

## MINUTES

Chairperson Rick Goldman called the meeting to order at 6:02 PM.

### Attendees

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, Phoenix Mangrum
- BBATF members absent: Allison Quach

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### 1. Self-introductions of members, staff, and guests

Additional attendees:

- BART staff: Heath Maddox
- BART Board of Directors: Robert Raburn
- Guests: Rochelle Wheeler, City of Alameda Senior Transportation Planner; Patricia Schroeder, Oakland BPAC and BBATF potential candidate; Dave Campbell, Bike East Bay; Rick Phillips; Carie Montero, HNTB Director of Environmental Planning; Jeremiah Maller, prospective BBATF member; Cyndy Johnsen, Walk Bike Alameda; Rodney Pimental, HNTB; Denyse Trepanier, Walk Bike Alameda Board President

### 2. General Discussion / Public Comments

No comments.

### 3. Approval of minutes

The BBATF unanimously approved the April and June 2021 meeting minutes.

### 4. Oakland Alameda Access Project: Rochelle Wheeler, City of Alameda. (For Discussion)

Rochelle Wheeler shared a provide overview of the Oakland Alameda Access Project. This is intended to be a multimodal project to improve safety, mobility, and connectivity. From the City of Alameda side, the project includes a wider path through the Webster Tube, plus bike and pedestrian improvements. On the Oakland side there are a series of bike improvements to help connect to and from the tubes. This project largely benefits Chinatown, gets lots of traffic off the local streets, and reduces the impact from the tubes and freeway.

The City of Alameda supports this project while recognizing that it's not the ultimate solution for bike and pedestrian access. While these are helpful, there are limited options for what can be done to improve bike and pedestrian access through the tubes. The long-term solution is for a bike/pedestrian bridge to connect Alameda and Oakland, and the City of Alameda has been advocating for this.

Questions and discussion:

- Jon Spangler: The Webster Tube maintenance path shows that it would be 4 feet wide, while the Posey Tube would stay at 3 feet wide. Why are these different?

Rochelle explained that the Posey Tube is the older tube while the Webster Tube is newer and has more space to work with. In the Webster Tube, they are narrowing the car travel lanes through design exceptions the Caltrans has approved. This space does not exist in the Posey Tube.

- Rick Goldman: Regarding Alameda CTC adding the bike/ped bridge to the CIP list – did they also provide any specifics about the transit improvements they want to see?

Rochelle explained that this will be part of the final environmental impact report.

- Jon Spangler: What is the price tag for the project?

Rodney Pimental, HNTB, responded that it is \$130 million, and \$75 million is currently available.

- Jon Spangler: Where is the rest of the funding expected to come from and how long will it take?

Rodney responded that they will be looking at local, state and federal funds. They received a small amount of federal money already. Once the EIR is certified they will look for all possible sources.

- Jon Spangler: What is the latest update on timing?

Rodney shared that January 2022 they will begin design with 2024 being the soonest construction start.

#### **5. Alameda West End Bike Ped Bridge Project: Rochelle Wheeler, City of Alameda. (For Discussion)**

Rochelle provided an overview of the Oakland-Alameda Bike-Ped Bridge Project. Currently going between the Oakland and Alameda on a bike, the only option is to put bikes on buses or walk them through the Tube on a 3-foot pathway. The City determined that improvements need to be made to connect Alameda and Oakland by bike. They evaluated 17 crossing options in 2009 and found that the long-term solution would be a bike/ped bridge.

In 2016, the City Council directed staff to look at the long-term bridge option, and in 2019-20 the City conducted a study of different bridge facility types that would meet U.S. Coast Guard navigation requirements. Through an analysis, they found the two most preferable options are:

- Option A – Alameda Landing to Washington Street in JLS
- Option D – Marina Village to Oak Street in Estuary Park, which is closer to Lake Merritt BART

The study found that it is feasible to build a bridge that meets the Coast Guard navigation requirements and approved the City of Alameda to continue planning for this. Their estimate for Option D is \$200 million. The next step is to develop the project initiation document, which the City would manage initially eventually plan to hand the project off for a larger agency to manage. The City of Alameda considers this project beneficial for accessing BART as well.

Questions and discussion:

- Rick Goldman: If this is built and there was an A's stadium, it would help them. Is this getting thrown into the mix?

Rochelle explained that they have been meeting with the Oakland A's and have encouraged them to look at this as an option. The City requested that they look at preserving easements and continue to want to work with them.

- Dave Campbell: The priorities for Bike East Bay for this area is to get the bridge built and are supportive of the designs shared. The A's ballpark presents an opportunity to save some money because they will have to build a bike bridge as well. For the OAAP, we've been asking for a safe bike way to Lake Merritt. We need BBATF support to extend the OAAP up to 14th.
- Jon Spangler: The BBATF should consider agendizing the extended bike path up to 14th and integrating with the new ballpark, and potentially prepare letters of support for this.
- Rick Goldman: The BBATF should also consider showing support to the City of Alameda for the bridge project.

**6. Proposed changes to BBATF bylaws: All. (For Action; Proposed bylaw revisions attached)**

Rick introduced the topic and asked if there are any final comments, questions, or thoughts.

Jon moved that the BBATF approve the BBATF bylaw amendments, Katie seconded, and the motion passed unanimously.

**7. BBATF Member Applications - Jeremiah Maller and Jackie Phillips: Heath Maddox, BART Customer Access (For Action)**

Phoenix has reached the end of his term and needs to be approved to continue. Katie moved to approve Phoenix to continue in his role on the Task Force, Rick seconded, the motion passed unanimously.

The Task Force discussed approving Jeremiah Maller's application. Jon moved to approve Jeremiah's application to represent San Francisco County, Rick seconded, the motion was approved unanimously.

**8. BART Bicycle Access Updates: Heath Maddox. (For Information)**

Heath shared an update on bike programs and projects:

- Oakland Uptown Bike Station: The lease expires in a year. The rent has increased significantly over the past few years and Heath is working with Real Estate to negotiate the lease. BART is starting design for a new bike station near the Paramount Theater and have brought on T.Y. Lin to do the design.
- North Berkeley Access Improvements: This is bike improvements in and around the station. The current plan is to have BART build it and start in late 2021 to be completed in late 2022.
- Balboa Park TOD project: Construction has started.
- Bikeshare: The City of Richmond received funding to do a bikeshare program, they are rolling it out in stages and there are bike stations on both sides of the BART/Amtrak station.
- Safe Routes to BART: There is nothing new to share. The round 1 funding is starting to be used and then they will move on to round 2.
  - Katie DeLeuw: Is it possible for the Round 2 process to include San Mateo and Santa Clara counties?  
No, because the Safe Routes to BART program will continue to be funded by Measure RR which San Mateo and Santa Clara counties don't pay into. Director Raburn suggested asking for a report out on these at the next meeting.

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- Jon Spangler suggested BBATF request the BART Board to consider expanding the funding source to provide better bike access in those two counties.  
Director Raburn suggested going to the committee for this as opposed to the Board.
- Director Raburn suggests getting updates on the Affordable Housing and Sustainable Communities applications to the BBATF.
- Network Gap Study: This was completed in 2019-20. It was very broad in scope and off BART property. Implementation of recommendations identified in the study rests with local jurisdictions.
- Guest parking at new BART headquarters: There is a bike room for employees and Heath is working with the city to get a corral on the street and they will get 4-5 racks on the sidewalk in front of the building.
  - Jon Spangler: Is there a window through which people can keep eyes on the bikes for security?  
Heath responded that the areas he is proposing for racks are right outside the window.
- Affordable Housing and Sustainable Communities funding: Received this funding for the Ashby bike connector. Design is underway.
- Fremont Access improvements: This is paused at 65% while the consultant focuses on the North Berkeley project.
- Stairway Channels: Phase 1 of implementing channels at 7 different stations has been put on hold. Heath is working on getting the channels fabricated, and hopes BART crews will be able to install them once they have them.
- Dublin-Pleasanton project: Bringing the Iron Horse Trail through the station. Running into right of way issues and experiencing a funding gap which they are working to address.

9. Task Force Member Recruitment: All. (For Discussion)

- Phoenix recommended a few potential BBATF candidates, including Patricia Schroeder who attended the meeting today. Heath will follow up.
- Patricia knows a couple people in Contra Costa County and will reach out.

Next meeting: Oct. 4, 2021.