

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)**

October 2, 2023
6:00 p.m. – 8:00 p.m.

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

Chairperson Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on October 2, 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 818 0126 5558; logging into Zoom.com and entering access code 818 0126 5558; or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/81801265558>

If you wish to make a public comment:

- 1) Submit written comments via email to 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 September 29, 2023 in order to be included in the record.
- 2) Call (833) 548-0282, enter access code 818 0126 5558, 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 818 0126 5558 and use the raise hand feature; or join the Task Force meeting via the Zoom link (<https://us06web.zoom.us/j/81801265558>) 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 August 2023 BBATF Minutes: Jon Spangler. (*For Action*) 5 min.
4. Approval of BBATF Member Applications: (*For Action*) 10 min.
 - Sebastian Harper – San Francisco County
 - Ashley Von Edge – At-large
5. Caltrans District 4 Bike Plan Update: Jasmine Stitt, Caltrans District 4 Pedestrian and Bicycle Branch. (*For Information*) 25 min.
6. Changes to BART Bicycle Rules: Jon Spangler. (*For Action*) 20 min.
7. Bicycle Stairway Channel Design: Heath Maddox, BART Customer Access & Accessibility (*For Discussion*) 15 min.
8. BART to Silicon Valley Follow-Up Letter: Jon Spangler. (*For Action*) 10 min.
9. Formation of BBATF Executive Subcommittee: Tyler Morris. (*For Action*) 10 min.
10. BART Bike Program Updates: Heath Maddox, BART Customer Access. (*For Information*) 10 min.
11. Future Agenda Items: All. (*For Discussion*) 5 min.

BART Bicycle Advisory Task Force (BBATF)

Meeting Minutes

August 7, 2023 6:00 p.m. – 8:00 p.m.

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

Chair Jon Spangler has called a meeting of the BART Bicycle Advisory Task Force on August 7, 2023, at 6:00 p.m. via Zoom link <https://us06web.zoom.us/j/87698053757>

Meeting called to order at 6:05 p.m. by Chair Jon Spangler

In attendance:

BBATF: Jon Spangler (Chair), Jeremiah Maller, Bill Pinkham, Francisco Muñoz, Francisco Hulse, Tyler Morris (Secretary), Phoenix Mangrum
BART Staff: Heath Maddox (Liaison), Rachel Factor, Matt Lewis
BART Directors: Robert Raburn

Guests:

Cedar Makhijani, Michael Sacks, Robert Prinz (Bike East Bay)

Absent:

Marc Hedlund

Agenda with Minutes follows as:

1. 6:05 pm Self-Introductions of Members, Staff, and Guests: All. *(For Information)*
 1. Jon Spangler calls meeting to order, welcomed guests and colleagues, and kicked off introductions
2. 6:13pm General Discussion and Public Comment: Jon Spangler. *(For Information)*
 1. No general comments
3. 6:14pm Approval of June 2023 BBATF Minutes: Jon Spangler. *(For Action)*
 1. Jeremiah Maller motioned to approve, Rick Goldman seconds
 2. Unanimously approved
4. 6:15pm Approval of BBATF Member Applications: *(For Action)*
 1. Sebastian Harper – San Francisco County
 1. *Not present at the first mention, to be revisited at the October meeting*
 2. Cedar Makhijani – At-large
 1. Bill Pinkham motions to approve, Jon Spangler seconds
 2. Unanimously approved
 3. Ashley Von Edge – At-large
 1. *Not present at the first mention, to be revisited at the October meeting*

5. 6:19pm North Berkeley Transit-Oriented Development Bicycle Access Update: Rachel Factor, BART Station Planning. *(For Information)*
 1. Jon opens with contextualizing concerns on the developer's presentation and approach
 2. Rachel mentions developer holding community meeting back in May, various community activities for input, announcement for site plan upcoming later in the year (September/October)
 3. Heath mentions context:
 1. North Berkeley access improvements projects currently under construction - on city streets and BART property
 1. Extended in-house project - new bike parking, BART parking lot, etc.
 2. Most of the improvements will be kept, but some of the TOD development may change existing development
 4. Rachel presents preliminary developer concept
 1. 2 years of community meetings and discussion
 1. Site was zoned through this process
 2. Primary goals:
 1. Making site pedestrian-friendly
 2. Reducing parking
 3. Connection to Ohlone Greenway
 3. 750 new homes, 50% affordable, ~300 resident parking spaces, ~100 BART parking spaces
 4. Strong feedback that the site did not integrate well with Ohlone Greenway, was too circuitous and resulted in a re-imagining
 1. Intent was always to have Ohlone be an accessible and primary route to access the station - not intended to direct bicyclists to streets
 5. Jon mentions gratitude at having seen the preliminary developer concept - winding path shown in the preliminary developer concept fits his understanding of the feedback
 6. Jon asks question on timing
 1. Rachel recommends attending community meeting - BART Board will not review until after entitlements
 7. Bill questions about connectivity to Shattuck Ave
6. 6:33pm El Cerrito Plaza Transit-Oriented Development Bicycle Access Update and Letter from BBATF: Rachel Factor, BART Station Planning. *(For Information and Action)*
 1. Rachel presents El Cerrito Plaza TOD slides
 1. Slide 1
 1. Station located in suburban area presented issues with parking constraints - addressed in planning
 2. Community engagement throughout, beginning in 2019
 3. Winter 2020: Holliday Development selected as Developer
 4. Awards: \$24M for access improvements, \$1M state allocation
 5. Spring 2023 - El Cerrito approves Parcel A

6. Summer 2023- El Cerrito approves remaining 5 buildings
 7. Construction to start as early as Q4 2024, Parcel B patron replacement parking in 2027
2. Matt Lewis - BART Project Manager speaks to slides beginning with 'Overview'
 1. Slide 2
 1. Right section of slide contains Master Plan snippet
 2. Phase 3,4 will have space for a city library, the other will have space for a cafe
 3. Phase 5 will have affordable (80% medium income - higher but no additional subsidy)
 4. Phase 6 market rate building, also will incorporate Ohlone Greenway changes
 5. 266 resident parking spaces for 743 new units
 2. Slide 3
 1. Overview of renders for concepts - left image is library space, right is expanded Ohlone Greenway
3. Rachel returns to speaking
 1. Slide 4 - BECCAP
 1. Many of the corridor improvements are not in BART's control. Have put together into a plan but many are not on BART property
 2. Slide 5 - El Cerrito Plaza Station specific recommendations
 1. Ohlone Greenway improvements
 2. Users mentioned increased desired and feeling of safety with better lighting - would be a separate study and project on its own
 3. Slide 6 - Access Plan Curb Use
 1. Busway is currently 1-way circular, will be consolidated to just the West side of the station as bus-only (with some taxi access), ensuring that on the east side, bike-ped activity will have vehicle conflicts reduced/minimized
 2. Provides space for current and future service
 3. Library in Parcel C West still under discussion - but could have loading on SW corner (top left on diagram)
 4. Slide 7 - Access Plan Pedestrian Access
 1. Clear pedestrian access from ADA parking
 2. High-visibility crosswalks and bulb-outs, clear wayfinding across the station
 5. Slide 8 - Access Plan Bike Access
 1. Central Ave - current proposal was to have two-way cycle tracks
 2. City is doing their own study to possibly consolidate to one side, and then south of Richmond to be double
 6. Slide 9 - Thank you and Links
 7. Questions
 1. Michael - what's the rationale for parking proximate to BART?
 1. Rachel - process started at 0 parking for the sites, but currently El Cerrito has 740 spaces - extensive analysis

contained in the BECCAP page determined ideal spots - lots of people in the hills who don't have access to reliable bus systems, people with mobility issues, people with multiple stops (kid pick-up, drop-off). Started at 250 max and board adopted 0-250 range. Working with developer identified 100 spaces. BART is not putting money into the parking - it's all coming from grants

2. Michael - follow-up - unconvinced that people will be parking in 5 years
2. Bill - also concerned of parking and the sequence of building. Because there are so many people coming to the lot currently. Thinks that the garage should be built first - possibility of displacing existing drivers.
 1. Rachel - garage is one of the first phases, working with the city to identify paid parking spots - funds can be channeled into the management
 2. Bill - doesn't think there's that much parking there, need to allow for residents to park, street parking might be a mistake
3. Cedar - second the idea that any parking at a BART station is too much (100 spots -> 1500 people on a train). what do 'bike stations' encompass?
 1. Rachel - bike stations will be similar to Ashby station - a place where people could park their bikes in a room. BikeLink lockers will continue.
 1. Jon - we will likely see the bike stations later on in the design process
4. Robert - thank you for the great presentation and the hard work. Bike East Bay is working on the areas around BART - San Pablo Ave is a current focus. City of El Cerrito is already working on protected bikeway, BEB is focused on making sure it comes down to San Pablo Ave. Oct 7 - campaign event - movie screening at El Cerrito theater envisioning the future of San Pablo Ave.
5. Jon - could the parking structure be designed to be repurposed in future away from parking / easily demolished?
7. 7:00 pm Safe Routes to BART Grant Program Round 2 Awards: Rachel Factor, BART Station Planning. (*For Information*)
 1. Cycle 3 Update - moving quickly to add an extra cycle
 2. BART Station Access policy - carved out \$25M for BART access from Measure RR funds
 3. Goal is to shift the needle on how people get to BART stations - get the cities to
 4. Goals
 1. Looking for projects that are ready to go
 2. Impact mobility
 3. Equitable

5. SR2B cycles
 1. Two rounds already
 2. Listed on slide
6. SR2B Cycle 3
 1. Up to \$16M
 2. Funding awards between \$500k and \$3M - up from \$1M cap previously, hoping to attract more projects with the higher cap
 3. Need to be highly supported by the city (30% minimum match)
 4. At least 35% design
 5. Can be delivered in 1.5-3.5 years
 6. Scoring criteria directly related to the goals of the station access policy
 7. Inquiry forms Due August 10 - presuming good response, call for projects will come Late September 2023
 8. www.bart.gov/sr2b for more info
 9. Questions
 1. Francisco M - is the construction funding new for Cycle 3?
 1. Rachel - no, just the funding cap raise - came from advice from ATCT - cities are burdened and lower cap might not be attractive
 2. Jon - Improvements planned for Fernside and Tilden and Blanding for access
 3. Tyler - what is the intended merit of the grants - lay groundwork or bolster existing?
 1. Heath - one of the key criteria is project readiness - intent is not to give seed money to a project for 10 years
8. 7:17 pm BART to Silicon Valley Phase II Extension Santa Clara Valley Transportation Authority (VTA) Responses and Letter from BBATF: Jon Spangler. (*For Discussion and Action*)
 1. Jon - considered that we might have a letter written in response to VTA's responses. Would like to solicit input from members
 2. Heath presents VTA responses
 1. DTSJ and Little Portugal stations
 1. DTSJ has much more exit trips in the morning whereas Little Portugal has more starting trips in the morning
 2. Francisco M - was satisfied by the bike parking explanation - operating on the assumption that bike parking is more relevant for 'entry' trips than exit trips
 2. VTA bike access / parking demand methodology
 1. Jon - APBP recommendations - does this align with BART's policies?
 1. Heath - not clear but 9% of 2040 trips needing bike parking seems reasonable. Want to prioritize flexibility for future changes
 3. Existing BART station references?
 4. Elevators - double-sided
 1. BATF has desire for single-sided entry and exit

5. Elevators out of order
 1. Heath – VTA’s response indicates a possible misinterpretation - bike escalator \neq bikes on escalators - Google campus in Seattle is installing a Dutch bike escalator
 1. Heath looking into similar possibility for BART as a pilot
 2. Michael - suggestion for stairway channels as a partial implementation - seconded by Francisco H
 3. Francisco H - has BART studied ferry’s implementation?
 1. Heath - that has emerged in conversations with Seattle importer company
6. Addtl entrances to Diridon and DTSJ
 1. Jon - when one side of a busy station (Market st) gets closed off - many organizations have pushed for two entrances with Diridon and DTSJ for improved access. Station re-design in the spring has included steps that will make it easier to open those second entrances. No direct progress towards that and VTA response is nebulous, would like to keep pressure on to push for that.
 2. Tyler - seconds applying pressure, but also would like to acknowledge and thank VTA for their answer to these questions and for the detail - reflective of overall high engagement from VTA - personally appreciated to see how engaged they have been in comparison to other local agencies
 3. Jon - agrees, changes from single to double bore indicated high amount of engagement and flexibility
7. Elevator size

1. 6:45 pm BART Bike Program Updates: Heath Maddox, BART Customer Access. (*For Information*)
 1. Pg 42 - charts
 1. Monthly Volumes at BART bike stations vs. ridership, by station
 2. Monthly Volumes at BART Bike Smart Racks vs. Ridership
 3. Monthly Rentals at BikeLink Bike Lockers and BART Bike Stations vs. BART Ridership
 1. Added BayWheels stations on BART property
 2. Francisco M - curious if BayWheels is also coming from other modes
 1. Heath - surveys indicate that trips from other modes (car, walk, transit) are coming to BayWheels, but ridership is priority
 3. Robert Prinz - toured a number of new apt. buildings at TOD developments - for better or worse the city’s bike parking standards appear not great - never any enforcement. Bike cage at MacArthur station has been under-utilized. Could cages be used by residents in the near term?

1. Heath - bike sitting long term would become a target. Not sure long-term use is something BART would want to encourage.
 2. Jon - would like to investigate possibility of the discussing the sub-par during the October meeting. Robert to consider further and follow up as needed
2. Improvement diagrams
3. Starirway channels - grant funding to expire quickly - working in-house to finish quickly before the end of the year
 1. Materials choice for friction - stainless steel is slippery, trials using grip tape (maintenance headache), diamond-plate steel to provide a bit better friction, expanded steel would get dirtier but could have more friction
 2. Michael Sacks
 1. concrete for channels with texture? Heath - lots of work on material choice, concrete has been considered and not desired
 2. One-way channels on more stairs? Heath - right side could be preferred for drivetrain
 3. Parking at stations? Heath - 700 to 100 is impressive, better than what he might've hoped for. Hope it will be built in such a way that
 3. Robert - narrower stairs would likely prefer right side channel - can bring people to test it once done
2. 8:10 pm Future Agenda Items: All. (*For Discussion*)
 1. Jon - look at current design standards and identify if there should be texture on bottom of stair channels - maybe a rubber mat? Industrial floor, stairs as inspiration. Can we push stair channel further with BART facilities staff
 2. Heath - new members
 1. Sebastian Harper – San Francisco County
 2. Ashley Von Edge – At-large
 3. Jon - Letter to VTA
 4. Tyler - revisit conversation around submitting letters more quickly?
 5. Jon - technology we're using - meet live? Any difficulties, let Heath know and that could be an agenda item if needed. In-person communication seems to be more effective

Meeting adjourned at 8:17 p.m. by Chair Jon Spangler

Next meeting is called for by Chair Jon Spangler on October 2, 2023 at 6:00p.m.

SEBASTIAN HARPER

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
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 fare 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:

(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

(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

From: Christopher White <[REDACTED]>
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) [REDACTED] [REDACTED]

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> 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

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

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

Myself and my family are avid cyclists. We love the ability to be multi-modal by utilizing public transportation for trips that are further than biking with our child allows. My family consists of myself, my spouse, and our 16-month old daughter, as well as my parents who live in the unit below us. It's important to me to see safe streets for all types of cyclists and all types of cycles.

Majority of our rides consist of using an e-bike, both normal length and long. This has caused difficulty with public transportation for both busses and trains. I'd love to see improvement in this area and believe I can bring a strong voice to this issue.

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

I am an avid cyclist who has lived in multiple areas of the Bay, as well as eight years in Minneapolis, MN. I also travel frequently so I can bring a breadth of knowledge about how different areas utilize cycling with public transportation. I also have 8+ years of working professionally in the cycling industry, in both private and non-profit areas. I have a strong, natural ability to share my passion with others, which would be useful in a position like BBATF. I identify as a woman and have a young child, which would allow me to bring a needed perspective to the BBATF to make sure inclusive programming is being thought of. I also have 3+ years of project and program management experience.

(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 volunteer with Little Bellas and the National Interscholastic Cycling Association (NICA), both mountain bike programs for youth. I also am a Certified League Cycling Instructor with the League of American Cyclists. I am a member of the International Mountain Bike Association (IMBA), Santa Cruz Trail Stewardship, and San Francisco Bicycle Coalition.

(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 believe I saw someone post about it on Facebook or LinkedIn. I know many people in the Bay cycling community, so it was probably posted about at some point in my feed.

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

What skills or services are you in need of for a BBATF member?
Is there a maximum amount of time one can be a BBATF member?

(10) Your information:

Ashley Von Edge

Name

San Francisco

County of Residence

Currently unemployed

County of Employment

Email and/or phone

Heath Maddox

Subject: FW: BART Bicycle Advisory Task Force Membership Application - Ashley Von Edge

From: Christopher White [REDACTED] >
Sent: Wednesday, July 26, 2023 2:33 PM
To: Heath Maddox <hmaddox@bart.gov>
Cc: Ashley Von Edge <[REDACTED]>
Subject: Re: BART Bicycle Advisory Task Force Membership Application - Ashley Von Edge

Oh great! Then Ashley has our strong recommendation -- she's a rockstar!

--

Christopher White

Deputy Director

Phone or text: [REDACTED] [REDACTED]

Pronouns: he, him, his

[San Francisco Bicycle Coalition](#)

Promoting the Bicycle for Everyday Transportation

[1720 Market St.](#)

[San Francisco, CA 94102](#)



On Wed, Jul 26, 2023 at 12:17 PM Heath Maddox <hmaddox@bart.gov> wrote:

Hi Christopher,

Ashley Von Edge has applied for membership on the BART Bicycle Advisory Committee (see attached), and we have an at-large vacancy.

Ashley has already attended a BBATF meeting, so all that's needed now for her application to be acted on is a nomination from SFBC.

I'm assembling the agenda packet now for the 8/7 meeting and need to have all the materials together by tomorrow morning. Hoping you can send something along today if possible!

Thanks,



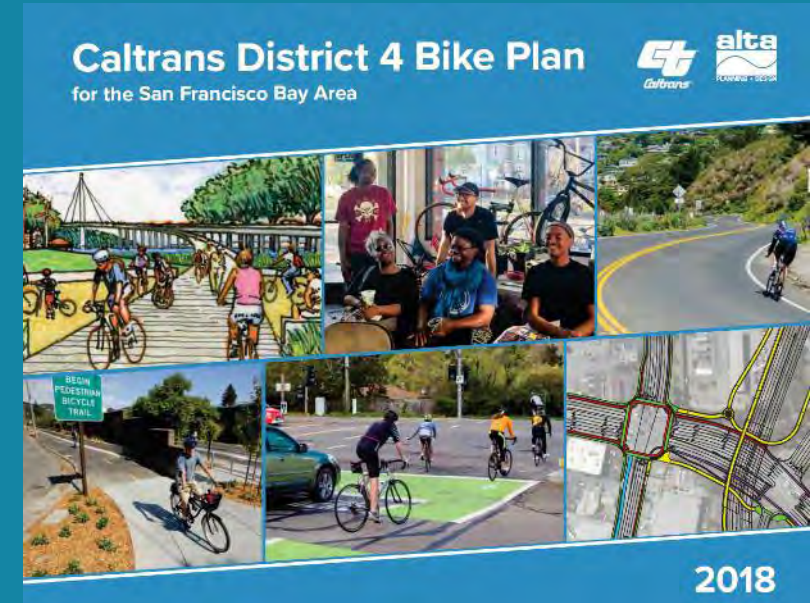
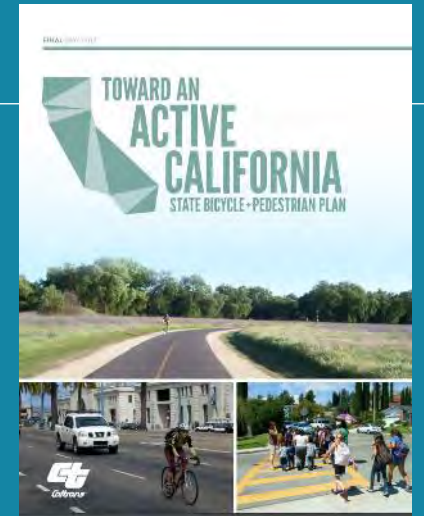
CALTRANS
BAY AREA

BICYCLE PLAN UPDATE



Why Update the Bike Plan?

- Current D4 Bike Plan is 5 years old
- Performance Tracking
- Build on success and identify more paths forward
- Opportunity for Engagement
- Align plan more with Statewide bike/ped plan
- Changing mobility trends



Caltrans' Complete Streets Policy - Director's Policy 37

All transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail



Draft Vision and Goals

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably bike for their transportation needs.

SAFETY

Reduce the number, rate, and severity of bicycle involved collisions



MOBILITY

Increase biking by providing comfortable, convenient and connected bikeways

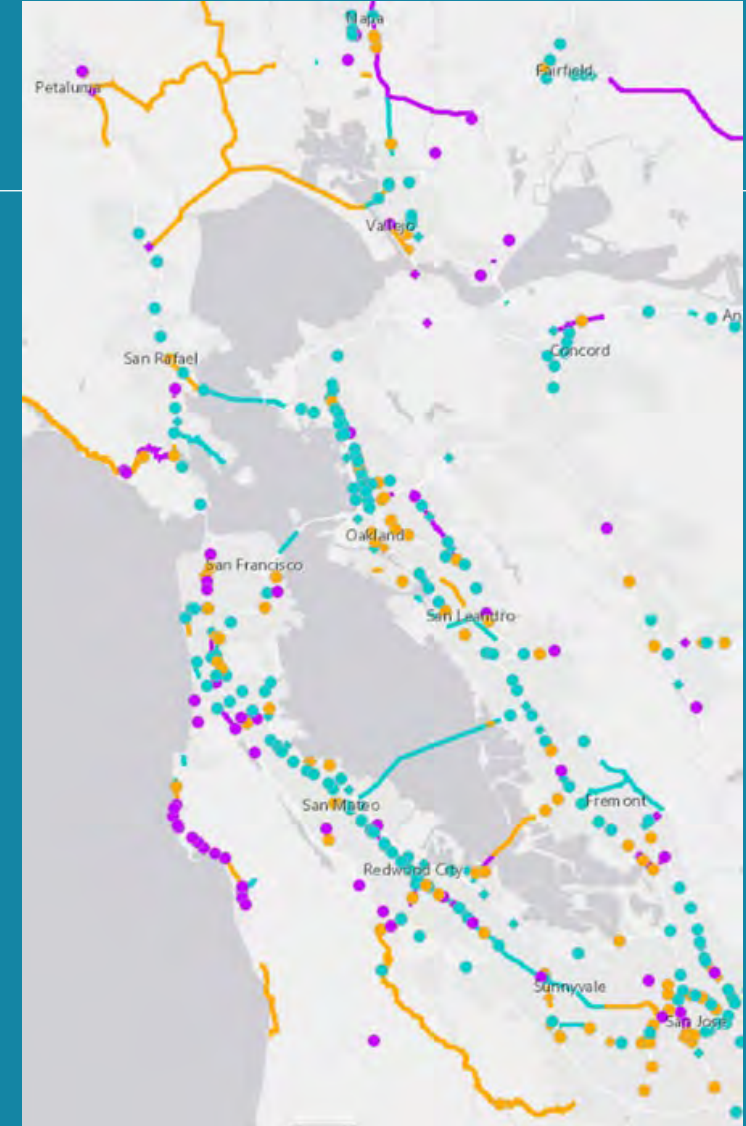


EQUITY

Eliminate barriers to biking, so that everyone has access to high quality biking infrastructure no matter their race, socioeconomic status, identity or where they live



Outcomes



Identified Bike Needs near BART Stations

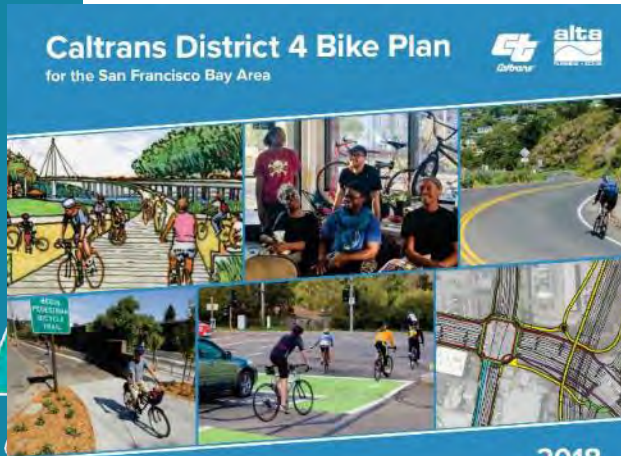


BART Walk and Bicycle Network Gap Study

June 2020



EISEN | LETUNIC
Transportation, Environmental & Urban Planning and ARUP
in association with Parisi Transportation Consulting



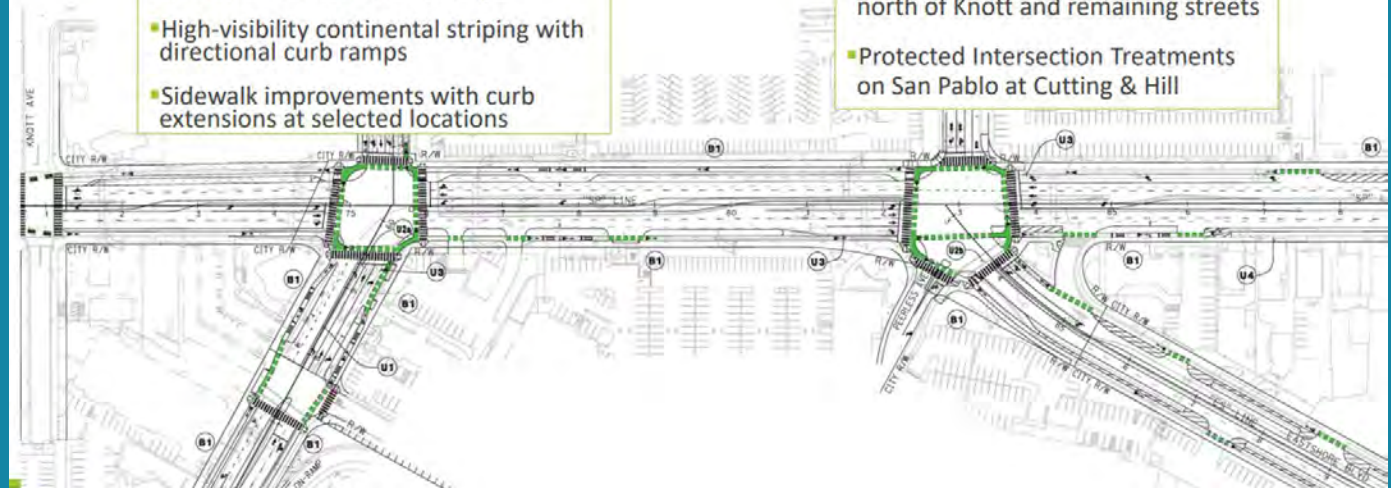
Del Norte Station San Pablo Ave Improvements

New Protected & Enhanced Pedestrian Facilities

- New Complete Crosswalks on San Pablo at Cutting, Hill & Knott
- New Pedestrian Hybrid Signals on San Pablo/Wall and Cutting/Peerless
- Traffic calming and flashing beacons for crosswalks at the I-80 on-ramps
- High-visibility continental striping with directional curb ramps
- Sidewalk improvements with curb extensions at selected locations

New & Enhanced Bikeways

- Protected Lane on San Pablo from Knott to Hill, Cutting and Eastshore
- Class II Bike Lane on San Pablo south of Hill
- Class III Bike Route on San Pablo north of Knott and remaining streets
- Protected Intersection Treatments on San Pablo at Cutting & Hill



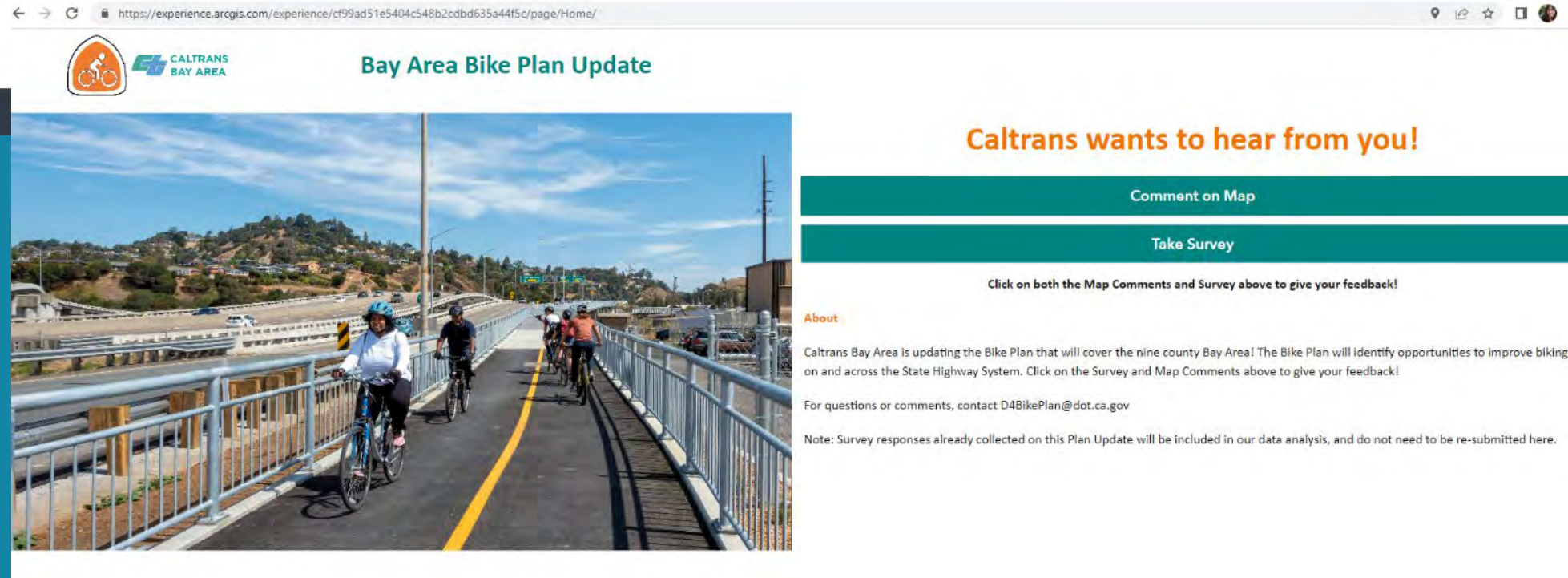
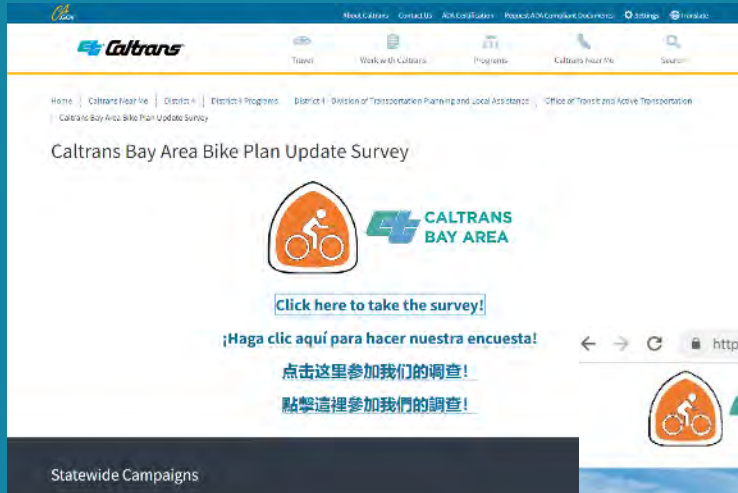
Policy Progress - DIB 94

Design Information Bulletin (DIB-94) – Draft was released in April

			
Speed	Bike Facilities	Lane Width	Shoulder Width
Explains "Proposed Operating Speed", which may differ from posted speed limits	Identifies preferred bike facilities and increases minimum widths	Identifies new minimum lane widths	Identifies new minimum shoulder widths

Web Survey and Map is live!

Go to dot.ca.gov/D4BikeSurvey



Caltrans Bay Area Bike Plan Update Survey

Welcome to the Caltrans Bay Area Bike Plan Update Survey!

Caltrans Bay Area wants your input on which features will make biking on Caltrans facilities comfortable, convenient and connected! Share your feedback by taking our short survey, which will ask about improvements you want on Caltrans facilities as well as your biking habits. All questions are optional.

For additional background information, visit: <https://dot.ca.gov/d4bikeplanupdate>

1. How would you rank biking along or across Caltrans-owned roadways in the county where you live/bike most often?

Refer to the map below for Caltrans facilities (highlighted in yellow)
1 star is the worst ranking, and 10 stars is the best ranking.

Choose between 1 to 10 stars below.



Caltrans roadways highlighted in yellow (includes crossing or riding along state highways)





Bay Area Bike Plan Update Comment Map

Bike Plan Comments

+

Click here to submit a suggestion

Connectivity	1
Connectivity	8
Safety	0
Connectivity	0
Challenging Crossing	0
Safety	1
Bikeway Improvement	2
New Connection	1
Safety	1
Connectivity	0
Challenging Crossing	0

Load More...

This map is for planning purposes only. To report an issue or concern with Caltrans, complete a Customer Service Request by going to csr.dot.ca.gov

Key Questions for BBATF

- What do you want to see in the bike plan update?
- What elements from other bike/ped plans that you've seen that you think we should incorporate in our bike plan?
- What can Caltrans do to be a better partner with our local jurisdictions and public?





Questions/
Comments?
D4BikePlan@dot.ca.gov

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: September 21, 2023

FROM: Director Rebecca Saltzman

SUBJECT: Proposed Update to “Bikes on BART Rules”

During the September 28, 2023 meeting of the BART Board of Directors, I plan to add an action item to the agenda under “BOARD MATTERS” to consider updating the policy of “Bikes on BART Rules”. It has been 10 years since the Board has last considered updating this policy. Below is a summary of my proposed changes.

SUMMARY OF PROPOSED CHANGES

1. Allow bikes on escalators:

Current rule: Bicyclists must use elevators or stairs, not escalators.

Proposed rule: **Bikes are allowed on elevators, stairs and escalators.**

2. Allow bikes on all cars except the lead car (due to shorter trains):

Current rule: During non-commute hours, bikes are allowed on all trains except the first car or any crowded car.

During commute hours (7:00 to 9:00 AM and 4:30 to 6:30 PM, weekdays), bikes are not allowed in the first three cars of any train.

Proposed rule: **Bikes are allowed on all trains except in the first car or any crowded car.**

3. Allow passengers to secure bikes instead of holding them on trains:

Current rule: Bicyclists must hold their bikes while on the trains.

Proposed rule: **Bicyclists must hold or secure their bikes while on the trains.**

4. Clean up language:

Minor changes to clarify or simplify rules, such as the following: **not riding bikes in stations, prohibiting gas-powered vehicles in BART stations and on BART trains, and proper bike storage rules for inside stations.**

Please see the attachment to this memo, which contains the current “Bikes on BART Rules”, a red-lined version with the proposed changes, and a clean version of the proposed policy if all the changes are accepted. This policy would take effect January 1, 2024, to give staff time to update signage and to develop any communication and safety plans.

I look forward to a public discussion of these changes at the next Board meeting.



Director Rebecca Saltzman

Current “Bikes on BART” Rules

BIKES ON BART RULES

- During non-commute hours, bikes are allowed on all trains except the first car or any crowded car.
- During commute hours (7:00 to 9:00 AM and 4:30 to 6:30 PM, weekdays), bikes are not allowed in the first three cars of any train.
- Folded bikes are allowed in all cars at all times.
- Regardless of any other rule, bikes are never allowed on crowded cars. Use your good judgment and only board cars that can comfortably accommodate you and your bicycle.
- Bicyclists must hold their bikes while on the trains.
- Bicyclists must use elevators or stairs, not escalators.
- Bicycles must be walked in pedestrian areas in and around BART stations.
- Bicyclists must yield priority seating to seniors and people with disabilities, yield to other passengers, and not block aisles or doors.
- In case of an evacuation, leave your bike on the train and do not let it block aisles or doors.
- Bicyclists under 14 years old must be accompanied by an adult.
- Gas powered vehicles are never permitted.
- On BART property, bikes must be parked in racks and lockers. Bikes parked against poles, fences or railings will be removed.

Violation of the above rules is subject to citation under CA Vehicle Code Sec. 21113 and Sec. 42001.

Red-lined Proposed “BIKES on BART” rules

BIKES ON BART RULES

- ~~During non-commute hours, bikes~~Bikes are allowed on all trains except in the first car or any crowded car.
- ~~During commute hours (7:00 to 9:00 AM and 4:30 to 6:30 PM, weekdays), bikes are not allowed in the first three cars of any train.~~
- Folded bikes are allowed in all cars at all times.
- Regardless of any other rule, bikes are never allowed on crowded cars. ~~Use your good judgment and only board cars that can comfortably accommodate you and your bicycle.~~
- ~~Bicyclists~~Passengers must hold or secure their bikes while on the trains.
- ~~Bicyclists~~Bikes are allowed on~~must use~~ elevators, ~~or~~ stairs, ~~and not~~ escalators.
- ~~Bicycles must be walked in pedestrian areas in and around BART stations.~~Passengers are never allowed to ride bikes inside stations, including but not limited to station platforms and concourses. This prohibition does not include parking lots, roadways, or outdoor paths intended for bicycle use.
- Bicyclists must yield priority seating to seniors and people with disabilities, yield to other passengers, and not block aisles or doors.
- In case of an evacuation, ~~leave your bike~~bikes must be left on the train and ~~must not~~do not let it block aisles or doors.

- ~~Passengers~~Bicyclists under 14 years old with bikes must be accompanied by an adult.
- Gas-powered vehicles are never permitted in stations or on trains.
- If left unattended on~~On~~ BART property, bikes must be ~~parked-locked at~~in racks or inside ~~and~~ lockers. Bikes parked against poles, fences or railings will be removed.

Violation of the above rules is subject to citation under CA Vehicle Code Sec. 21113 and Sec. 42001.

Cleaned up Proposed “Bikes on BART” Rules

BIKES ON BART RULES

- Bikes are allowed on all trains except in the first car or any crowded car.
- Folded bikes are allowed in all cars at all times.
- Regardless of any other rule, bikes are never allowed on crowded cars.
- Passengers must hold or secure their bikes while on the trains.
- Bikes are allowed on elevators, stairs, and escalators.
- Passengers are never allowed to ride bikes inside stations, including but not limited to station platforms and concourses. This prohibition does not include parking lots, roadways, or outdoor paths intended for bicycle use.
- Bicyclists must yield priority seating to seniors and people with disabilities, yield to other passengers, and not block aisles or doors.
- In case of an evacuation, bikes must be left on the train and must not block aisles or doors.
- Passengers under 14 years old with bikes must be accompanied by an adult.
- Gas-powered vehicles are never permitted in stations or on trains.
- If left unattended on BART property, bikes must be locked at racks or inside lockers. Bikes parked against poles, fences or railings will be removed.

Violation of the above rules is subject to citation under CA Vehicle Code Sec. 21113 and Sec. 42001.

Good morning, Board President Li and Members of the BART Board of Directors.

First, my comments represent my personal views and not those of the BART Bicycle Advisory Task Force (BBATF), on which I have served since 2011.

I agree with most of Director Saltzman's proposed revisions to BART's Bike Rules. (The BBATF last reviewed the Bike Rules about 9 years ago.)

I personally support bicyclists taking human-powered bikes on escalators as long as they can do so safely: heavy, bulky cargo and e-bikes bikes are hard to balance and manage on stairs - and on escalators.

The unifying basis of BART's Bicycle Rules is that bicyclists must safely control or secure their bicycles at all times in, on, and around BART trains, facilities, and stations:

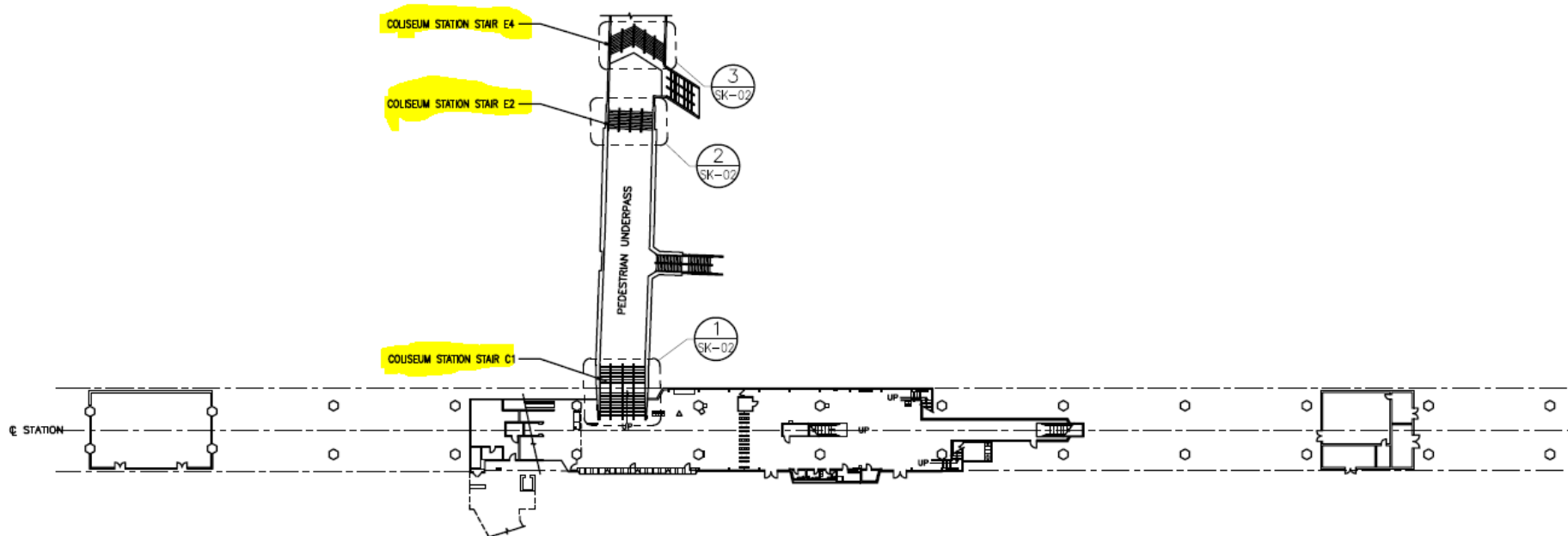
- While transiting station area access roads, parking lots, bus stops, and sidewalks;
- While accessing stations, fare gates, and platforms;
- While using stairs, elevators, and escalators;
- While riding trains.

I have significant reservations about two of these rules:

1) BART has limited vertical access options. E-bikes and cargo bikes should not be permitted on escalators yet: they are too heavy, bulky, and hard for most people to balance safely on crowded and narrow BART escalators.

2) The current rule prohibiting bike riding within BART stations is short and straightforward: it can be easily clarified. ("**Bicycles must always be walked - never ridden - inside BART stations, including on concourses and platforms.**")

The word "bicyclist" has meant "**a person who rides a bicycle**" since 1869. It is the shortest, most direct way to refer to BART passengers using bicycles. (OED: <https://www.oed.com/search/dictionary/?scope=Entries&q=bicyclist>)



CONCOURSE LEVEL KEY PLAN

SCALE: 1/32"=1'-0"

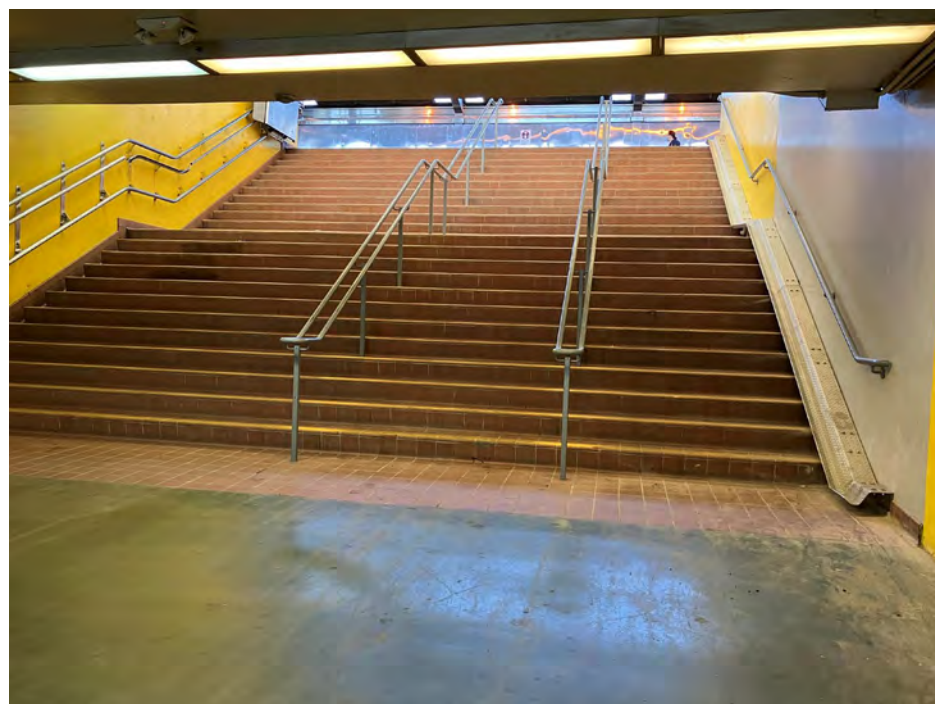
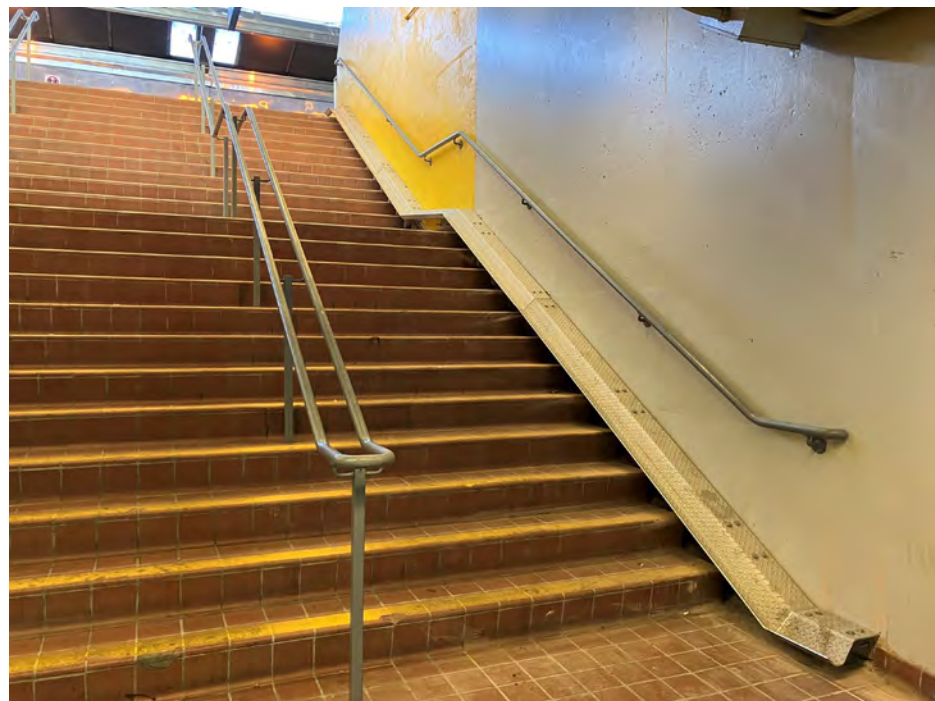
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SK-01













DATE: October 2, 2023

TO: BART Board of Directors

FROM: BART Bicycle Advisory Task Force (BBATF)

SUBJECT: BBATF on BART to Silicon Valley Extension Station Access, Bikes

Dear Board President Li and Members of the BART Board of Directors,

The BART Bicycle Advisory Task Force (BBATF) has engaged with Valley Transit Authority (VTA) over the BART Silicon Valley Extension (BSV2) since April 2022 regarding station design, accessibility, and bike access. We believe that the updated station designs (announced February 2, 2023) represent significant progress but we remain concerned about several design issues:

- 1) The lack of entrances on both sides of Santa Clara Avenue for both the Downtown San Jose and Diridon stations in BSV2 plans;
- 2) The adequacy of VTA's research and planning to determine the amount bike parking at the BSV2 stations;
- 3) The adequacy of vertical access (the width and number of stairways, the number and size of elevators, etc.) in BSV2 stations.

The updated (February 2, 2023) BSV2 tunnel and station designs offer the option of adding second entrances to both the Downtown and Diridon stations later on. They significantly shorten and improve vertical access, which we had recommended in 2022, although we would like to see more and wider stairways and double-ended elevators.

We have serious questions about the adequacy of the methods VTA used to project the future bike use and bike parking needs for all the BSV2 stations: VTA based their bike parking projections on pedestrian traffic calculations - not bike-specific data - and probably underestimated the percentages of bicyclists likely to access the proposed stations by 2035-2040. The BBATF hopes that these shortcomings in VTA's projections will be corrected and their bike use projections accurately updated.

The BBATF will continue to interact with VTA regarding these and other bike-specific aspects of the BSV2 extension, which we welcome and support.

Respectfully submitted,

Jon Spangler

Chair, BART Bicycle Advisory Task Force

ADOPTED AT THE OCTOBER 2, 2023, BART BICYCLE ADVISORY TASK FORCE
MEETING BY THE FOLLOWING VOTE:

AYES:

NAYS:

ABSTENTIONS:

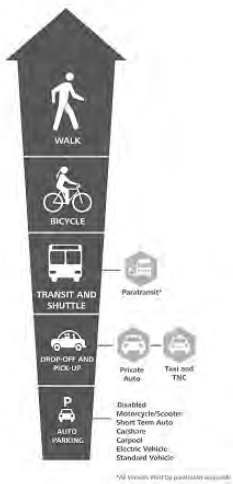
Heath Maddox

From: Heath Maddox
Sent: Monday, August 7, 2023 10:06 AM
To: [REDACTED]
Cc: BART Customer Service
Subject: RE: RE: Case 00312635: Bike Security [ref:_00Dd0hrYV_5006T2GtPES:ref]

Dear Margarette,

Thanks for your inquiry about secure bike parking at BART.

We agree that secure bike parking is key to supporting ridership. Bicycling and walking are at the top of the Station Access Design Hierarchy from the <https://www.bart.gov/about/planning/station-access/policy>:



Because of the importance we place on bicycle access and bike parking, there is a secure bike parking option (or several) at 49 out of BART's 50 stations (Montgomery is the only station without secure bike parking of some kind). 39 of our stations have highly secure, [on-demand BikeLink eLockers](#); 16 stations still have older [keyed lockers](#) for rent; we have 3 valet [bike stations](#) and 7 BikeLink-accessed "self-park" bike station; we have swing-arm protected Clipper-controlled free Bikeeep racks at 5 stations, and many stations have ample bike racks located inside the paid area.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352



**CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT**

Heath Maddox

From: Heath Maddox
Sent: Tuesday, August 22, 2023 1:00 PM
To: [REDACTED]
Cc: Jake Massler
Subject: RE: I have a question - Hi. I'm wonderin..

Dear James,

I manage bike access at BART and the good people at BikeLink/eLock shared your comment with me.

First, thanks for your comment and thanks for riding your bike to BART!

There is a new generation of larger BikeLink eLocker that we are excited about trying out at North Berkeley BART as part of the access improvements currently underway there. The newest BikeLink locker design is a little bigger off-the-shelf (perhaps big enough for a longtail cargo bike) and there are a couple of modifications we are planning to experiment with that should accommodate medium and larger box-style cargo bikes as well. Depending upon how things go with these larger lockers at NB, we will evaluate rolling them out at other locations. We've put a lot of thought into accommodating larger bikes at our bike stations, but we understand many BART stations may not ever have sufficient demand for group parking and yet our customers still want to store their large bikes securely.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352



**CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT**

----- Forwarded message -----

From: BikeLink Support <support@bikelink.org>
Date: Tue, Aug 22, 2023 at 12:03 PM
Subject: Re: I have a question - Hi. I'm wonderin..
To: [REDACTED]

Hi James,

Thanks for reaching out to us! Unfortunately, the closest locations that can accommodate a cargo bike are the bike rooms either in Walnut Creek or Berkeley. I have forwarded your suggestion to our Public Partner Relations Manager so that he can follow up with his contacts at BART to see if they are interested in installing more facilities. The context here

is that while we make, install, and operate the BikeLink system our lockers are purchased by outside public and private agencies and they decide where and what type of facilities are installed.

Please let us know if you have any other questions.

Happy biking!

Jessica

--

BikeLink
800 Heinz Ave, Suite 11
Berkeley CA 94710

www.BikeLink.org

24hr support: (888) 540-0546

Office: (510) 239-7459

On Tue, Aug 22, 2023 at 9:52 AM BikeLink <no-reply@no-reply.bikelink.org> wrote:

Message From Website Contact Form

[REDACTED]

Date: 08/22/2023 16:51PM

Problem type: I have a question

Browser version: Mozilla/5.0 (iPhone; CPU iPhone OS 16_6 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/16.6 Mobile/15E148 Safari/604.1

Hi. I'm wondering if there are any extra long/wide lockers at any BART stations in the East Bay, particularly Rockridge and Orinda. I regularly use the lockers with my commuter bike, but I also have a cargo bike and a fat bike I use periodically that won't fit into the standard lockers. If there aren't any, might I suggest building some since cargo bikes especially are becoming quite popular with us parents? Thanks!

CONFIDENTIALITY NOTICE: This message, together with any attachments, is intended only for the use of the individual or entity to whom it is addressed and may contain information that is confidential and/or privileged and prohibited from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender immediately by telephone or by return e-mail and delete this message along with any attachments.

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Monday, August 21, 2023 2:53 PM
To: Heath Maddox
Subject: RE: Case 00313616: More Bike Lockers at MacArthur Please [ref:_00Dd0hrYV._5006T2GvPrW:ref]

Hello Heath:

FYI.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====

Contact Name Jeffrey Miner

Contact Email [REDACTED]

Contact Phone [REDACTED]

Received Date 8/17/2023

Description It's hard to plan a trip when I arrive at MacArthur and all 36 of the BikeLink lockers I was planning to use are totally full. Please add more!
ref:_00Dd0hrYV._5006T2GvPrW:ref

Heath Maddox

From: Michelle Pallen <webcustomerservices@bart.gov>
Sent: Friday, August 18, 2023 8:23 AM
To: Heath Maddox
Cc: BART Board
Subject: RE: Case 00313376: RE: Bike attachments [ref:_00Dd0hrYV._5006T2Gux9v:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Heath,

Customer's concern below was sent to the DSO.

Regards,

Michelle Pallen
BART Customer Services

=====
Case 00313376: RE: Bike attachments

Anne, thank you for your email. Your email will be forwarded to the Board and District staff. Thank you.

Office of the District Secretary
San Francisco Bay Area Rapid Transit District (BART)
2150 Webster Street, 10th floor | Oakland, CA 94612 P.O. Box 12688 | Oakland, CA 94604-2688
510.464.6083

[cid:image001.png@01D9CF54.0FD6ACF0]

From: Anne O'Neill <[REDACTED]@gmail.com>
Sent: Tuesday, August 15, 2023 7:31 AM
To: BART Board <BoardofDirectors@bart.gov>
Subject: Re: Bike attachments

Bike ties...

On Tue, Aug 15, 2023 at 7:30 AM Anne O'Neill <anne.oneill2010@gmail.com<mailto:anne.oneill2010@gmail.com>> wrote:

As more people, especially those with bikes, are using BART again, the bike toes need to be maintained (many are broken) and improved. They are only long enough to tie off one bike, and today I boarded a train where one car after another was fully loaded with one bike per rack, which is all the length of the straps will accommodate. Fortunately, I had some straps of my own, which should not be required to secure an additional bike to a rack.

Heath Maddox

From: Anne O'Neill <[REDACTED]>
Sent: Monday, August 21, 2023 2:28 PM
To: Heath Maddox
Cc: BART Board; Bart Webcustomerservices
Subject: Re: Case 00313376: RE: Bike attachments [ref:_00Dd0hrYV._5006T2Gux9v:ref]

Thank you for your considerably detailed and swift response :)

On Mon, Aug 21, 2023 at 2:25 PM Heath Maddox <hmaddox@bart.gov> wrote:

Dear Ms. O'Neill,

Thanks for your comment regarding accommodations for bikes on board the new BART cars

Regarding the strap length, we are aware of the issue, but unfortunately, we are unable use longer straps. To better accommodate more than two bikes and/or wider or loaded bikes, our initial design for the straps was in fact a good deal longer, but we were unable to implement the longer straps due to the potential for the straps to be sucked onto and obstruct the BART car air intake grate immediately below the bike lean bar on both old and new BART cars (see attached photo). Due to the very real potential for compromising the climate control and air filtration system on the cars, having longer straps was unfortunately non-negotiable with our car engineers. We tried a number of different buckle and strap configurations to address the issue while still providing sufficient length for wider bikes, but were ultimately unsuccessful.

All that said, and your experience notwithstanding, the feedback we have received on the straps so far has been overwhelmingly positive and reinforces the decision to halt installation of the clamber-style racks that were initially deployed on the new cars and replace all existing racks with bars and straps. Finally, one observation that my colleagues and I made during testing was that if the bike nearest the lean bar is secured with a strap and additional bikes are leaned against this secured bike without being strapped themselves, the outer bikes are actually quite stable since the handlebars, pedals, etc tend to keep them from rolling away.

Regarding missing and broken buckles, I will certainly share this observation with our maintenance team and ask that their continued attention be given to keeping the straps functional. The straps do see a fair amount of abuse and they are regularly repaired/replaced. If you notice a broken strap or buckle that hasn't been fixed yet, you can help by using the on-train intercom to call the train operator and report the problem and car number. The operator will log the need for maintenance and it should help speed up repairs.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----

From: Michelle Pallen <webcustomerservices@bart.gov>
Sent: Friday, August 18, 2023 8:23 AM

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Tuesday, September 26, 2023 11:03 AM
To: Heath Maddox
Subject: RE: Case 00317706: Bike Crowding [ref:_00Dd0hrYV._5006T2J4hXa:ref]

Hi Heath:

FYI. Customer is bicyclist who commented about shorter and crowded train(s) and its impact on bicyclists. Thanks.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

=====

Contact Name Kristie Laville

Contact Email

Contact Phone [REDACTED]

Opened Date/Time 9/26/2023 11:00 AM

Description Name: Kristie Laville

Phone: [REDACTED]

Date/Time of Call: 845 am, 9/26/23

Report: Customer commented about the following:

1. weekday SFO/Millbrae-bound morning (every weekday) 710 am (scheduled 708 am) Downtown Berkeley train T453 to Embarcadero where customer then bikes to Mission Bay (T453, see case comments)
2. weekday Richmond-bound evening commute 450 pm (scheduled 451 pm) or next train (scheduled 511 pm) from Embarcadero to Downtown Berkeley (T449 and T447)
3. Customer said the 6 car trains are crowded where it is difficult to enter/exit the train, especially with a bike.
4. Customer said one situation was crowded where a car had 5 bikes.

Customer was informed:

1. that feedback will be shared; this is new strategy and BART staff is very interested in the feedback and evaluating it
 2. BART does not want patrons to be uncomfortably crowded
 3. the strategy helps with public safety, shorter trains means less cars to patrol and also safety in numbers
 4. the strategy helps with cleanliness, shorter trains means less cars to clean
 5. the strategy increases reliability by using FOTF trains while retiring legacy cars (except for back up or events)
 6. saving \$12 million in maintenance and power costs
- ref:_00Dd0hrYV._5006T2J4hXa:ref

Heath Maddox

From: Steve Skala [REDACTED] >
Sent: Sunday, September 10, 2023 11:34 PM
To: Heath Maddox
Cc: Val Menotti; Elizabeth Ames; April Quintanilla; Robert Franklin
Subject: RE: Bicycle volumes on BART

Hello Heath,

Thank you very much for sending the information and data. It is quite helpful.

I'm going to propose that the numbers of bikes and scooters onboard trains has increased and the main reason is the increasing adoption of electric micro-mobility devices. People are procuring these micro-mobility devices and then using them for both first and last mile connections when using BART. Traditional non-electric bicycles can service the same purpose and they are seen on BART, but those users probably have been there on BART for a long time.

If you can, I'll appreciate it if you can send me a notice when you complete the next station profile summary or publish results of the 2023 customer satisfaction survey if there is one. Both of those will have updated information on micro-mobility use.

Regards,
Steve

From: Heath Maddox <hmaddox@bart.gov>
Sent: Friday, September 8, 2023 11:23 AM
To: [REDACTED]
Cc: Val Menotti <vmenott@bart.gov>; Elizabeth Ames <eames2@bart.gov>; April Quintanilla <AAndra2@bart.gov>; Robert Franklin <BFrankl@bart.gov>
Subject: RE: Bicycle volumes on BART

Dear Mr. Skala,

Thanks for your inquiry regarding bikes on BART.

We actually don't track the numbers of bikes and scooters onboard our trains, but anecdotally onboard bike and scooter numbers are up somewhat, presumably because reduced overall passenger occupancy on the trains in the past few years has made it easier for customers to bring bikes/scooters with them.

Here are some things we do have data on:

1. Occupancy at BART bike racks & bike lockers (annual, see attached)
2. Occupancy at BART bike stations & Bikeeep smart racks (monthly, see attached)
3. Our [2015 Station Profile Study](#) included statistics on mode of travel to and from specific stations. These data are fairly dated at this point, but I understand that it will be updated next year.
4. Our [2022 Customer Satisfaction Survey](#) has system-wide data on access mode to BART (bikes are at 7%).
5. Shared scooter and bikes on BART property in SF, Oakland, Berkeley and Emeryville. I understand that Fremont's shared bike system is on hiatus, but if/when it starts up again, they will send us data on usage of BART property.

Please don't hesitate to call if you have any more questions.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352



**CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT**

From: April Quintanilla <AAndra2@bart.gov>
Sent: Thursday, September 7, 2023 8:43 AM
To: Robert Franklin <BFrankl@bart.gov>; Heath Maddox <hmaddox@bart.gov>
Cc: Val Menotti <vmenott@bart.gov>; Elizabeth Ames <eames2@bart.gov>
Subject: FW: Bicycle volumes on BART

Good Morning Bob & Heath,

Can you please reply to the customer and cc me and Director Ames on the reply?

Thank you.

Sincerely,

April B. A. Quintanilla, J.D., CMC
District Secretary
San Francisco Bay Area Rapid Transit District (BART)
2150 Webster Street, 10th floor, Office 1006 | Oakland, CA 94612
P.O. Box 12688 | Oakland, CA 94604-2688
510.464.6080 office | 510.529.9785 cell
aandra2@bart.gov



**OFFICE OF THE
DISTRICT SECRETARY**

From: Elizabeth Ames <eames2@bart.gov>
Sent: Wednesday, September 6, 2023 6:21 PM
To: Steve Skala [REDACTED] >
Cc: April Quintanilla <AAndra2@bart.gov>
Subject: Re: Bicycle volumes on BART

Hi Steve

Sorry for the late reply

I'm not sure we track bikes and scooters and will forward this to our District Secretary -April -as she may know the best person to get this information to you.

If we are not tracking this -it could be a good step as we try to monitor progress with improved non-vehicular access

Hope to connect soon as I'm done excited about Fremont's climate action plan.

Thank you for taking BART-hope you can see improvements on reliability, cleanliness and security.

Liz

Sent from my iPhone

On Sep 4, 2023, at 10:46 AM, Steve Skala <[REDACTED]> wrote:

Hi Liz,

This is Steve from Fremont. I was at the Tri-City Ecology picnic the other week and was on bicycle. Also former BPTAC and currently on Fremont Env. Sustainability Commissioner.

Do you know if BART has any statistics on bicycle usage on BART? How many people are taking bikes or scooters on BART? I've been taking BART quite a bit in Fremont lately and seems like quite a few people are using bikes and scooters on BART. In the middle of the day (typically non-commute hours) I'm seeing 3 – 5 bikes and scooters going in and out of every train. Wonder if this is something that is being tracked and if BART can say anything about the prevalence and trends of using bikes and scooters for last mile connection to BART. Fremont is working on a Climate Action Plan and want to understand the importance of Active transit for last mile connection to transit. BTW, since I have my bike on BART, I frequently go up the elevators with others on bikes and one factor leading to people using bikes and scooters is cost if I ask them about their commute choices. Bikes/scooters cost a lot less to take on BART than driving a car – either for their commute trip or for last mile and parking at the station.

Thanks!

Steve Skala

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Wednesday, September 13, 2023 3:02 PM
To: a [REDACTED]
Subject: RE: Case 00315108: ANOTHER CONGESTED COMMUTE [ref:_00Dd0hrYV._5006T2IfYly:ref]

Hello Austin:

Thank you for contacting BART Customer Services. We will share your concerns about the crowding/shorter trains especially with the bikes.

We are trying a new strategy to improve safety on our trains and make the most of our scarce resources. Because this is so new and because we just rolled out a new schedule that will impact travel patterns, we're closely watching how things go and listening to feedback from riders like you. We will be looking at our train-by-train crowding data and analyzing how things are going, we can and will adjust quickly. Our goal isn't uncomfortably crowded trains, it's to make it as easy as possible for BART Police's pro-active patrols and our unarmed safety staff to reach as many train cars as possible while providing cleaner and more reliable service.

Our commitment is to be nimble and add cars to trains if there is a pattern of high levels of crowding.

Other benefits of shorter trains include:

*Allowing us to use retire the old cars and use new Fleet of the Future cars for almost all trains.

*End-of-line cleaners have fewer cars to focus on so they can make a greater impact on the fleet. *Reduced maintenance and power costs will save BART about \$12 million annually during our financial crisis.

BART uses virus trapping MERV-14 air filters in every car providing better circulation than most offices.

We will continue to listen to our riders. We are committed to right-sizing our train lengths by responding to passenger feedback and monitoring the latest ridership data hourly. Our top priority behind this and our other initiatives is to ensure that BART is the safest way for you to travel around the Bay Area.

You can read more about why we are sizing trains for safety here:

<https://www.bart.gov/news/articles/2023/news20230823>

Thank you,

Samson Wong
BART Customer Services

bcc: bike access team

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Case 00315108: ANOTHER CONGESTED COMMUTE

Good morning. I'm commuting to work for the 3rd day under this new 6 car train schedule. It is ridiculous this is being run during COMMUTER hours.

There are 7 bicycles packed into the car, and tons of standing people. I already commute for 2 hours a day on BART, IT IS EXHAUSTING TO BE STANDING DURING THAT TIME. Previously I was able to secure my bike and grab a seat next to my partner almost every morning. It made the commute bearable.

Solutions could be:

Run the old cars which have more seats available.

RUN 8-10 CAR TRAINS DURING COMMUTER HOURS.

I want to be able to commute in some kind of comfort. This literally changed over night

Sincerely,

Standing uncomfortably

ref:_00Dd0hrYV._5006T2IfYly:ref

Heath Maddox

From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Tuesday, September 12, 2023 9:43 AM
To: Heath Maddox
Subject: RE: Case 00315125: Short Train Complaint [ref:_00Dd0hrYV._5006T2IfYvh:ref]

Hi Heath:

FYI. Comment about crowded train and bike access. Customer Services has responded to the customer comments about crowding and concerns about cleaning/COVID. Thank you.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

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Contact Name not given not given

Contact Email

Contact Phone



Received Date 9/7/2023

Description Name:

Date/Time of Call: 502 pm, 9/6/23

Phone: 5102064033

Report: Called to complain since start of week. Every train from Oakland to SF daily, leaving 7 am and returning 5/530 pm. Superpacked. Hard to get bike in and out. Everyone is "supercompressed" together. COVID cases are up in the Bay area and in general. Especially during peak and "unacceptable" especial with ridership down. People are paying everyday. (last part was cut off in voice mail) ref:_00Dd0hrYV._5006T2IfYvh:ref

Heath Maddox

From: Ivan Lee <[REDACTED]>
Sent: Wednesday, September 6, 2023 10:54 PM
To: Heath Maddox
Subject: Re: Tandem bikes

Thank you Heath!

This is great news!!!

Ivan

Sent from my iPhone

On Sep 6, 2023, at 9:32 AM, Heath Maddox <hmaddox@bart.gov> wrote:

Hi Ivan,

Yes, there are no restrictions against tandems, but I'd caution you that the BART system is not exactly designed to accommodate them, so you could find it a little challenging.

Before arriving at the BART station, please make sure that you are able to carry your tandem up and down several flights of stairs. Bikes are not allowed on escalators in the BART system, and I'm guessing that BART elevators are probably going to be mostly too small to fit a tandem, although you can check our elevator guide [here](#).

Finally, the bicycle priority area on the new cars is about 6'10", and I believe that tandems range in length from 7' to 8.5', therefore you may find the bike area a little short, so please be careful not to block the door.

I'd suggest timing your outing to avoid morning or evening weekday rush just to make sure there's plenty of room for both of you and your large bike.

Best of luck and thanks for riding your bike to BART!

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----

From: Ivan Lee <[REDACTED]>
Sent: Monday, September 4, 2023 8:28 PM
To: Heath Maddox <hmaddox@bart.gov>
Subject: Tandem bikes

Hi,

Can we bring a tandem bike on BART? My partner (stoker) is legally blind and the train is a nice way to travel around the Bay Area

Thanks, Ivan

Sent from my iPhone