

MINUTES

Chairperson Rick Goldman called the meeting to order at 6:05 PM.

Attendees

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, RD Frazier, Allison Quach, Phoenix Mangrum
 - BBATF members absent: Tracy Jacks
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Item 1: Self-introductions of members, staff, and guests

Additional attendees:

- BART staff: Heath Maddox
- BART Board of Directors: Robert Raburn
- Guests: Jeremiah Maller (Oakland resident)

Item 2: General Discussion / Public Comments

No discussion items were raised.

Item 3: Approval of minutes

Approved. Allison Quach moved to approve the minutes. Jon Spangler seconded the motion. The motion passed unanimously.

Ayes: Allison, Jianhan, Jon, Katie, Phoenix, RD, Rick

Nays: n/a

Absent: Tracy

Item 4: BART bike parking data: presentation and discussion of pre-COVID bike parking occupancy inventory numbers

Heath reviewed BART bike parking occupancy data. This is collected every year, and BART has collected data for the past 5 years. They are skipping data collection in 2020 due to counts being so much lower than usual. The charts show total count of bikes parked at racks, percent occupied of bike racks, available capacity at racks (supply), bikes parked at in elockers, percent occupied of elockers, and available capacity at elockers (supply). Heath wanted to provide this for the BBATF's consideration to draw their own conclusions if desired.

- Does the bike link e-locker data reflect the possibility of multiple users in one day?
No, this count is the same as the rack data. Both are counted at one point in time, so that's the data presented. Bikelink also has a dataset that would account for multiple uses in one day.
- If the elockers are more than 80% occupied, does that indicate BART would need to order more?
Yes, at this point we're thinking about ordering more or moving them around. BART staff are planning to purchase new bike lockers this fall, which they anticipate placing at El Cerrito, West

Oakland, and a few other locations. BART has grant funding lined up and needs to use this specifically for bike e-lockers otherwise would lose the funding.

- Does this include bike stations, or just stand-alone racks?
This only includes the bike racks, not the valet bike stations. We have previously shared this, very low usage currently.

Heath reviewed data from bike e-locker rental stations systemwide and e-lockers at Ashby and Rockridge. This shows the number of times someone begins a e-locker rental, which would show if two people were using the same locker in one day. Daily starts were very low in April and slowly increase through September 2020. In a comparison to 2019, daily starts are significantly lower – April 2020 starts were about 3% of April 2019 starts and in September 2020 increased to 7% of September 2019 daily starts. BART staff haven't dug into the data to understand lessons learned because the data is so abnormal.

- Regarding the September bike parking comparison, how does that compare to BART ridership? Ridership is at about 10-11% of normal, so bike parking is lagging behind this growth. However, many people may be taking their bikes with them since the trains are no longer crowded.
- Assuming we go back to normal ridership levels, is anyone looking at the timing of this? Yes, the budget group is looking at this to understand fare revenue – but it's still very uncertain, and there are so many factors to consider.
- Jon suggested that, at one of our next BBATF meetings, we could discuss what 2021 could look like in terms of ridership and bike parking. We don't want to be too far behind. We will know more about the political landscape by this point which could help.
- Director Raburn described requests he has heard about bike parking at 12th Street – there is a bike station a couple blocks away but no e-lockers at this station. Is there any space at this station for e-lockers?

BART generally puts the e-lockers in the parking lots and adjacent areas, but not directly within stations due to space. There is a plan to put a 12-spot BiKeep parking rack at this station in conjunction with a nearby development, likely in 2021. People can use their Clipper card to open the rack and lock their bike in this highly secure rack.

- Is there a way to consistently correlate how secure bike racks of any type are with bike theft? It would be interesting if we could get bike theft data and be able to correlate it, so we could develop some longer-term data and understand how the different types of racks stand in terms of security.

BART has had good luck with the BiKeep system. They haven't compared the data to determine these types of correlations, and are having trouble acquiring data on bike thefts. BART staff do a quarterly sweep of bike stations to remove bike parts that have been left when bikes/parts are stolen.

Item 5: New Capital Project Overview: Preferred Path of Travel for Bicycle Access

BART staff have assessed various plans that include bike parking and access projects. Many of them are being completed or will be completed soon, so they are looking at BART properties to improve access or make it clearer. This would complement the BART network gap study, which looks primarily at access to/from stations with improvements to adjacent property. They are just beginning this project and are working to develop diagrams of each station. The previous bike planning access studies were done by

consultants in conjunction with BART staff, while this plan will be lead by BART staff (Steve Beroldo and Heath).

Action: BBATF members should share station-specific suggestions via email to Heath and Steve.

- Will this correspond with bikeshare users and micromobility?
Yes.
- The site visits conducted for the BART network gap study were very effective and could be used here as well.
This is a great suggestion. The stakeholders might not be as broad since the improvements would be all on BART property. But this could be done if that's helpful.
- Director Raburn suggested that Heath take a look at the Orinda station, where access is confusing.

Item 6: Proposed changes to BBATF by-laws

Jon described and the group discussed the following proposed changes to Article IV by-laws:

- Article IV.B-C: amendments to allow for at-large membership and term limits.
 - Suggestion from Director Raburn that rather than wait until the next meeting to make a final decision, that we make a preliminary decision tonight, share the document with BART legal, and then get it back to make a final approval at the next meeting.
 - Katie proposed additional clarifying text:
 - IV.A.2 "The BBATF shall have up to 15 county-specific members and up to 18 total members if the three at-large positions are filled."
 - Add "or up to 18 members if county-specific positions are subsequently filled."
- Article IV.B.7: Describes the importance of verifying with original nominating agency if the representative moves out the county they represented.
- Article IV.C.6-10: Provides clarification around at-large membership so that no county would be fully represented by at-large members.
- Article IV.D.2: Clarifies how the BBATF can remove a member who does not fulfill their responsibilities.

Katie DeLeuw moved to preliminarily approve the proposed changes to Article IV, incorporate the changes suggested, and provide to BART legal for review and approval. Jon Spangler seconded the motion. The motion passed unanimously.

Ayes: Allison, Jianhan, Jon, Katie, Phoenix, RD, Rick
Nays: n/a
Absent: Tracy

Jon described and the group discussed the following proposed changes to Article VII regarding meetings:

- Article VII.B.4: Expanding meeting formats and participation to virtual for long term (not just during the pandemic).
 - Unclear whether this will be allowable post-pandemic, and if it is, whether there would be additional requirements.

- Director Raburn recommended the BBATF do not include these proposed changes because it is unlikely they would comply with the Brown Act.
- Director Raburn and Heath recommended making these consistent with BART Board guidelines.

ACTION: Jon, Allison and Katie will revisit Article VII within the context of Brown Act compliance.

Item 7: Review action items and proposed agenda items for next meeting

Katie reviewed and updated the action items. The next meeting will be Dec. 7, 2020.

Updates from Director Raburn:

- FOTF bike modifications: These will begin with car 340 and BART staff will update the initially built cars themselves.
- Safe Routes to Bart grant program: Awarded \$3.5 million in grant funding from Measure RR fees. Total value of the projects is over \$30 million. Great leveraging.
- New swing fare gates: Pilot gates have been installed at Richmond and Coliseum stations.