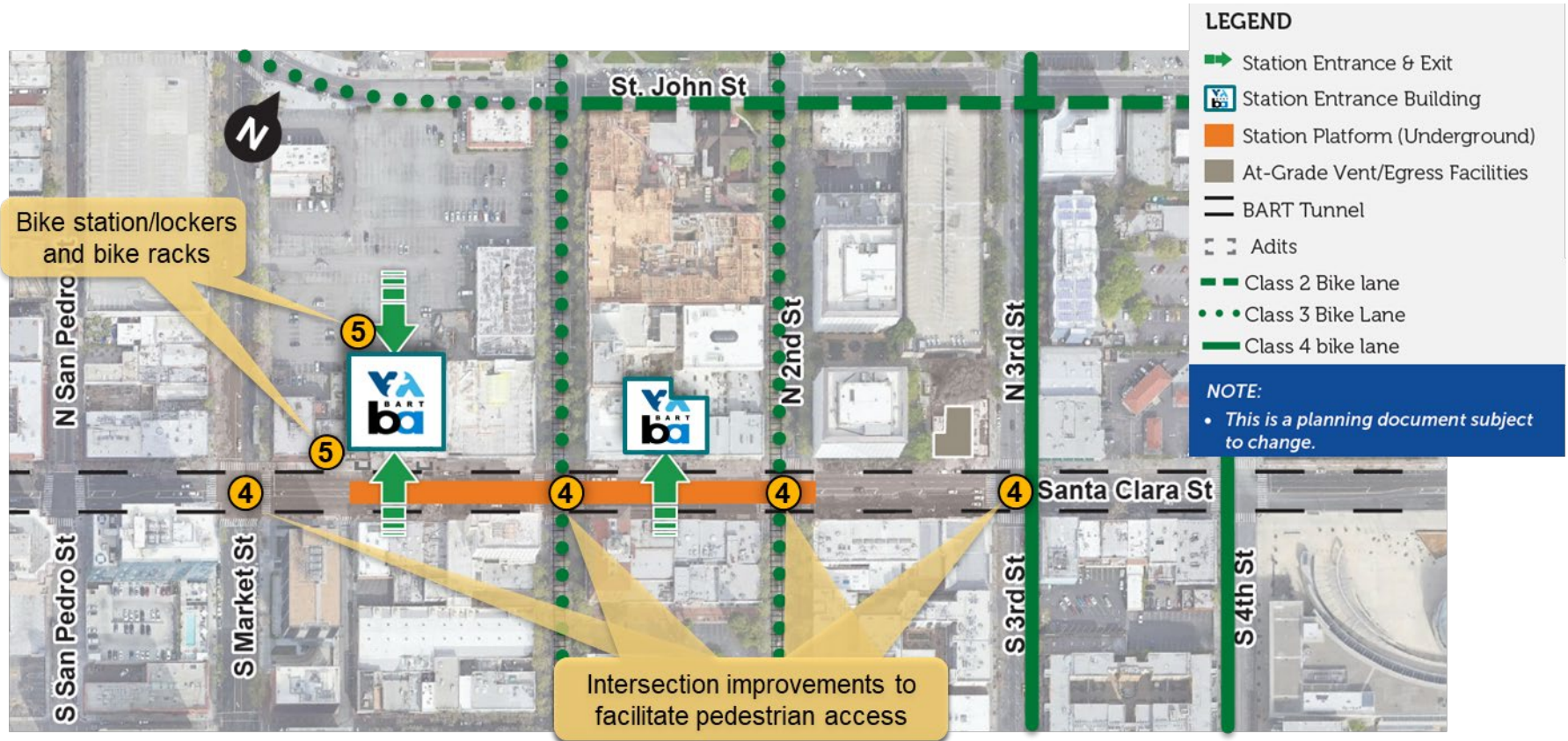
- Path or Trail
- Protected Bike Lane
- Bike Lane (with buffer)
- Bike Lane
- Bike Boulevard
- Bike Route

# Downtown San José BART Station Access Plan





# Downtown San José BART Station Access Plan



# Diridon BART Station Access



## LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Platforms (Underground)
- BART Tunnel
- Class 2 Bikeway
- Class 3 Bikeway
- Class 4 bikeway

## NOTE:

- This is a planning document subject to change.*





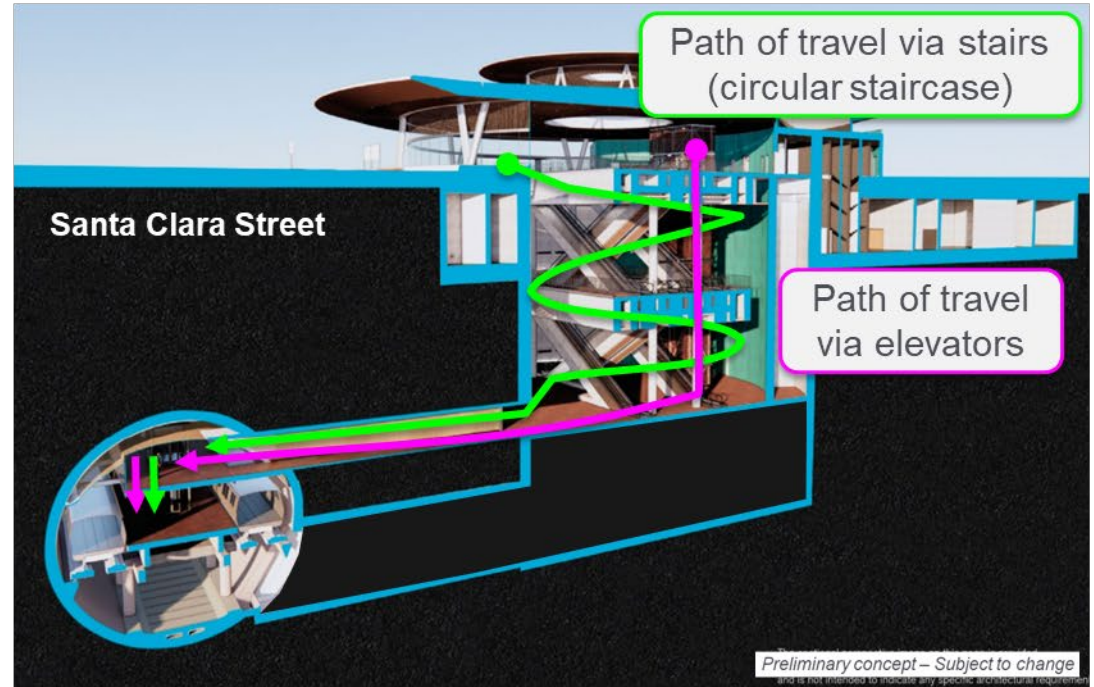
## Entrance → Concourse

- 2 high-speed elevators
  - Accommodates Cargo Bikes
- Stairs

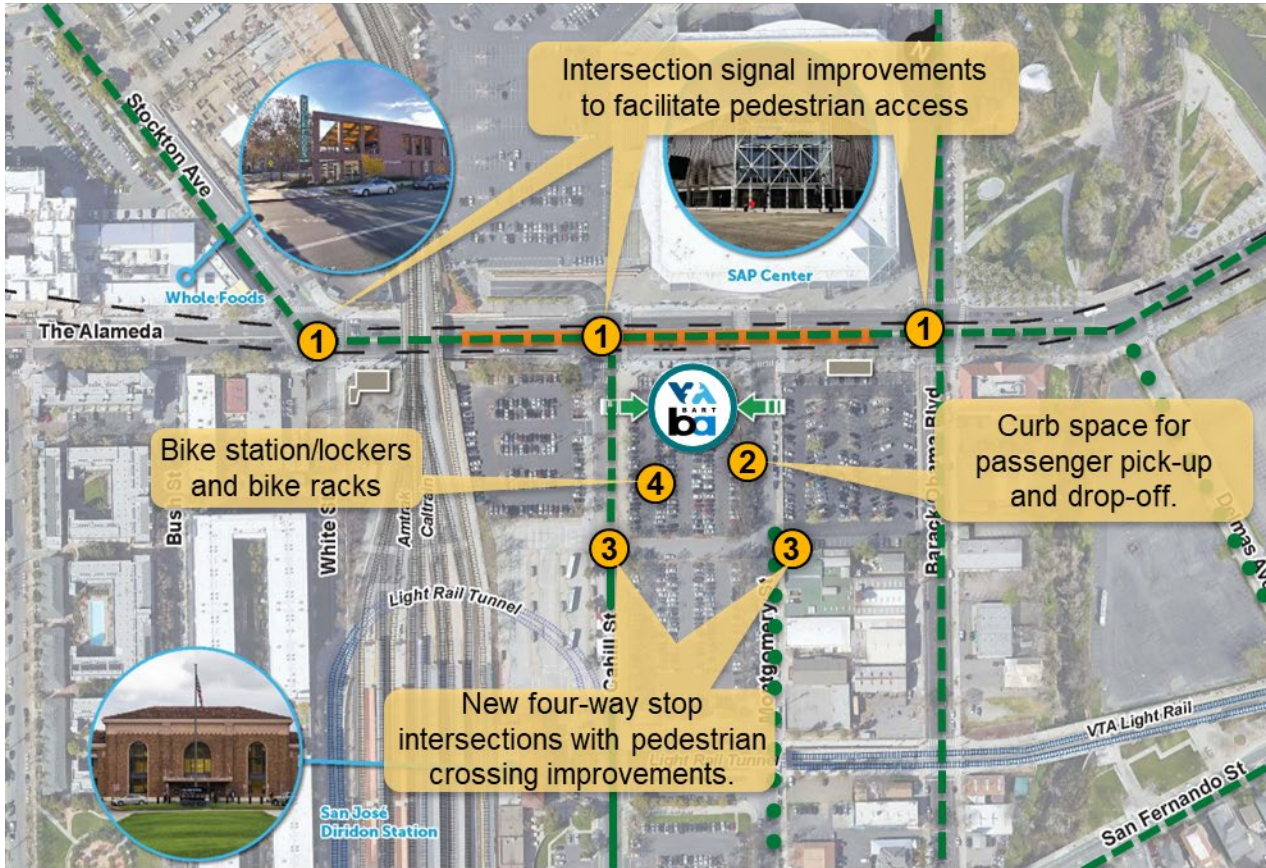
## Concourse → Platform

- 2 elevators
  - Accommodates Cargo Bikes
- 5 sets of stairs

## Primary Entrance



# Diridon BART Station Access Plan



## LEGEND

- Station Entrance & Exit
- Station Entrance Building
- Station Platforms (Underground)
- At-Grade Vent/Egress Facilities
- BART Tunnel
- Adits
- Class 2 Bikeway
- Class 3 Bikeway
- Class 4 bikeway

### NOTE:

- This is a planning document subject to change.





# Santa Clara BART Station Access

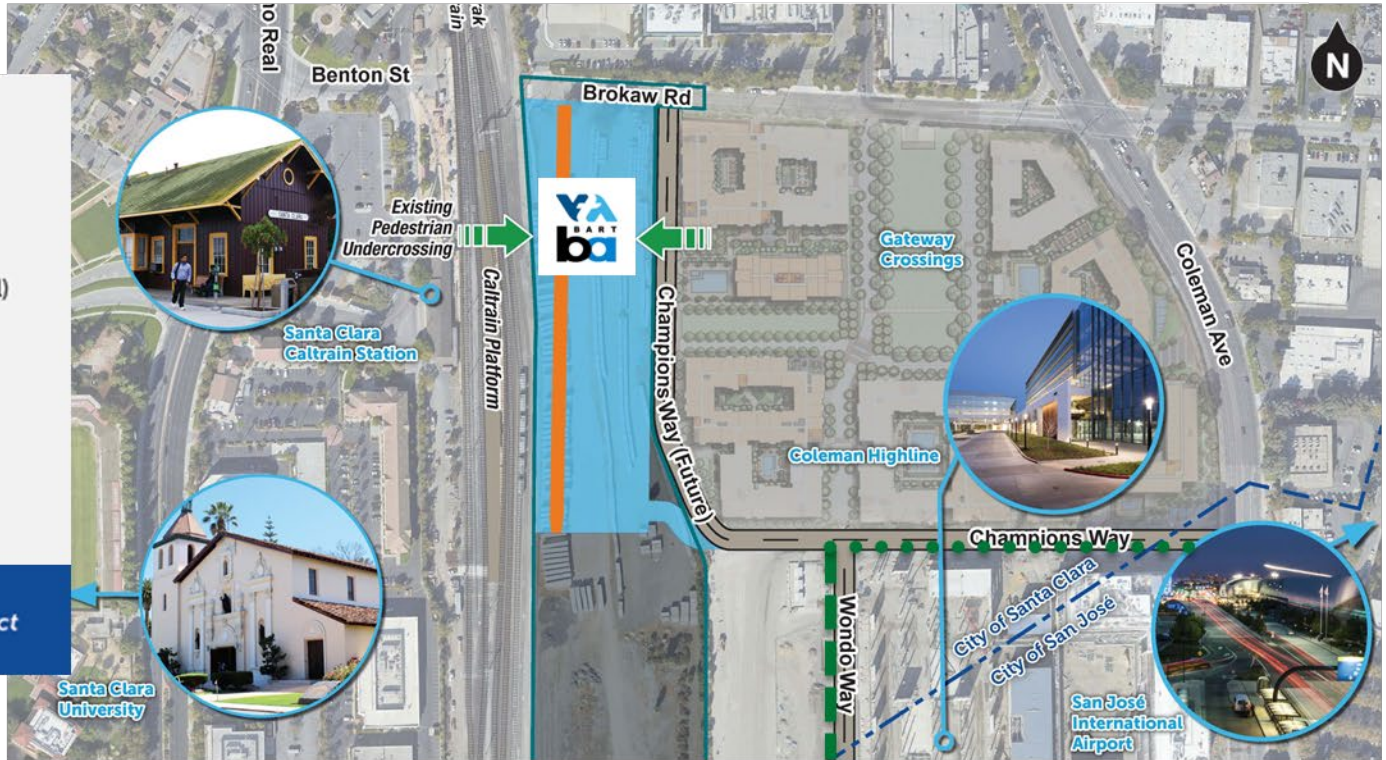


## LEGEND

- Station Entrance & Exit
- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Construction & Staging Area (under consideration)
- Newhall Yard & Maintenance Facility
- Class 2 Bikeway
- Class 3 Bikeway

## NOTE:

- This is a planning document subject to change.





# Santa Clara BART Station Circulation



Looking southeast from Brokaw Road

Path of travel to faregates from east

Path of travel to faregates from west (pedestrian tunnel)



Preliminary concept – Subject to change

	East Entrance	West Entrance	Concourse
Elevators	2	2	2
Escalators	2	2	2
Stairs	1	1	2

➤ Bicycle Stair Channel

# Conceptual View of Santa Clara BART Station East Entrance

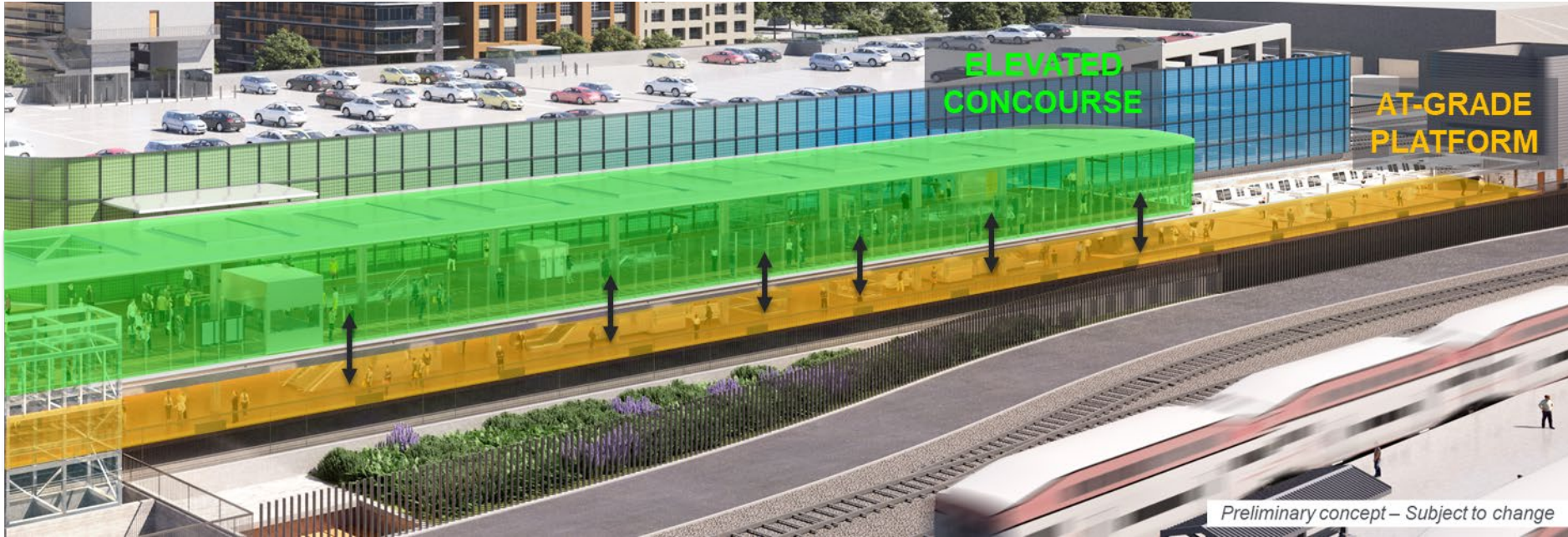


# Santa Clara BART Station West Entrance





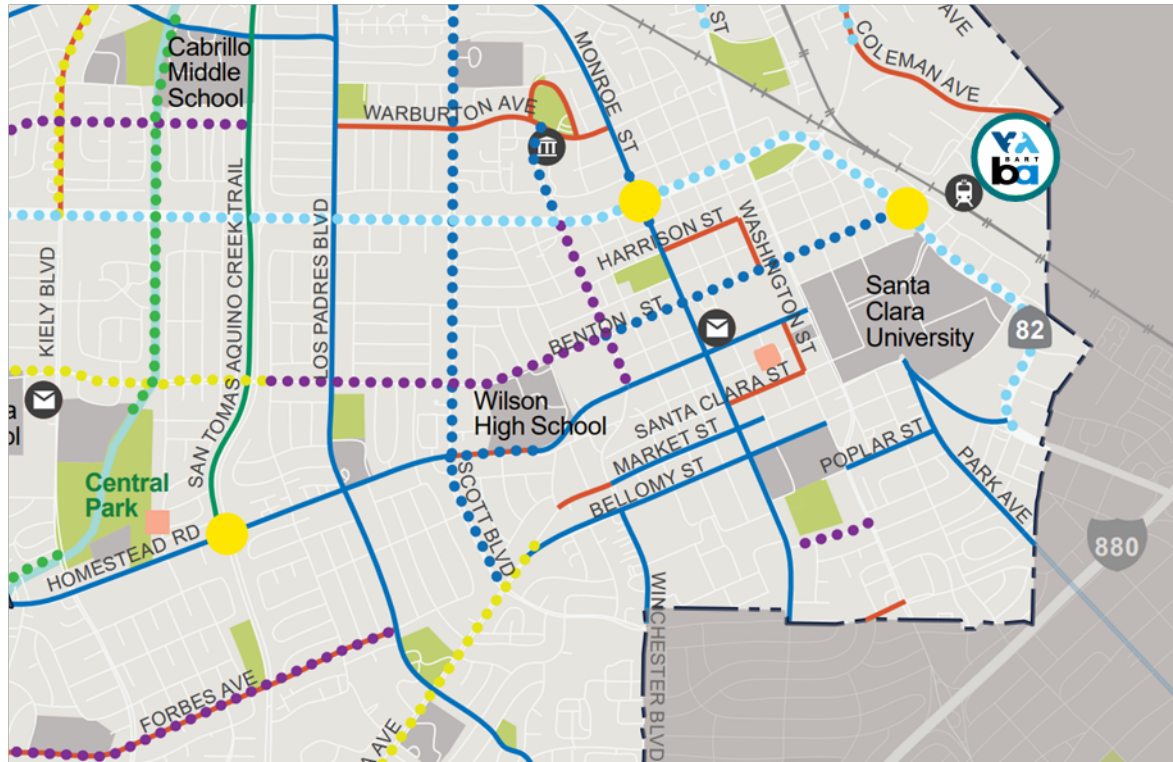
# Conceptual View of Santa Clara BART Station Concourse



# Planned CSC Bikeways in Santa Clara Station Area



In October 2019, the Santa Clara City Council approved Bicycle Master Plan Update 2018



## Existing Bikeways

- Bridge or Undercrossing
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

## Proposed Improvements

- Spot Improvement

## City Boundary



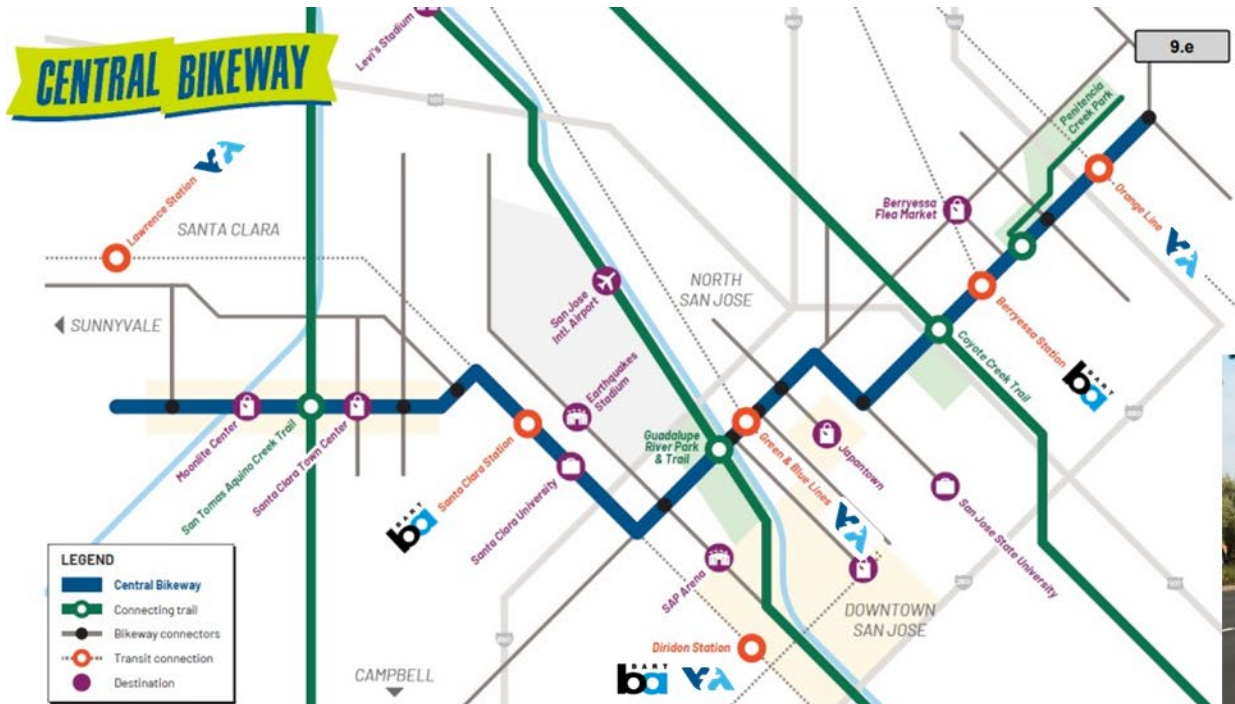
## Recommended Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway

## Destinations + Boundaries

- Ⓜ City Hall
- Ⓜ Train Station
- Ⓜ USPS Office
- School
- Hospital
- Park
- Library

# VTA's Central Bikeway Project



**VTA Board of Directors approved on May 4th**



Conceptual Rendering



# Santa Clara BART Station Access Plan

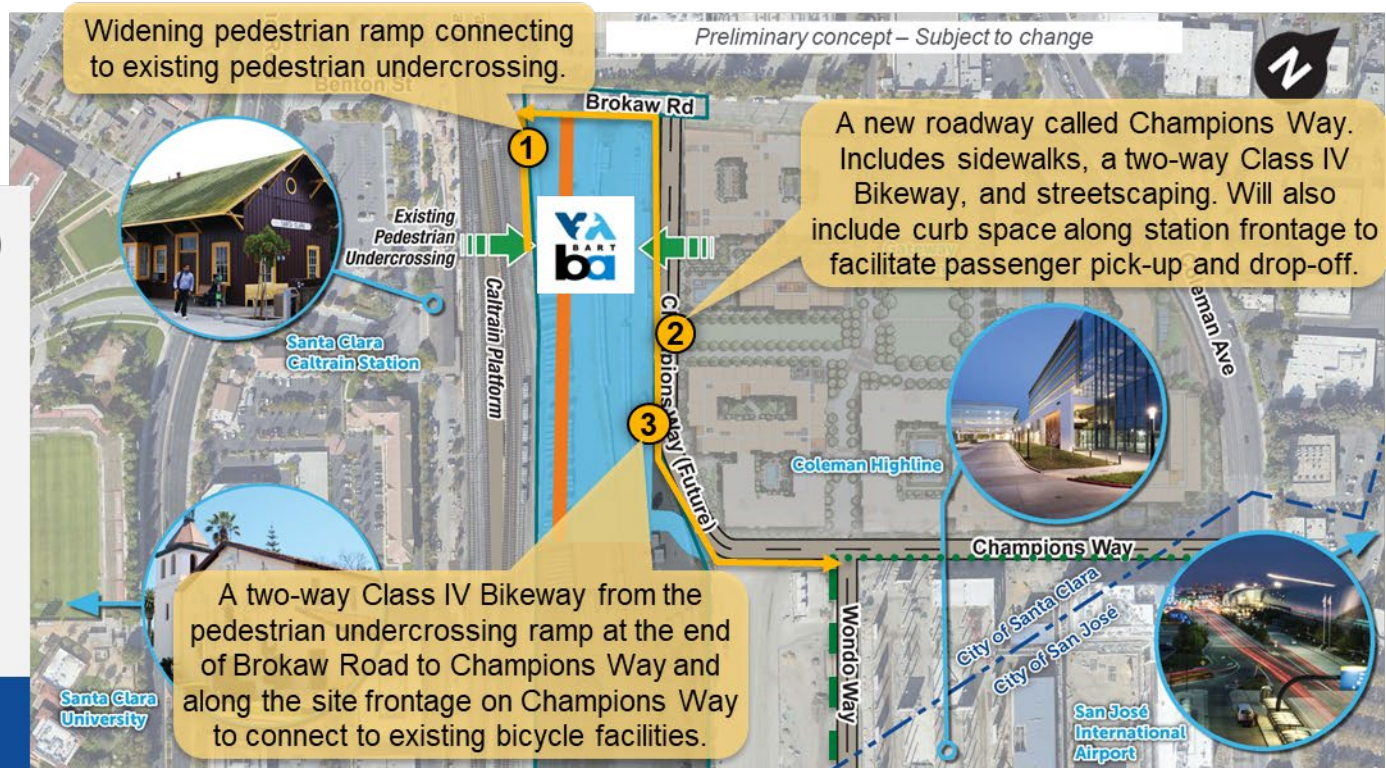


## LEGEND

- Station Entrance & Exit
- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Construction & Staging Area (under consideration)
- Newhall Yard & Maintenance Facility
- Class 2 Bikeway
- Class 3 Bikeway

## NOTE:

- This is a planning document subject to change.



# Santa Clara BART Station Access Plan

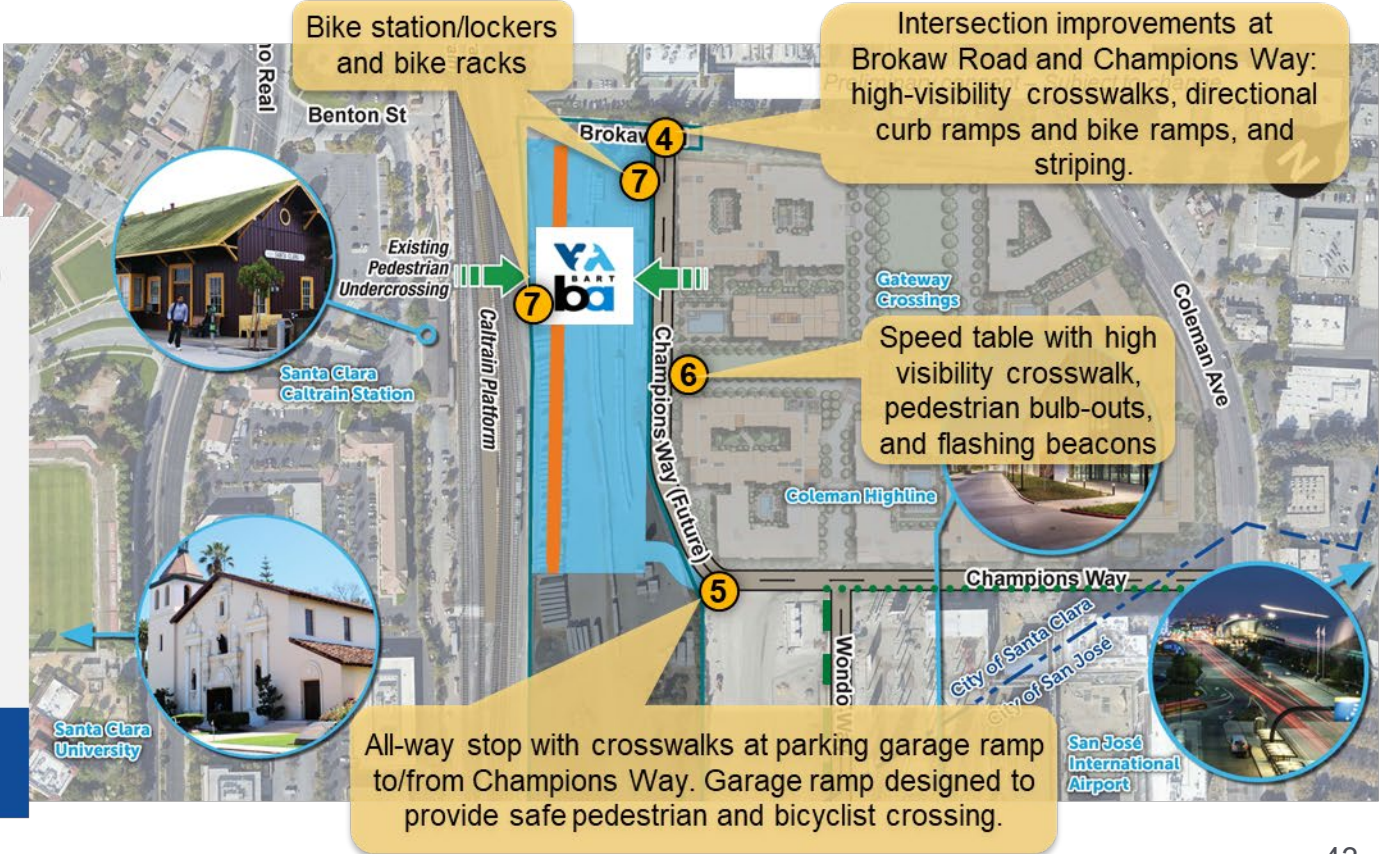


**LEGEND**

- Station Entrance & Exit
- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Construction & Staging Area (under consideration)
- Newhall Yard & Maintenance Facility
- Class 2 Bikeway
- Class 3 Bikeway

**NOTE:**

- This is a planning document subject to change.







# Next Steps

# Next Steps



## ***Starting Late 2023/Early 2024***

- *Confirming station access and circulation plans*
- *Incorporating latest City plans as applicable*
- *Advance design of station facilities to 100%*

- We expect to meet with you again as design advances, before design is finalized.



# Stay Involved



## Interactive Efforts



Tabling events throughout the year around the station areas



Community Working Group meetings



Public Meetings



Community Group Meeting Outreach

- Reach out to have us present updates at your local Community Group/Neighborhood Association/etc. [www.vta.org/about/subscribe](http://www.vta.org/about/subscribe)

## Resources



VTA's hotline number: **408-321-2345**

- Call to learn more about specific project efforts and provide your feedback



VTA's website: [vta.org/bart](http://vta.org/bart)

Sign up to get alerted on nearby construction and find Informational Factsheets, Newsletters, and Blog Posts



Email questions to: [vtabart@vtabsv.com](mailto:vtabart@vtabsv.com)

Social Media



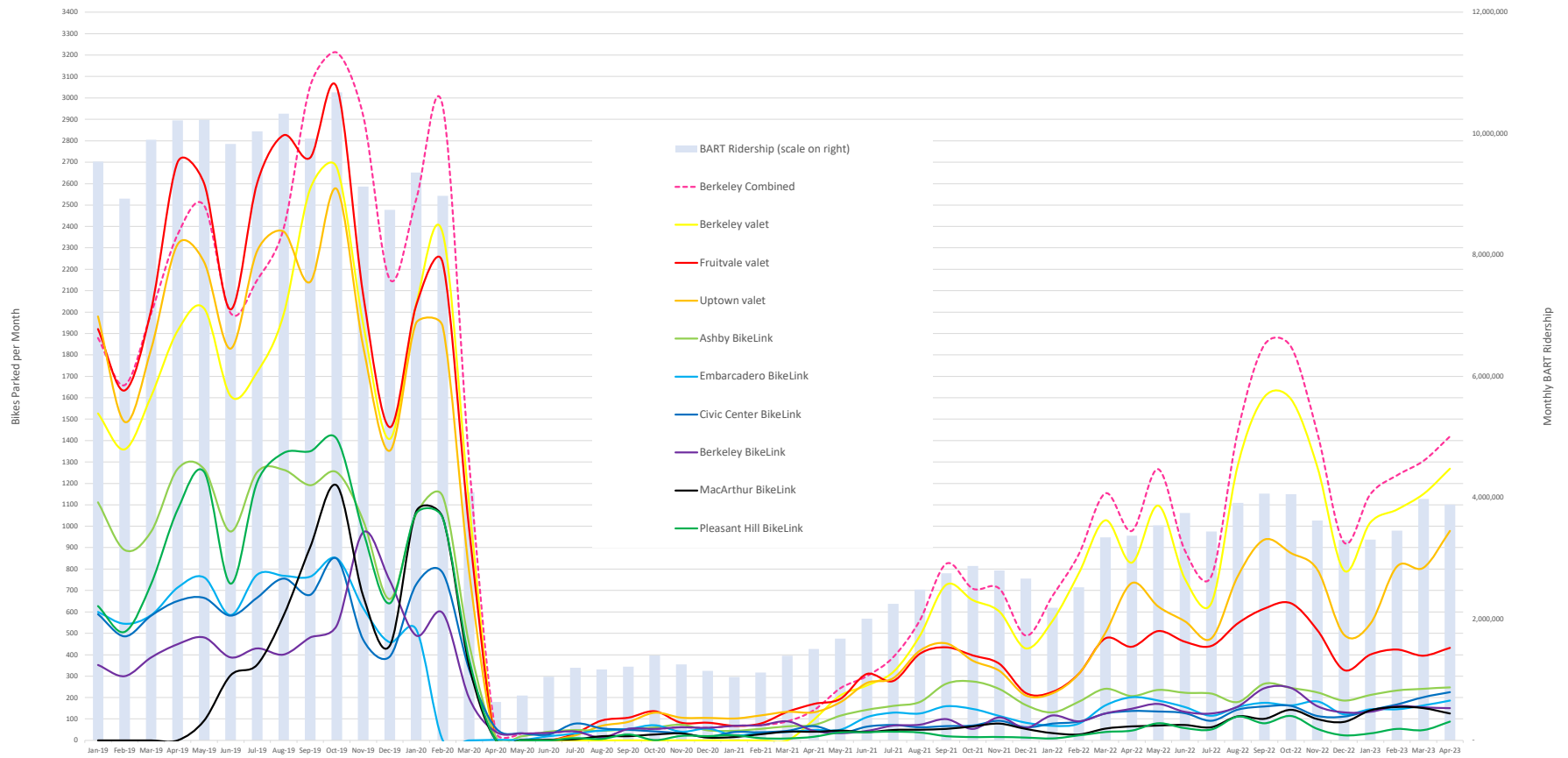
Twitter: [@bartsv](https://twitter.com/bartsv)

Facebook: [@bartsv](https://www.facebook.com/bartsv)

Instagram: [@scvta](https://www.instagram.com/scvta)

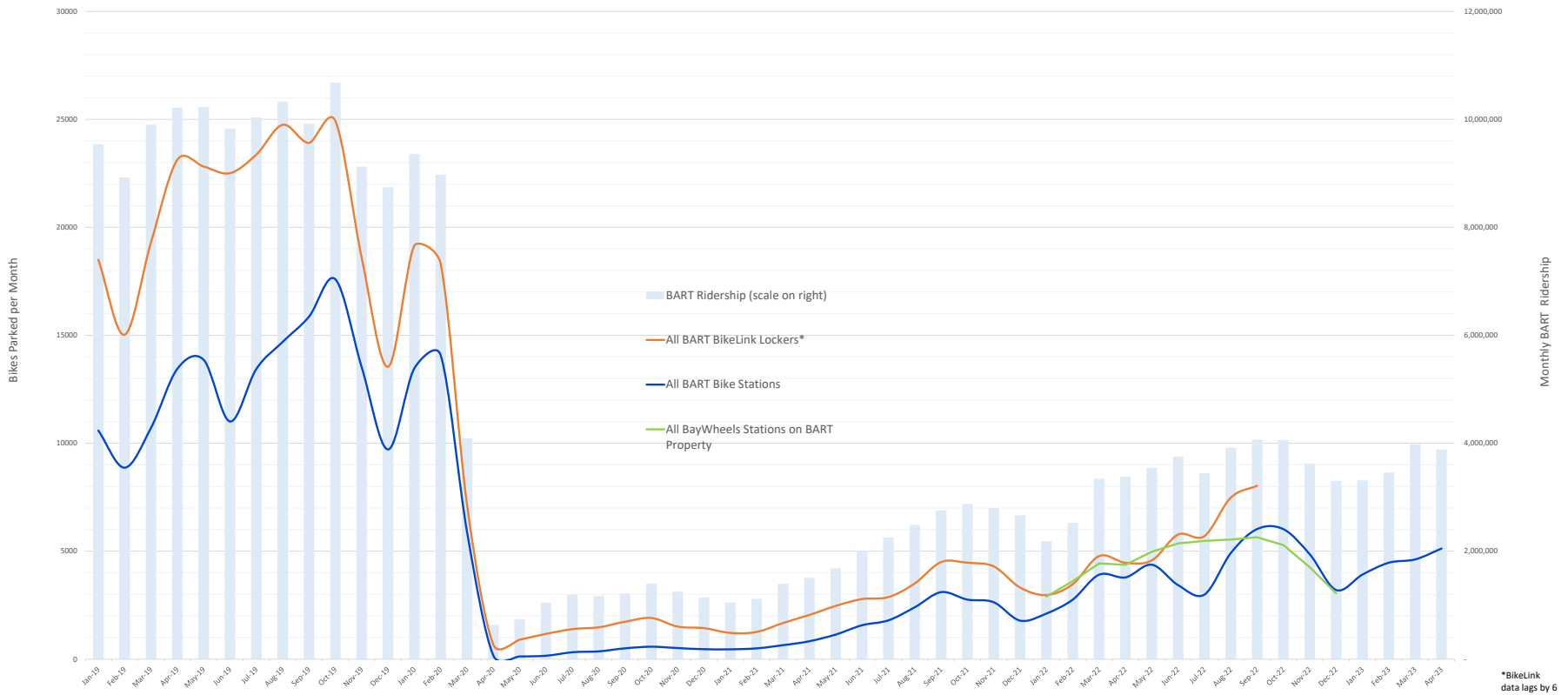


### Monthly Volumes at BART Bike Stations & BART Ridership Jan 2019-April 2023





### Monthly Rentals at all BikeLink Bike Lockers and BART Bike Stations vs. BART Ridership Jan 2019-April 2023

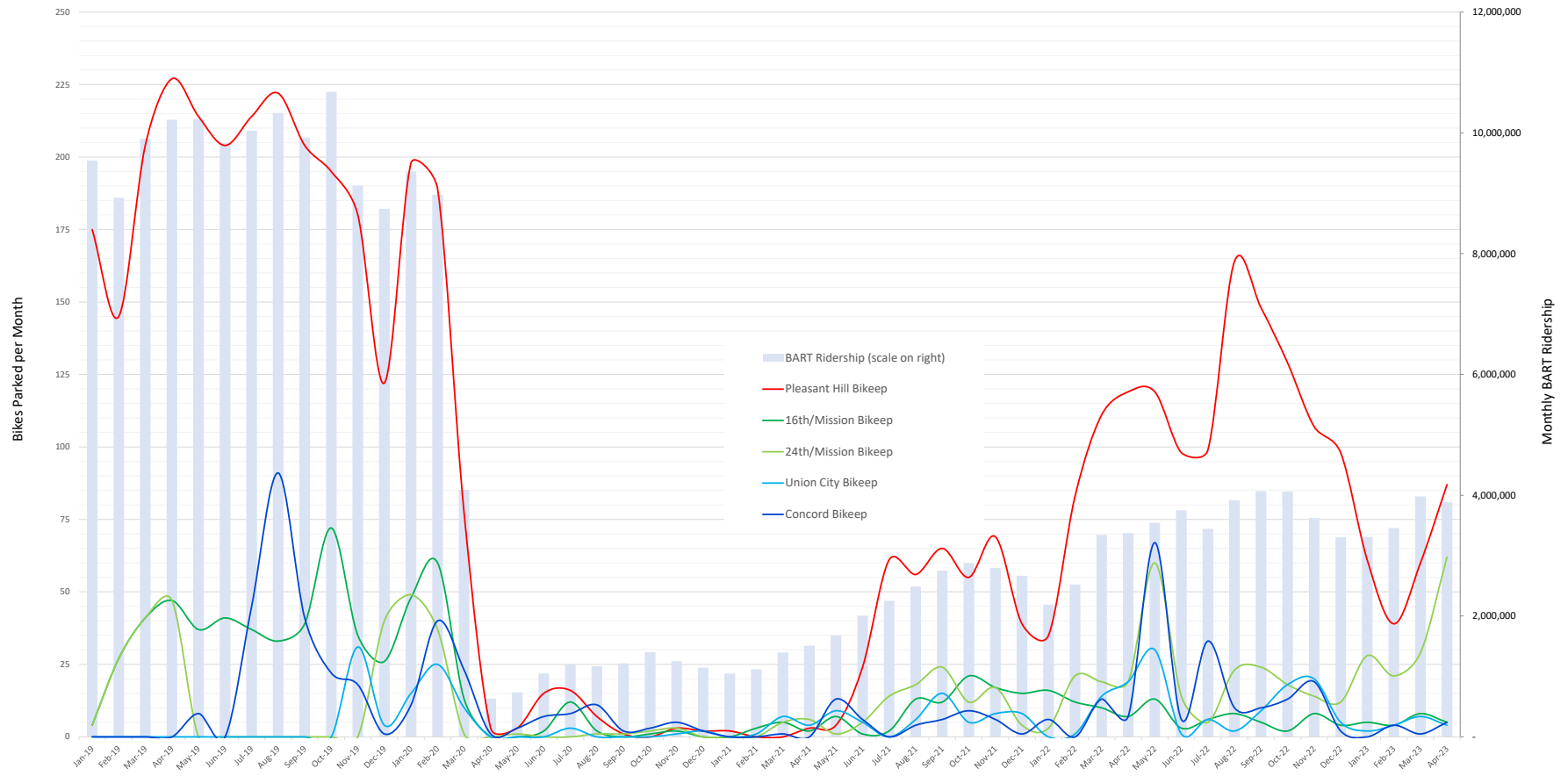


\*BikeLink data lags by 6 mos.



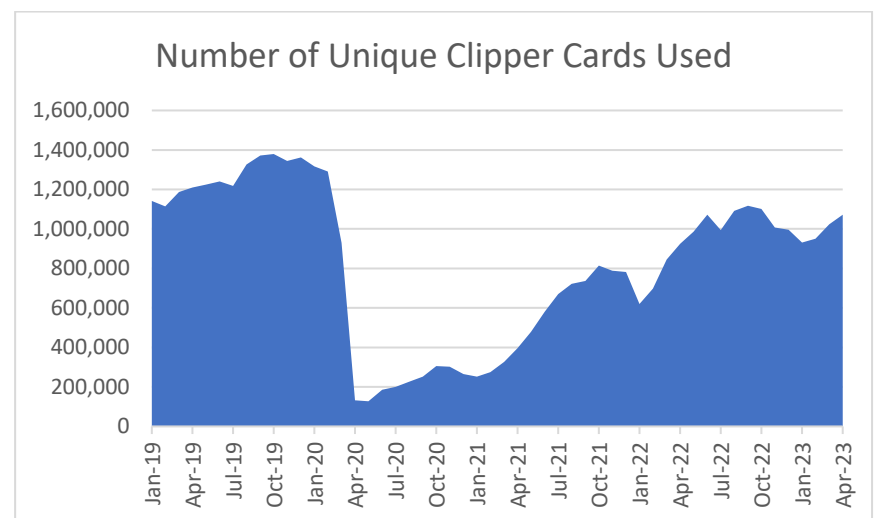
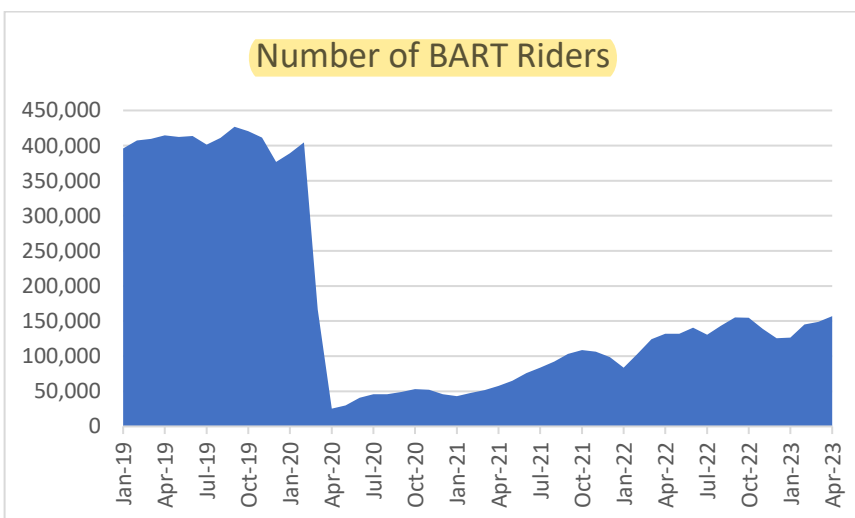
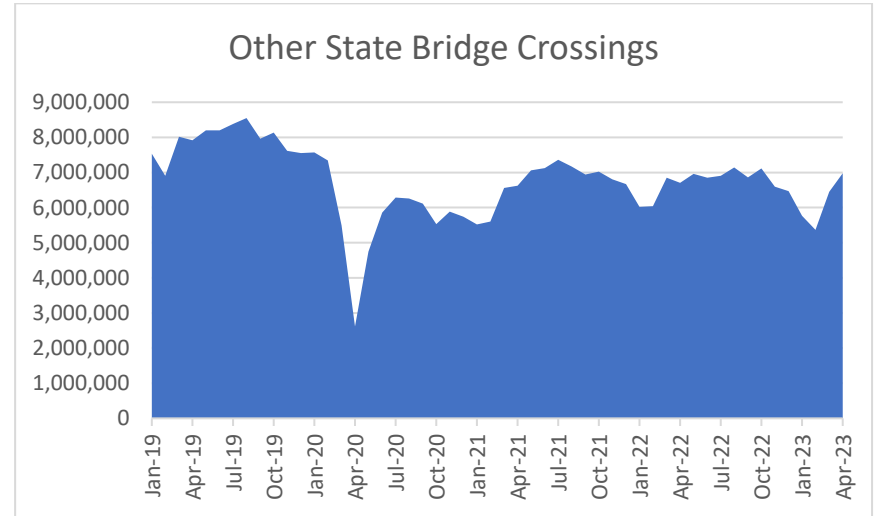
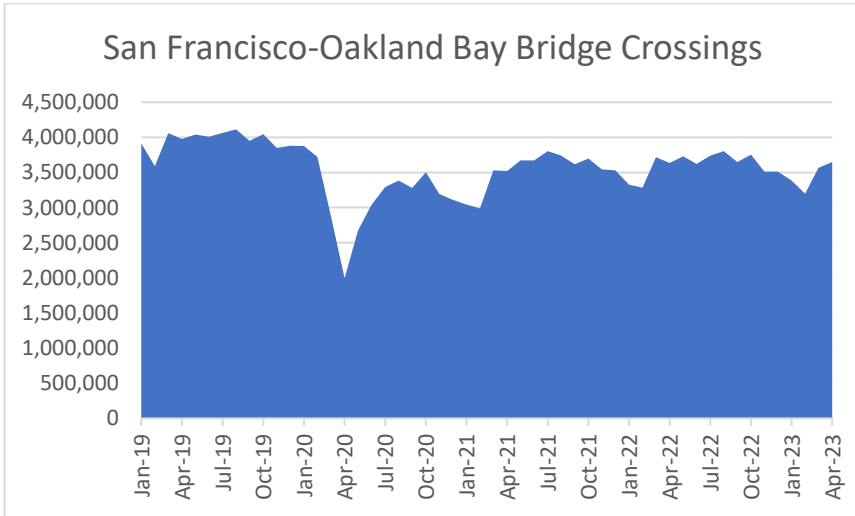


### Monthly Volumes at BART Bikeep Smart Racks & BART Ridership Jan 2019-April 2023

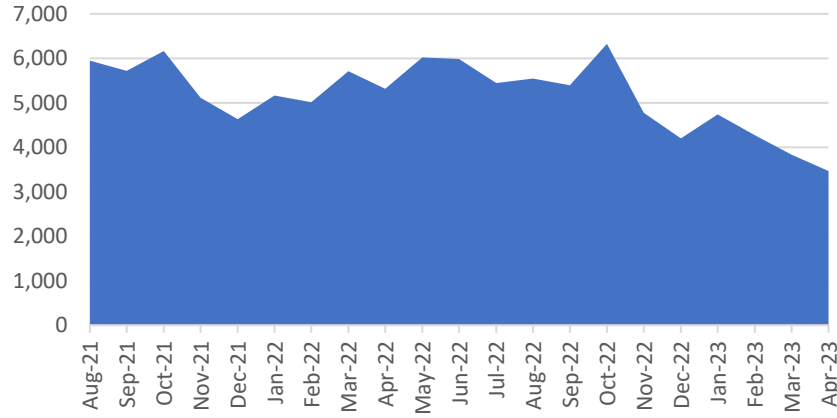




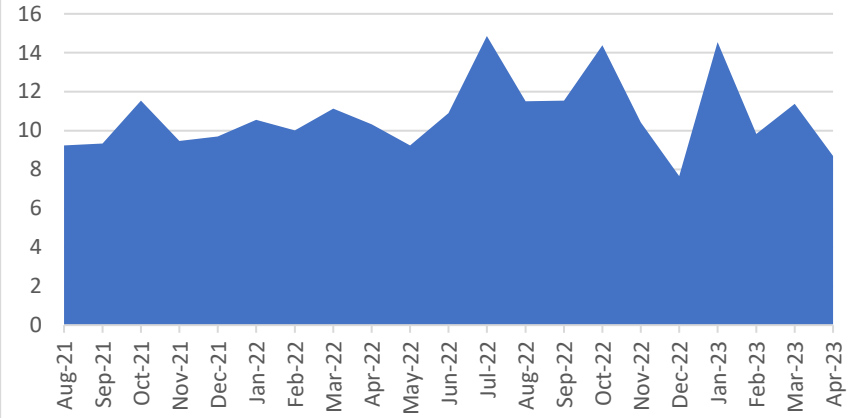
# MTC Operational Statistics, as of May 10, 2023



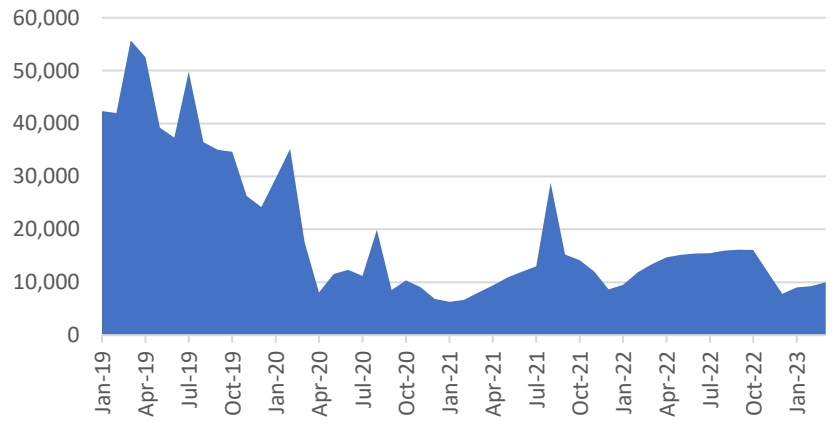
### FSP Number of Assists



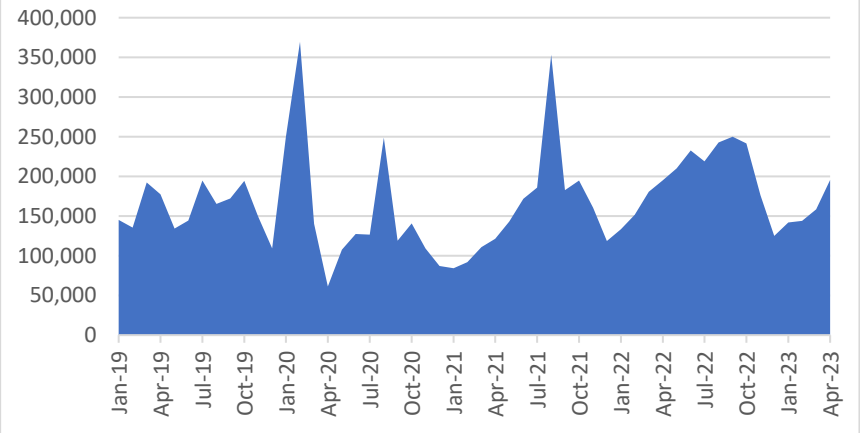
### FSP Average Wait Time (Minutes)



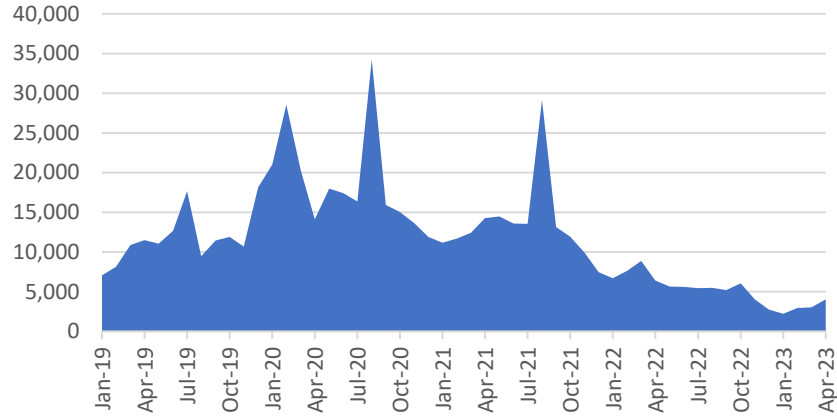
### East Bay Bay Wheels Trips



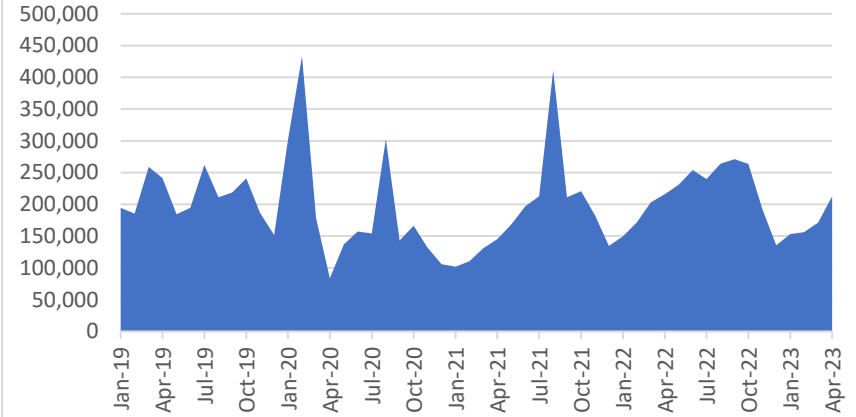
### San Francisco Bay Wheels Trips



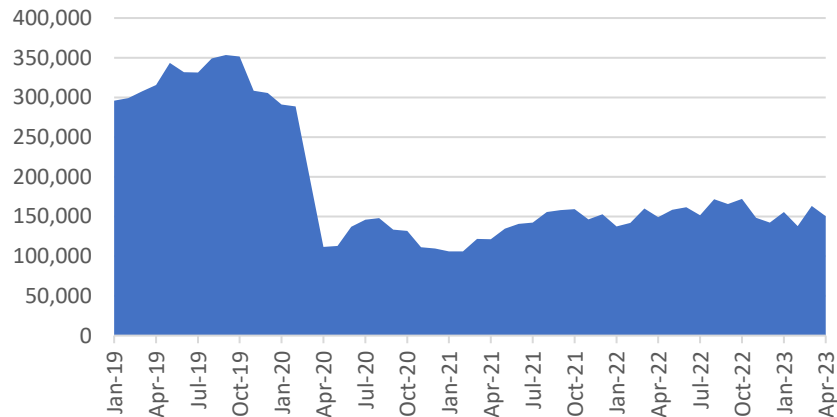
### San Jose Bay Wheels Trips



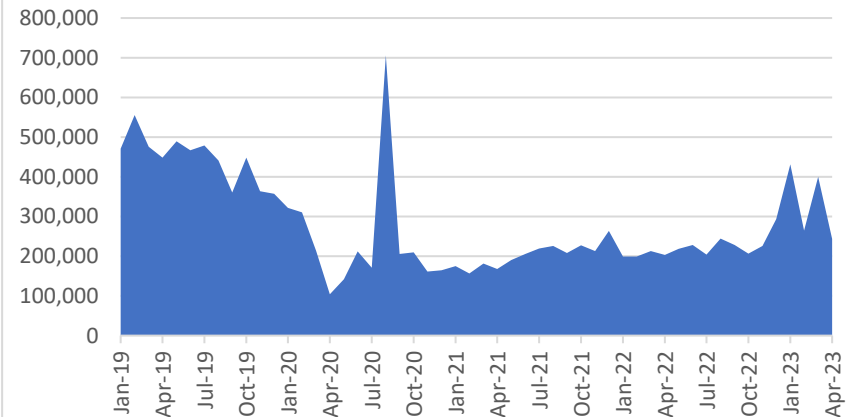
### All Bay Wheels Trips



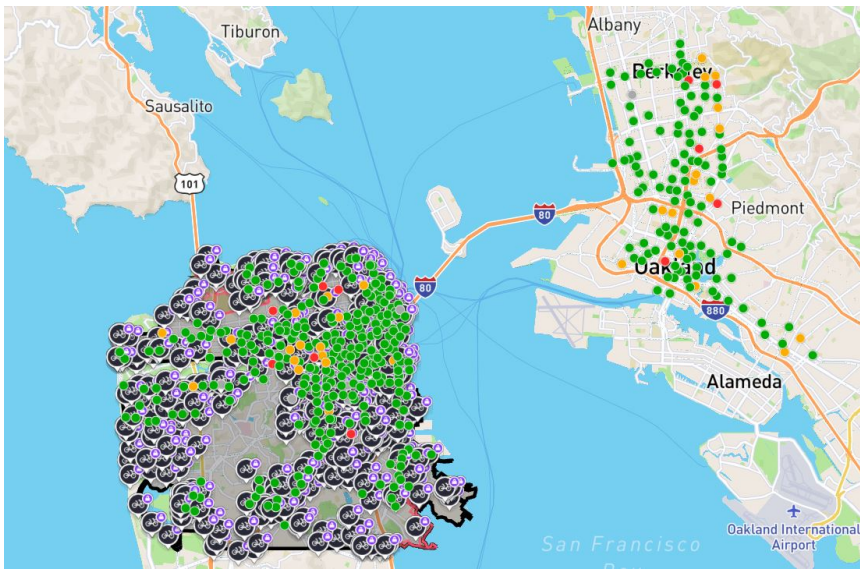
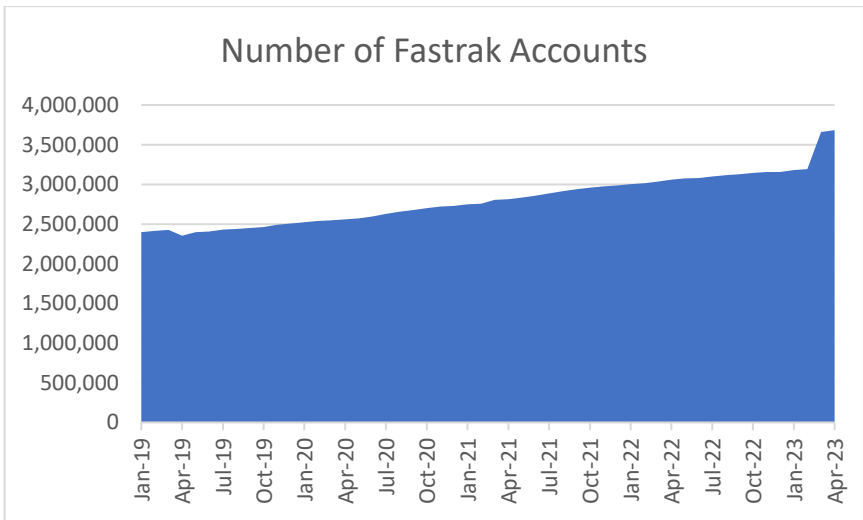
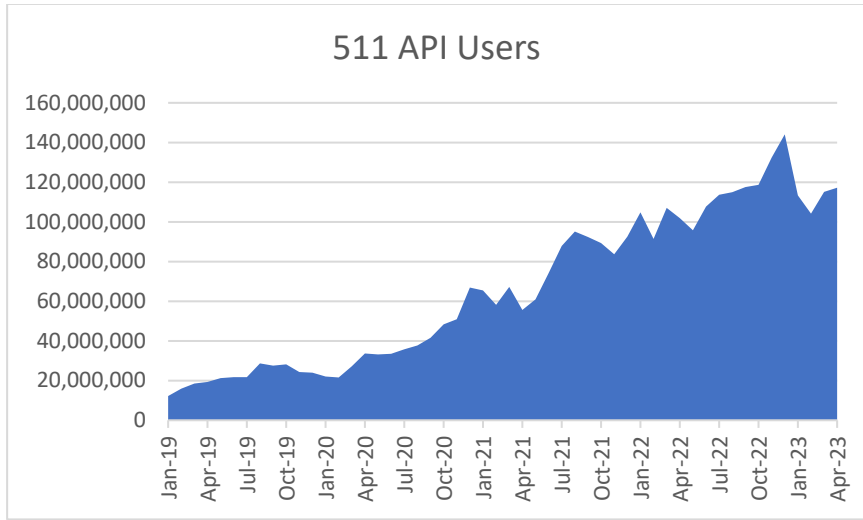
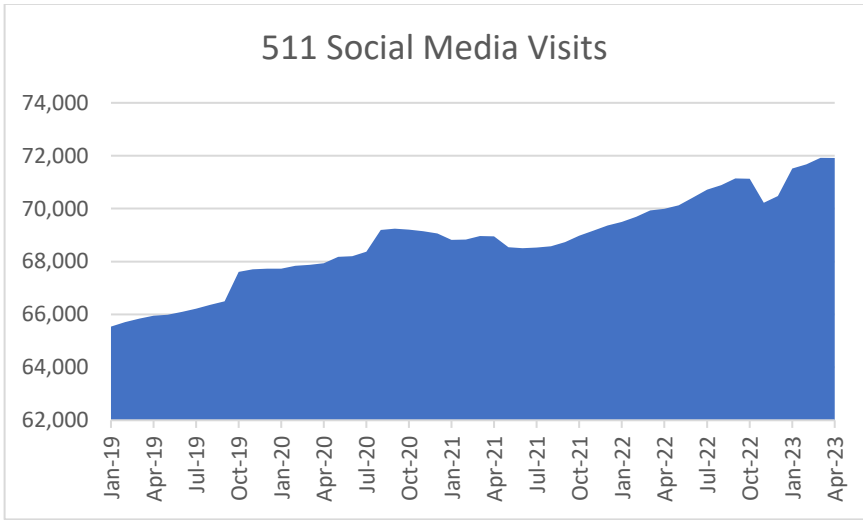
### 511 Phone Calls



### 511.org Website User Sessions







Source: MTC. To access data, view [the Monthly Transportation Statistics](#) on our website or contact [info@bayareametro.gov](mailto:info@bayareametro.gov)



# 2022 BART Customer Satisfaction Survey

Issued Apr. 4, 2023

BART Marketing & Research Dept.



# INTRODUCTION

BART's Customer Satisfaction Survey is a tool to help BART prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars every two years to determine how well BART is meeting customers' needs and expectations. These surveys, initiated in 1996, are conducted by an independent research firm.

This report presents the results of BART's 14th Customer Satisfaction Survey, conducted primarily between October 11 – October 29, 2022, with some supplemental surveying in November. The survey was conducted on both weekdays and weekends and resulted in 3,022 completed questionnaires. (For reference, 2,969 questionnaires were completed in 2020.)

At the time of the survey, average weekday ridership was about 157,000 trips per day, nearly three times greater than ridership during the last survey, which was conducted during the height of the pandemic in October 2020 (with approximately 53,000 average weekday trips). However, ridership was still well below the last pre-COVID Customer Satisfaction Survey conducted in September 2018 (approximately 433,000 average weekday trips).

As compared to conditions during the last survey period when non-essential travel was being discouraged, the COVID-19 vaccine was not yet widely available, social distancing and masking were in effect, and trains were very lightly populated, this survey was conducted during a time of riders returning to their "new normal." At the time of the survey:

- COVID rates in the Bay Area were relatively low and stable;
- Greater than 85% of the service area population had been fully vaccinated for COVID-19;
- Most schools had resumed in-person classes;
- Many Bay Area employers with remote workers were requiring them to come into the office one to three days per week;
- BART's mask mandate had been lifted as of October 2, 2022, though masks were still encouraged.

Operationally, BART restored most service that had been reduced during the pandemic in August 2021.<sup>1</sup> A subsequent schedule change in February 2022 restored and improved Sunday service, with five lines of service running until about 9 p.m. on Sundays for the first time, instead of the typical three lines of service on Sundays.<sup>2</sup> In September 2022, BART introduced a standardized weekend schedule with more consistent departure times on Saturdays and Sunday, offering riders greater predictability.

---

<sup>1</sup>The August 2021 schedule change restored 15-minute headways on weekdays before 8 p.m., and extended service hours from 9 p.m. to 12 midnight, Monday through Saturday.

<sup>2</sup>The February 2022 schedule change extended service hours from 9 p.m. to 12 midnight on Sundays and added two lines of service on Sundays before 9 p.m. (the red and green lines, which had not run on Sundays in the past).

Other improvements made since the last survey include:

- Re-opening restrooms at four underground stations, with restroom attendants to monitor cleanliness and security (Powell and 19<sup>th</sup> St., February 2022; Montgomery St. and Lake Merritt, June 2022).
- Installing MERV-14 air filters on all trains to filter out virus particles like coronavirus;
- Putting more Fleet of the Future train cars into service as older Legacy cars are decommissioned. Currently greater than half of cars running on the system are Fleet of the Future cars, a significant milestone given that their reliability far exceeds that of the Legacy fleet.

The Executive Summary in the next section highlights key findings from the survey. Subsequent sections present detailed analyses of the factors that influence customer satisfaction and a description of the survey methodology, including a copy of the questionnaire.

The initial survey questions ask customers about the trip they are making when intercepted (entry station, trip purpose, etc.). Customers are then asked three key opinion questions focusing on:

- Overall satisfaction;
- Willingness to recommend BART; and
- Perceptions of BART's value for the money.

In addition, the survey probes for ratings of 24 specific service attributes, ranging from on-time performance to station cleanliness. BART uses the service attribute ratings to set priorities for customer satisfaction initiatives.

Note that while comparisons against data from the last two surveys are shown throughout this report, these surveys were conducted at very different times under vastly different circumstances, likely impacting the results. The 2020 survey was conducted during a period of very low ridership at the height of the pandemic. Riders skewed low-income, were more likely to be transit-dependent, and gave BART relatively high ratings across the board. In contrast, the 2018 survey was conducted at a time of very high ridership, which was straining the aging system; riders gave BART relatively low ratings across the board in the 2018 survey. As a result, ratings of many attributes in the 2022 survey have declined vs. 2020, but improved vs. 2018.



# EXECUTIVE SUMMARY

Overall, 67% of riders are satisfied with BART, and 76% would recommend BART to a friend. From a historical perspective, these are relatively low ratings, though still significantly above the lowest ratings recorded to date in 2018 (56% satisfied; 74% would recommend in 2018). Sixty-four percent agree that BART is a good value for the money. This is down slightly from 2020, but significantly above 2018.

Percent of BART customers saying they...	2018	2020	2022
Are <b>very or somewhat satisfied</b> with the services provided by BART	56%	72%	67%
Would <b>definitely or probably recommend</b> BART	74%	81%	76%
Agree strongly or somewhat that <b>BART is a good value for the money</b>	55%	66%	64%

Much of the data presented in this report follows the trends shown in these three key attributes. Customers are giving BART lower ratings on many attributes as compared to 2020, but higher as compared to 2018. As noted in the introduction, the context at the time of the survey should be kept in mind when comparing data over the past few years. (The 2020 survey was conducted at the height of the pandemic when ridership was very low, rider demographics were vastly different, and ratings were relatively high across the board. The 2018 survey was conducted at a time of very high ridership, which was straining the system, and ratings were relatively low across the board.)

Ratings of attributes that do not follow this overall trend are pointed out and explored in the “Specific Service Attributes” section. For example, ratings of “comfortable temperature onboard” increased vs. the 2020 survey. This is likely due to the increasing numbers of Fleet of the Future cars in service, which have much better HVAC systems. On the other side, ratings of “on-time performance” declined vs. 2018. This is likely influenced by more cancelled trains, due in large part to staffing shortages.

Reviewing the quadrant chart (page 17) helps BART focus its efforts on areas where improvements could have the biggest impact on customer satisfaction. The “target issues” revealed in this survey centered on cleanliness and personal security, as well as homelessness. BART is implementing several initiatives to address these issues, aimed at making a noticeable impact on customer satisfaction.

To address train cleanliness, BART has doubled the frequency at which its Fleet of the Future cars are cleaned, while accelerating the decommissioning of the Legacy fleet. (Note that riders surveyed onboard Fleet of the Future cars gave significantly higher ratings to train cleanliness than those surveyed onboard Legacy cars.)

To address station cleanliness, BART is increasing the number of “scrub crews” tasked with deep cleaning

the stations. At the time of the survey, two scrub crews were serving the entire system. Going forward, six scrub crews will be deployed, focusing on the most heavily used stations in the system.

With regard to personal security, the BART Police Department implemented new deployment strategies in March 2023 to increase visibility in the system. Shifting some patrol officers from police vehicles to trains will result in up to 18 more officers riding trains per shift, more than doubling the number of officers on trains. These officers will be focused on the core area of the system, addressing riders' safety concerns. In addition to more officers, other BART Police staff such as Fare Inspection Officers, Ambassadors, and Crisis Intervention Specialists, will be deployed on trains for maximum visibility.

While addressing homelessness is a complex regional issue, BART has increased its focus on this issue over the past few years as the homeless crisis in the Bay Area has been exacerbated by the pandemic and increased housing instability. The increase in homelessness has had a significant impact on BART, as many of those who are unhoused seek shelter on BART.

BART has developed both external and internal resources to address this issue, as detailed in its Strategic Homeless Action Plan, released in January 2023. Externally, it continues to seek funding at all levels of government and partnerships with regional agencies and non-profit organizations. Internally, BART now has a position dedicated to managing social services partnerships and implementing the action plan. BART also has a Progressive Policing and Community Engagement Bureau, which includes a mix of sworn officers and civilian employees, many with a background in social work, to increase safety presence on the system and respond to riders in crisis. Launched in 2020, this department was one of the first of its kind in the nation.

## ACCESS MODE FROM HOME TO BART

### 5a. How did you travel between home and BART today?

- 43% of respondents walk, bike, or use a scooter to travel from home to BART.
- 39% use an auto-based mode (drive/carpool, get dropped off, Uber/Lyft, or taxi).\*
- 17% take a bus or other transit to BART.

Weekday riders are more likely to drive alone and less likely to walk, as compared to weekend riders. Weekend riders are more likely to carpool to BART.

ACCESS MODE	Weekday Peak	Weekday Off-peak	Weekday Subtotal	Weekend	Total
<i>Base</i>	1,023	1,171	2,194	811	3,005
Walked all the way	33%	36%	34%	38%	35%
Drove alone	23%	21%	22%	12%	20%
Bus / transit	17%	16%	17%	18%	17%
Got dropped off	11%	10%	10%	10%	10%
Bicycled	8%	6%	7%	6%	7%
Carpooled	3%	4%	3%	8%	4%
Uber or Lyft	3%	4%	3%	4%	4%
Scooter / e-scooter / skateboard	1%	1%	1%	1%	1%
Other*	1%	2%	1%	2%	2%
Total	100%	100%	100%	100%	100%

\*Taxi accounted for less than 1% and is included in "Other."

## ACCESS MODE FROM HOME TO BART (Multi-year comparison)

### 5a. How did you travel between home and BART today?

In 2018, driving alone from home to BART was much more prevalent at 29%. In 2020, as ridership demographics changed due to the pandemic and fewer riders had vehicles, drive alone access dropped to 17%. In 2022, it increased to 20%, but is still significantly below pre-pandemic levels.

Modes that have increased vs. 2018 include taking transit to BART, walking to BART, and bicycling to BART (up four, three, and two percentage points vs. 2018, respectively).

ACCESS MODE	2018	2020	2022
<i>Base</i>	5,205	2,930	3,005
Walked all the way	32%	37%	35%
Drove alone	29%	17%	20%
Bus / transit	13%	20%	17%
Got dropped off	9%	10%	10%
Bicycled	5%	7%	7%
Carpooled	6%	2%	4%
Uber or Lyft	4%	4%	4%
Scooter / e-scooter / skateboard	<1%	1%	1%
Other*	1%	1%	2%
Total	100%	100%	100%

\*Taxi accounted for less than 1% in 2022 and is included in "Other."



## OVERALL SATISFACTION WITH BART (continued)

GROUP	Read % across				MEAN (5 point scale)
	Base #	Satisfied %	Neutral %	Dissatisfied %	
<b>By Gender</b>					
Male	1,478	67%	19%	14%	3.76
Female	1,410	67%	18%	15%	3.72
Non-binary / self-describe	80	60%	19%	21%	3.48
<b>By Vehicle Ownership</b>					
Have a car / motorcycle	1,636	67%	17%	16%	3.70
Don't have a car / motorcycle	1,347	67%	20%	13%	3.79
<b>By Household Income</b>					
Under \$30,000	505	69%	20%	11%	3.93
\$30,000- \$49,999	373	64%	22%	14%	3.72
\$50,000 - \$74,999	427	68%	18%	14%	3.75
\$75,000 - \$99,999	281	68%	17%	15%	3.72
\$100,000 - \$149,999	416	69%	15%	15%	3.73
\$150,000 - \$199,999	239	65%	16%	19%	3.59
\$200,000 or more	456	68%	16%	16%	3.65
<b>By Access Mode</b>					
Walked all the way	1,066	66%	20%	15%	3.71
Bicycled	205	68%	19%	14%	3.74
Bus / transit	506	72%	17%	10%	3.92
Drove alone	574	64%	16%	20%	3.57
Carpooled	144	71%	16%	13%	3.89
Got dropped off	305	70%	17%	13%	3.80
Uber or Lyft	112	58%	31%	11%	3.64
<b>By Disability Status</b>					
Have a disability	204	67%	17%	16%	3.77
Do not have a disability	2,783	67%	19%	14%	3.74

**From:** [Kim Anderson](#)  
**To:** [Heath Maddox](#)  
**Subject:** Re: Case 00305816: Bike racks missing [ ref:\_00Dd0hrYV.\_5006T2BULKU:ref ]  
**Date:** Tuesday, April 25, 2023 7:20:20 PM  
**Attachments:** [image001.png](#)

---

Awesome, thanks so much for the update, and thanks to everyone working on this! (And yes, I tried the clamps, they did not work for me or my bike)

On Tue, Apr 25, 2023 at 10:35 AM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Dear Kim,

Thanks for riding your bike to BART, and thanks for reaching out about the missing bike racks.

It's kind of a long story about the racks, but rest assured we are working to address the issue and the good news is that we are nearing completion.

Originally the new BART cars shipped with a clamping style bike rack that proved to have been a poor design for a number of reasons. A decision was made to stop including these racks on the new cars mid-production. Before we could design and implement the preferred solution (lean bars with straps), however, a number of new cars shipped with no racks. BART maintenance staff have been working diligently to replace the existing clamping racks with lean bars and to install lean bars on those cars that shipped with no racks, but it's a lengthy process.

Thanks for your patience and understanding while we complete the work. To date, 436 cars have been modified, and just 28 cars remain to complete. The modification effort is 94% complete.

Sincerely,

Heath Maddox

Manager of Bicycle Access Programs

Bay Area Rapid Transit District

[2150 Webster Street](#), 8<sup>th</sup> Floor

Oakland, CA 94612

415.728.1352



**CUSTOMER ACCESS & ACCESSIBILITY**  
**DEPARTMENT**

---

**From:** BART Customer Services <[webcustomerservices@bart.gov](mailto:webcustomerservices@bart.gov)>

**Sent:** Tuesday, April 25, 2023 9:28 AM

**To:** Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)>

**Subject:** RE: Case 00305816: Bike racks missing [ ref:\_00Dd0hrYV.\_5006T2BULkU:ref ]

Good morning Heath,

Are there documented train cars that are still awaiting bike racks? See below complaint.

I looked up the train car on EDM, and it does not look like C4179 is the first train car either. I would usually send this to the revenue vehicle trouble desk team, but I wanted to check with you first in case this is known and we are just waiting for the racks from the vendor or for resources to install...

**Cars:** Fleet of the Future - 3164, 4220, 4050, 4061, 4079, 4179, 4015, 3049

Regards,

Bernard Mark  
BART Customer Services

=====

Contact Name Kim Anderson

Contact Email [REDACTED]

Contact Phone [REDACTED]

Received Date 4/25/2023

Description Hello,

I use my bike for parts of my commute in addition to Bart (MacArthur to Fremont) and lately I've noticed some of the new train cars without bike racks. Today it's car 4179, and the first two cars were full of bikes and scooters, I finally reached this car before the train doors closed and here are 2 bikes and no rack - this means we are blocking 8 seats and have to hold our bikes (my ride is 40 mins - that's a lot of holding.)

I don't know why some cars were made without the racks, but could you please install them?

Thanks,  
Kim Anderson



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