

## MINUTES

Chairperson Rick Goldman called the meeting to order at 6:06 PM.

### Attendees

- BBATF members present: Rick Goldman (Chairperson), Jon Spangler (Vice Chairperson), Katie DeLeuw (Secretary), Jianhan Wang, Phoenix Mangrum, RD Frazier, Allison Quach
- BBATF members absent: none

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### Item 1: Self-introductions of members, staff, and guests

Additional attendees:

- BART staff: Heath Maddox, Rachel Factor, Abby Thorne-Lyman
- BART Board of Directors: Robert Raburn
- Guests: Jeremiah Maller (Alameda County resident)

### Item 2: General Discussion / Public Comments

Jon Spangler requested an update on LINK21 from Director Raburn. This was officially launched this week, and there will be continued discussion with the Bay Area Council on Thursday. This is a much-needed project for improving capacity and access. The plan is to include both BART and the Capital Corridor running under the bay to provide a one-seat ride between Sacramento and San Francisco.

Heath requested that everyone on the Task Force respond to his request to provide him with their current contact information.

Heath shared an update: BART bought and have now installed new bike e-lockers at various stations in the system.

### Item 3: Approval of minutes

Approved. Rick Goldman moved to approve the minutes with Jianhan's edits incorporated. Jianhan Wang seconded the motion. The motion passed unanimously.

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

Nays: n/a

Absent: None

### Item 4: Station Access Planning for Transit-Oriented Development (R-Line) (For Information)

Abby Thorne-Lyman provided a presentation of the TOD policy and development, as well as a recent Caltrans grant. BART's TOD policy includes six main goals and performance targets, including increasing active station access by striving for no or limited parking replacement at stations deemed "urban with parking." Developers have been selected for Lake Merritt, West Oakland, and El Cerrito Plaza stations. In 2020-25, BART anticipates selecting developers for Ashby, North Berkeley, Rockridge, MacArthur, and Hayward stations.

Rachel Factor shared more information specifically about EL Cerrito Plaza station – there are a lot of people walking and biking within a ½ mile radius from the station. There are some barriers to access by active travel modes from people who live in the hills to the east because topography is challenging. About 36% of people who responded to a 2019 BART survey indicated they drive alone and park at the station. BART’s consultant looked at impacts and needs related to shifting BART drivers to other modes, including gap closures, secure bike parking, transit improvement, and parking management. BART received a lot of information from this initial study and are broadening this work to develop an access strategy at a corridor level. This work will be happening over the next 18 months to two years.

Questions and discussion:

Question 1: Thoughts on the topographical barriers to walking or biking to the station and limited potential for transit to serve this market?

- Rick suggested e-assist bikeshare, but unfortunately those bikes are no longer part of the East Bay bikeshare system any longer.
- Jianhan suggested e-scooters and shared some concerns related to his experience with this. Could BART partner with El Cerrito to implement traffic calming elements to alleviate some of the safety concerns?

Question 2: Where do you see the most opportunity for impactful pedestrian and bike improvements along the corridor?

The group did not discuss this question.

Question 3: Key stakeholders/community-based organizations we should be engaging with?

- Rachel mentioned that they will be reaching out to Bike East Bay and Walk Bike Berkeley.
- Jon Spangler suggested reaching out to religious organizations, because some of the people in those communities might be aligned with BART’s mode-shift goals.

Questions and comments:

- Can you clarify how much land BART owns? (Jon Spangler)
  - Abby explained BART owns 250 acres across 27 stations in 22 cities.
- This is a lot of pretty high-value real estate, do you have a rough number there? (Jon Spangler)
  - Abby shared that they have run some numbers and use a value of about \$5 million per acre as an average.
- Is there an affordable housing requirement? (Jon Spangler)
  - Yes, a minimum of 20% at any specific development must be affordable, and at least 35% of all housing units at all developments combined.
- Director Raburn recommended that the Ohlone Greenway crossing San Pablo Avenue should be a high priority.
  - Abby shared that a lot of Richmond residents use EL Cerrito Plaza station, and there are barriers that may be easier to overcome than topography.
- Abby asked the group if they have any other thoughts going into the next phase, related to connectivity.

- Rick mentioned that car traffic does not always have a stop sign when crossing the Ohlone Greenway. That would be helpful improvement.

**ACTION: Heath will share Rachel's and Abby's presentation with BBATF members.**

**Item 5: Proposed changes to BBATF by-laws: All. (For Action)**

Jon reviewed the changes to Articles IV, V, VII and VIII as shown in the meeting materials as markups. Jon moved that the BBATF finalize the updated bylaws for approval at the April meeting. Rick Goldman seconded the motion. The motion passed unanimously.

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

Nays: n/a

Absent: None

**ACTION: Finalize bylaws for approval at the April 2021 meeting.**

**ACTION: Nominate and elect BBATF members at the April 2021 meeting for the remainder of the calendar year.**

**Item 6: Future BBATF agenda topics and areas of focus for 2021. (For Discussion)**

The group shared the following ideas for discussion topics:

- Preferred path of travel - deep dive to each station access, which Steve and Heath are working on.
- Presentation on Link21.
- Oakland Alameda Access Project – update on this.
  - This will be presented at the ACTC BPAC, and Heath will share information on how to participate.
- Economic and transportation justice in Richmond, including the greenway path crossing Gilman and other intersection points.
- Create checklist of access issues and look individually at different stations.
- Pedestrian-related topics per the subsequent discussion.
- Oakland micromobility permit program for shared scooters.

The group discussed potentially preparing a work plan for the year, that aligns the areas of focus with the BBATF meetings.

Heath asked the group about not having a similar group that reflects on walking. Many other agencies have committees that include both bicycling and pedestrian interests. This could attract more members. BBATF members discussed this and would like more information on what the Accessibility Task Force covers related to this, and potentially consider a joint meeting occasionally to discuss station access and other relevant topics.

Should we be doing a better job of keeping track of non-BART projects, and be more proactive about sharing and receiving updates on relevant projects, like the OAAP and Better Market Street? BBATF members agree this is a good idea.

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**ACTION: Heath will add this to the agenda for the next BBATF meeting, and think about work planning in a broader way.**