

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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DRAFT MINUTES v2 — BART Bicycle Advisory Task Force Special Meeting May 9, 2022

Chairperson Jon Spangler called the special meeting to order at 6:10PM via ZOOM ([https://us06web.zoom.us/j/880 358 02213](https://us06web.zoom.us/j/88035802213)).

Attendees

BBATF: Jon Spangler (Chairperson, Alameda), Rick Goldman (Vice-chair, At Large), Jianhan Wang (Alameda), Jeremiah Maller (at-large), Phoenix Mangrum (Alameda).

BART Staff: Heath Maddox, Norman Wong (Office of the District Architect), Siew Chin Yeong (BART Design & Construction)

BART Board of Directors: Robert Raburn

GUESTS: Francisco Muñoz (prospective member, San Mateo County), Jackie Phillips

First-time guest and prospective member Francisco Muñoz of Redwood City introduced himself and indicated his interest in joining the BBATF.

Chair Jon Spangler agreed to take minutes in lieu of a Secretary not having been elected.

ITEM 3: BART Facility Standards (BFS) Overview

Norman Wong, Principal Engineer with the BART Office of the District Architect, (ODA), offered the BBATF's first detailed presentation on BART's Facility Standards (BFS). The ODA has just completed its annual partial revision of the BFS, which it does incrementally each year.

New elevator and station specifications were part of this year's update. (The new elevator standard calls for all BART elevators to be able to fit a loaded gurney and be at least 87 inches in length, which is much longer than many existing ones at BART's older core stations such as Fruitvale and Embarcadero.)

The BFS manual includes specifications for all of BART facilities, including train and station design - everything from fare gates, construction standards, materials and finishes, platform size, and vertical access to mechanical and plumbing systems. (See the agenda attachments for more on the BFS' scope.)

Many design details in the BFS are kept confidential to protect the security of BART patrons, power supplies, computer systems, and stations: it is not considered a public document, although portions are available for review.

As this was the first detailed presentation to the BBATF on the BFS, which guides many BART decisions, a lively discussion ensued. It was suggested that the BBATF receive an annual update from BART's ODA at the beginning of its annual BFS update process in order for the BBATF to offer its input on the BFS.

ITEM 4: Introduction to Transbay Corridor Core Capacity Program (TCCCP)

Siew Chin Yeong from BART Design & Construction presented the BBATF with an overview of BART's TCCCP.

The Transbay Corridor Core Capacity Program is a package of strategic investments to increase BART's capacity from 24 trains/hour through the Transbay Tube to 30 ten-car trains per hour (300 cars) in each direction through the existing tube, the most heavily used part of its system. Despite the pandemic, long-term ridership trends at BART require additional capacity. As the system expands and as the core continues to attract development, further increases in ridership are expected. She described the four elements of the TCCCP:

- 1) Procuring 306 additional railcars to provide the additional trains needed,
- 2) Developing a new communications-based train control system that will allow closer headways
(shorter wait times between trains) to replace BART's outdated and overtaxed 1970s system.
- 3) Adding a new railcar storage yard at the Hayward Maintenance Complex (Phase 2), and
- 4) Installing additional traction power substations to provide the additional power needed for
more frequent service.

Preliminary research is also underway into building a second Transbay Tube that might also serve California's high-speed rail system or other transit but that is not a major part of the TCCCP now.

More details on the TCCCP are on BART's website:

<https://www.bart.gov/about/projects/corecapacity>

ITEM 6: BART Bike Program Updates

Heath Maddox presented the latest occupancy data at BART's secure bike parking facilities through March 2022. Occupancy of BART's eLockers and bike stations mirrors that of BART ridership. Elocker data as reported was misleading since there is a 6-month data collection lag for the lockers

The meeting was adjourned at 8:05 p.m.

The BBATF's next meeting is its regular meeting on June 6, 2022, 6:00 - 8:00 pm., via ZOOM.