

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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## MEMORANDUM

**TO:** Board of Directors

**DATE:** February 29, 2024

**FROM:** Val Menotti, Chief Planning & Development Officer

**SUBJECT:** Measure RR Safe Routes to BART Grant Program Cycle 3 Awards

Measure RR Safe Routes to BART (SR2B) is a grant program sponsored by BART using voter-approved Measure RR Station Access capital funds to help local agencies improve access for those traveling to BART stations by walking and biking. The Board authorized the General Manager to administer SR2B through capital funding agreements at the February 27, 2020, Board meeting. BART staff last provided the Board with an update on the SR2B Cycle 2 project awards of \$2.3M on July 31, 2023.

SR2B's third and final cycle was launched on October 11, 2023, with applications due on December 14, 2023. Cycle 3 identified up to \$16M in funding (up from \$5M in Cycle 1 and \$10M in Cycle 2) with awards ranging from \$0.5M to \$3.0M. To meet BART's minimum eligibility requirements, project submissions needed to provide design review construction documents completed for 35% or greater, at least 30% in matching funds, a full funding plan, and proof of authority over right-of-way (ROW) to implement project elements.

BART received 16 applications for SR2B Cycle 3 with a total funding request of close to \$39M. Four projects did not meet the minimum eligibility requirements:

- Alameda County Public Works Agency's "Norbridge Avenue Sidewalk and Bike Lane Improvement Project" for Castro Valley Station
- East Bay Regional Park District's "Tassajara Creek Trail" near Dublin/Pleasanton Station
- City of Concord's "Pavement Maintenance-Zone4O" near Concord BART Station
- San Francisco MTA's "M Ocean View Terminal Upgrades at Balboa Park Station"

A Selection Committee comprised of five BART staff from various department and one representative each from the Metropolitan Transportation Commission (MTC) and Caltrans scored the 12 remaining projects based on the following evaluation criteria: A. Project readiness, B. Leveraged funding, C. Connectivity and mode shift, D. Customer experience, safety, and security, E. Equitable access, F. Complete communities, and G. Partnerships

The Selection Committee recommended seven projects that were approved by the General Manager, as shown in **Table 1**.

**Table 1: SR2B Cycle 3 Awarded Projects in ranking order**

<b>Project Name (Level of Design)</b>	<b>BART Station(s) Served</b>	<b>Applicant (County)</b>	<b>SR2B Award</b>	<b>Total Project Cost</b>	<b>Sponsor Match</b>	<b>Anticipated Project Completion</b>
Lakeside Dr/Lake Merritt Blvd Complete Streets Paving Project (100%)	Lake Merritt, 12 <sup>th</sup> Street, 19 <sup>th</sup> Street	City of Oakland (Alameda)	\$3,000,000	\$7,717,650	61%	Fall 2027
Clement Avenue/Tilden Way: Broadway/Tilden Way Intersection (75%)	Fruitvale	City of Alameda (Alameda)	\$2,100,000	\$14,112,857	85%	Summer 2025
Central Embarcadero Safety Project (35%)	Embarcadero	SFMTA (San Francisco)	\$1,000,000	\$11,695,000	91%	Winter 2026
Fremont Boulevard Elevated Bikeway (35%)	Fremont	City of Fremont (Alameda)	\$3,000,000	\$8,027,000	63%	Spring 2027
BART Pedestrian At-Grade Railroad Crossing (New Eastside BART Station Entrance and Future Intercity Rail Connection) (90%)	Union City	Union City (Alameda)	\$3,000,000	\$11,540,000	74%	Winter 2025
Ohlone Greenway Modernization and Safety Project (35%)	North Berkeley	City of Berkeley (Alameda)	\$3,000,000	\$5,093,200	41%	Winter 2025
North Bailey Road Active Transportation Corridor Project (35%)	Pittsburg Bay Point	Contra Costa County (Contra Costa)	\$900,000	\$11,321,000	92%	Winter 2026

Five additional projects were eligible but not recommended by the Selection Committee. They were:

- City of El Cerrito's "Ohlone Greenway Uptown Improvements"
- Contra Costa County's "Treat Boulevard Corridor Improvements Project"
- City of El Cerrito's "Richmond St: Richmond Street Complete Streets Improvements - Stockton Avenue to Fairmount Avenue"
- City of Dublin's "Golden Gate Drive Intersection Improvements at Dublin Boulevard and St. Patrick Way"
- City of Pleasant Hill's "Coggins Drive Active Transportation Corridor Project"

The COVID-19 pandemic and supply-chain issues led to significant delays for all Cycle 1 projects awarded in September 2020. Staff updates the “Awards by Cycle” page of the Safe Routes to BART website ([www.bart.gov/sr2b](http://www.bart.gov/sr2b)) every quarter based on progress reports submitted by the project sponsors.

**Table 2** provides descriptions and status of the four Cycle 1 projects, including two completed projects.

**Table 2: SR2B Cycle 1 Projects**

Project Name	BART Station Served	Applicant (County)	SR2B Award	Total Project Cost	Sponsor Match	Anticipated Project Completion
5th Street Improvement Project	Powell St	SFMTA (San Francisco)	\$415,000	\$1,880,000	78%	<b>Completed Fall 2023</b>
Iron Horse Trail Bridge	Dublin/Pleasanton	City of Dublin (Alameda)	\$1,500,000	\$14,010,000	89%	Spring 2024
Walnut/Liberty Protected Intersection	Fremont	City of Fremont (Alameda)	\$915,000	\$2,740,000	67%	<b>Completed Winter 2024</b>
BART Pedestrian/Bike Connectivity Project	Pittsburg Center	City of Pittsburg (Contra Costa)	\$700,000	\$5,580,000	87%	Fall 2024

**Table 3** provides descriptions and status of the two Cycle 2 projects awarded in May 2023.

**Table 3: SR2B Cycle 2 Awarded Projects**

Project Name (Level of Design)	BART Station Served	Applicant (County)	SR2B Award	Total Project Cost	Sponsor Match	Anticipated Project Completion
El Cerrito del Norte TOD Complete Streets Improvement Project (100%)	El Cerrito del Norte	City of El Cerrito (Contra Costa)	\$812,977	\$14,926,498	95%	Winter 2024/2025
Walnut Avenue Phase II Bikeway Project (35%)	Fremont	City of Fremont (Alameda)	\$1,500,000	\$3,355,238	55%	Winter 2024/2025

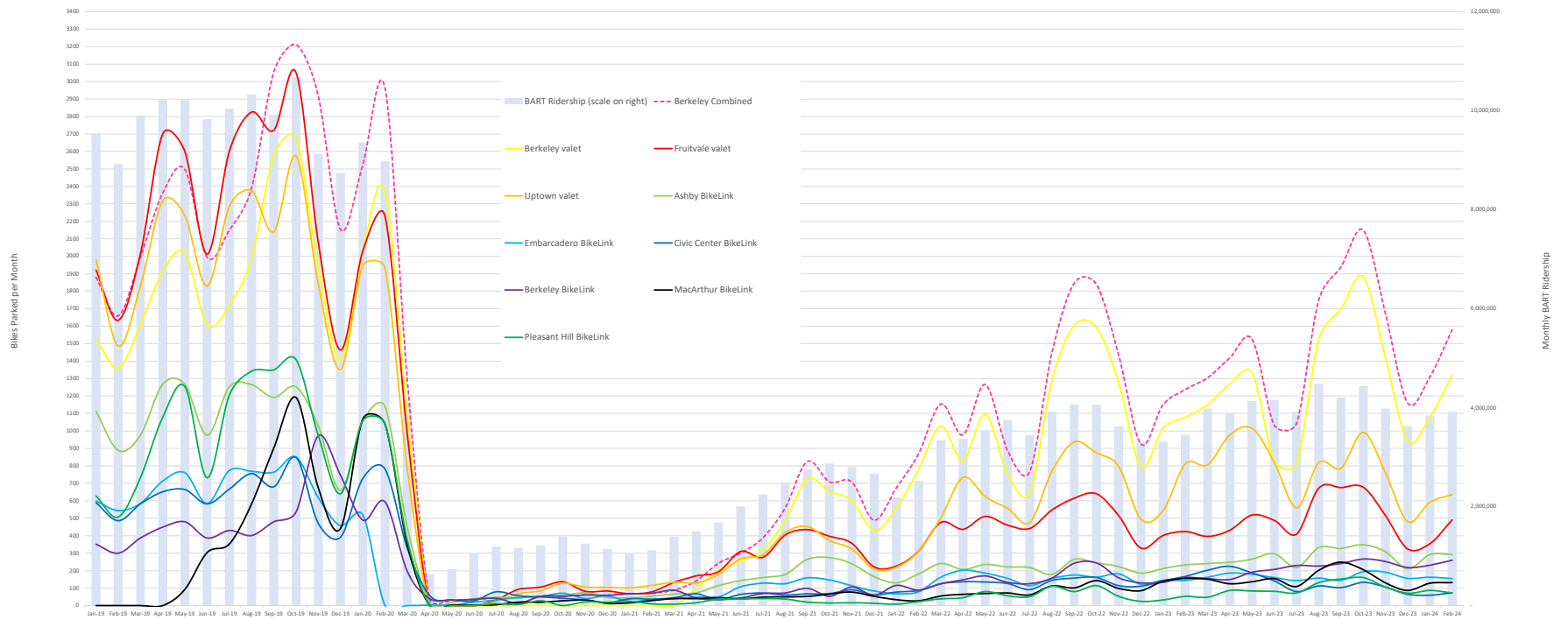
Cycle 3 is the final cycle of the SR2B program with a total of 13 fully funded projects with an estimated completion of Fall 2027. In total over three cycles, the SR2B program leveraged 80% in funding.

If you have questions, please contact me at (510) 287-4794.

cc: Board Appointed Officers  
General Manager  
Executive Staff

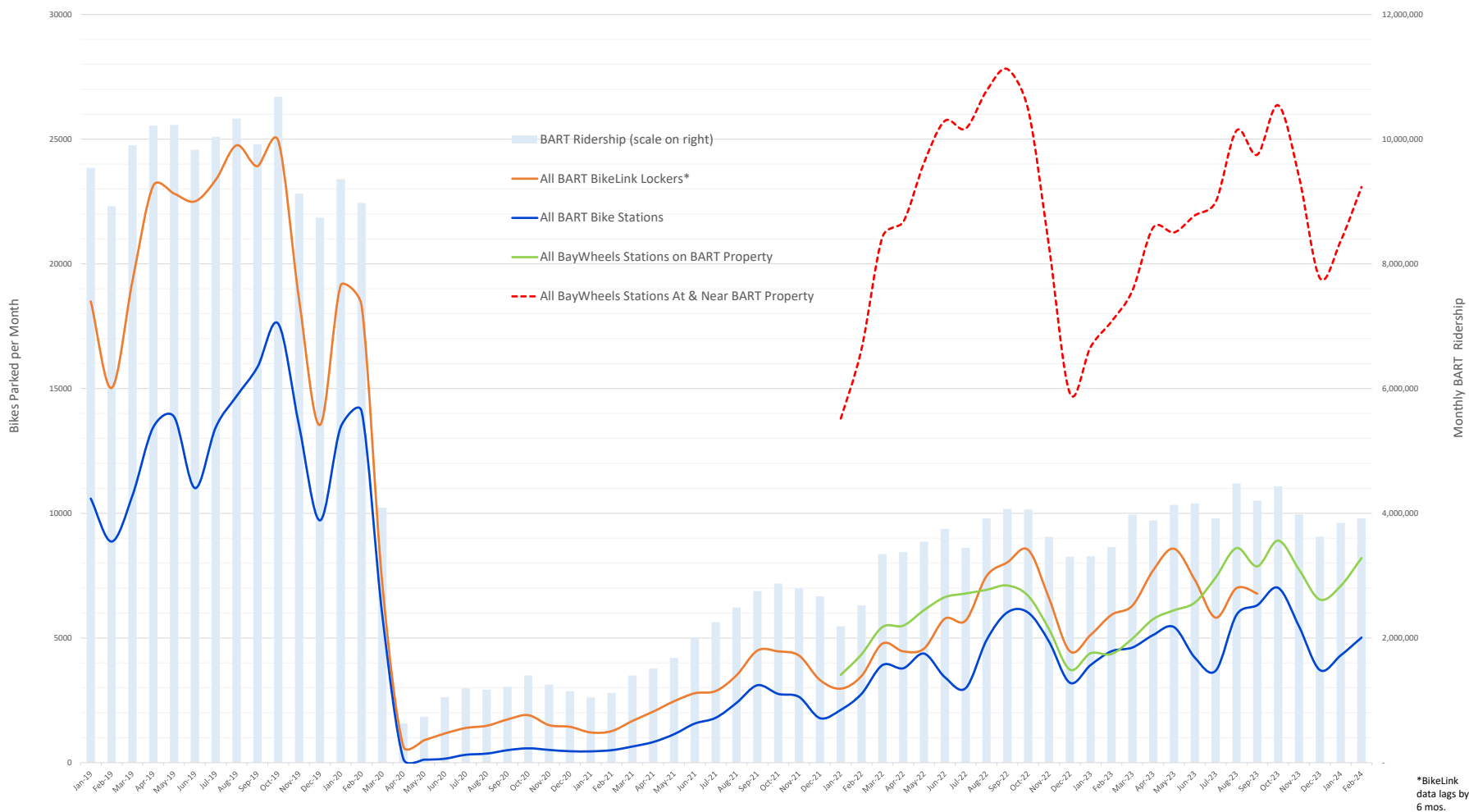


**Monthly Volumes at BART Bike Stations & BART Ridership**  
Jan 2019-Feb. 2024





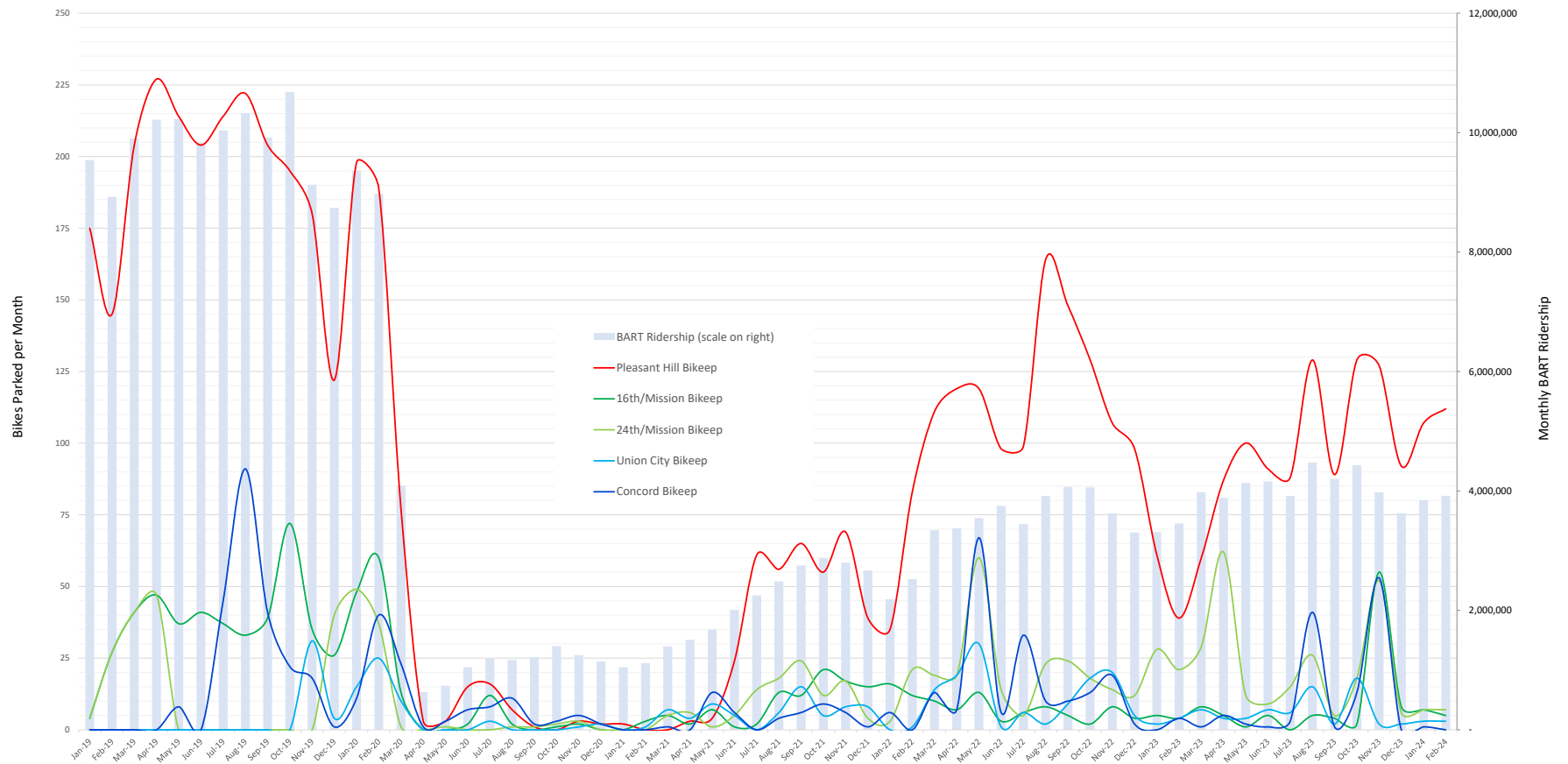
## Monthly Rentals at all BikeLink Bike Lockers and BART Bike Stations vs. BART Ridership Jan 2019-Feb. 2024



\*BikeLink data lags by 6 mos.



## Monthly Volumes at BART Bikeep Smart Racks & BART Ridership Jan 2019-Feb. 2024



## Heath Maddox

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**From:** Heath Maddox  
**Sent:** Wednesday, February 7, 2024 11:00 AM  
**To:** [REDACTED]  
**Cc:** BART Customer Services  
**Subject:** RE: Case 00328201: Inconsistency of bikes on first car [ ref:!00Dd00hrYV.!5006T02OLkZM:ref ]

Dear Alex,

Thanks for your inquiry and thanks for biking to BART.

The [BART bike rules](#) are clear: bikes are not allowed on the first car, this has not changed.

[Bikes on BART FAQ # 9](#) explains that this rule is to ensure quick, unimpeded operator access and egress in an emergency.

There are no signs on trains that are intended to contradict this rule, but I can understand how you might be confused by signage on the trains that's meant to indicate where the bicycle priority areas on each car are.

The little green bike symbols on the trains next to the doors adjacent to bicycle priority areas, and signs in the priority areas themselves are there to help customers with bikes find the bicycle priority areas if bikes are allowed on that car at that time. The presence of a bicycle priority area on a BART car does not negate the first Bikes on BART rule: *Bikes are allowed on all trains except in the first car or any crowded car.* %

You are no doubt wondering why on earth these signs would be included on the first cars when bikes are not in fact allowed on the first cars. The answer is that the first car does not always serve as a first car. For instance, the first car becomes the last car when a train reverses direction at the end of the line (trains do not turn around).

Rather than change all the signage in the BART system (a massive undertaking), we simply ask that customers traveling with bikes understand the Bikes on BART rules and abide by them. I've been managing bike access for BART for five years, and yours is only the second inquiry I've fielded by someone confused as to why the bike signs are to be found on the first cars.

Thanks for your understanding and cooperation.

Sincerely,

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



**CUSTOMER ACCESS & ACCESSIBILITY  
DEPARTMENT**

=====  
Contact Name Alex Burmester

Contact Email [adb@pobox.com](mailto:adb@pobox.com)

Contact Phone

Opened Date/Time 2/6/2024 6:10 PM

Description Since the reduction in train sizes and only new cars there are a small number of train operators who still insist on no bikes on the first car. This contradicts all of the signage on the cars themselves. Please either change the signage or have the operators allow bikes on the first car if attached to the bike racks  
Via iOS app Version 1.20.0024



ref:!00Dd00hrYV.!5006T02OLkZM:ref



## Heath Maddox

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**From:** BART Customer Service <webcustomerservices@bart.gov>  
**Sent:** Thursday, February 22, 2024 2:50 PM  
**To:** Kevin Helmbold  
**Cc:** Heath Maddox  
**Subject:** RE: Case 00329384: eBART DMU train design [ ref:!00Dd00hrYV.!5006T02POeRc:ref ]

Hello Kevin,

Are you the best person to direct eBART train comments below?

I'm copying Heath Maddox who works on customer bike access issues. I've also directed the customer online to <https://www.bart.gov/about/projects/ecc/faq> regarding DMU train capacity.

Thanks.

Regards,

Samson Wong  
BART Customer Services

M-F 8am to 5pm

510-464-7134

cc: Heath Maddox

=====

Contact Name Lucas Stuart-Chilcote

Contact Email [REDACTED]

Contact Phone [REDACTED]

Opened Date/Time 2/21/2024 7:57 PM

Description Hi there,

With future/current eBART DMU trains can passengers give feedback?

A bike dedicated spot on the train is desired and more standing room/less seats especially if the maximum train length is just 3 cars.

The bikes clog up the entrance doors as there's not much other place to go. Also there's people that stand in the entrance area because they prefer to stand and it makes ingress and egress difficult because only so many people can stand in that area. You can definitely tell that the width of the eBART trains are not as wide as the regular BART trains. I

wonder what the capacity of the eBART trains are because it feels very tight and cramped. Thank you, Lucas Via iOS app  
Version 1.20.0024 ref:!00Dd00hrYV.!5006T02POeRc:ref

## Heath Maddox

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**From:** Amanda Carson [REDACTED]  
**Sent:** Thursday, March 7, 2024 3:53 PM  
**To:** Jeremiah Maller  
**Cc:** Marc Hedlund; Bill Pinkham; Cedar Makhijani; Estrella Sainburg; Francisco Muñoz; Heath Maddox; Jon M Spangler; Maya Chaffee; Phoenix Mangrum; Rick Goldman; Robert Raburn; Sebastian Harper; Tyler Morris; Cathasach O'Neill - Dinning; Ismael Plasencia  
**Subject:** Re: Thank you Heath, Marc, Jeremiah, Robert, Estrella -- and THE CRUCIBLE

Hi Jon,

Thank you, and the rest of your team, so much for coming out and representing the BART Bicycle Advisory Task Force! It was great to meet you on Saturday, and I'm so happy that you were able to have productive conversations with community members regarding bike access on BART.

Despite the rainy/windy conditions, I'm happy with the turn out! It's not easy to get Bay Area residents to come out when there is even the slightest chance of rain. Most of all, I was excited to see our neighbors and regular bike shop customers at the event.

Next year, I'm going to push to have the event in May, so we don't have to worry about the weather. Thank you all, once again, for coming out and supporting The Crucible and our local bike community. I really appreciate your participation and I'm looking forward to future bike summits!

As I have told other groups that were at WOBS, let's not wait until next year to collaborate! If you have any ideas for ways that The Crucible can support you, please let us know!

Until next time,

On Mon, Mar 4, 2024 at 8:35 PM Jeremiah Maller [REDACTED] wrote:  
Thank you for organizing, Jon! I think this is worth returning for in future years.  
It was great to meet you all in person!

Cheers,  
Jeremiah

**Jeremiah Maller**

On Mon, Mar 4, 2024 at 9:55 AM Marc Hedlund [REDACTED] wrote:  
Thanks for organizing everything, Jon!

-M

On Sun, Mar 3, 2024 at 9:14 PM Jon Spangler [REDACTED] wrote:  
Colleagues and friends,

Despite the cold, windy weather, the (eventually realized) threat of rain, and the weather-induced low turnout, we had a good and productive time at The Crucible's Bike Summit yesterday. (For one, I finally met Jeremiah Maller, Marc Hedlund, and Estrella Sainburg in person!) We had a great time connecting with the many dedicated cyclists who turned up: most of them do take their bikes on BART.

I gave away two prototype "BYO" straps and have orders for two more after demonstrating their use many times.

We deeply appreciate Amanda Carson, The Crucible, and all the event volunteers who helped us find our spot, get set up, and have a good time.

I also want to thank our BBATF crew:

- 1) Heath Maddox - for getting our new 6' banner (the big one in the photos below), providing the giveaways, and for printing the flyers and laminated info sheets.
- 2) Marc Hedlund - who picked up a folding table from Heath's home and transported it to and from the event in his super-sized e-cargo bike. (It's visible in the background of the Kidical Mass booth that Marc was working.)
- 3) Jeremiah Maller - who came and worked hard from 10:30-2:00. (He is missing from the afternoon photos as he was off on a neighborhood walk that was offered as part of the Bike Summit.)
- 4) Director Raburn - who showed up and jumped in with both feet to help at our booth, sharing his extensive knowledge with everyone, and invited us to Line 51 for brews and Girl Scout cookies after the rain started about 2:00 PM.
- 5) Estrella Sainburg - who translated our half-sheet flyer into Spanish overnight with help from her international team, encouraged us to do more tabling, and was very effective in representing BART and the BBATF.

We had windy but almost-wind-free conditions until around 2:00 pm, when the heavens opened up and the event collapsed. Many people came by, offered comments and suggestions, asking questions about various bike access issues (the lack of stair channels, elevators large enough to take bikes and e-cargo bikes, bike lockers, bike bars, and more). We recruited for our vacant positions, too.

Estrella helped cram all the soaked gear back in my Prius after the rain started and we retreated to Line 51 at Director Raburn's invitation, where we dried out and enjoyed some Baltic Porter before heading home.

Photos of the crew and the booth below. (The first two shots show Marc Hedlund and the Kidical Mass booth. Note Marc's cool KM rain jacket!)

In the last two shots, R-L: Estrella Sainburg, Marc Hedlund, BART Director Robert Raburn, and Jon Spangler. Not pictured: Jeremiah Maller.

Jon

Jon Spangler  
Writer/editor  
Chair, BART Bicycle Advisory Task Force (BBATF)  
League Cycling Instructor #3175  
Linda Hudson Writing

[www.linkedin.com/in/jonmspangler](https://www.linkedin.com/in/jonmspangler)

"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony





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Amanda Carson (she / her)  
Interim Volunteer, Events & Team Build Manager  
[TheCrucible.org](https://TheCrucible.org)

[REDACTED]

[REDACTED]

CA 94607

THE CRUCIBLE: INSPIRING CREATIVITY IN EVERYONE  
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Need to log a volunteer shift? Click [HERE!](#)

## Heath Maddox

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**From:** Kevin Burke [REDACTED]  
**Sent:** Wednesday, March 13, 2024 9:51 AM  
**To:** Heath Maddox; Debora Allen  
**Subject:** Re: simple PW request for Walnut Creek BART

Awesome! This is going to help a lot getting to the station - thank you so much!!!

Kevin

--

Kevin Burke  
[REDACTED]

On Tue, Mar 12, 2024 at 2:33 PM Heath Maddox <[hmaddox@bart.gov](mailto:hmaddox@bart.gov)> wrote:

Dear Kevin,

Reporting back on your two issues with the wheelchair ramp at Walnut Creek station:

1. I was able to get BART maintenance crews to remove the last foot or two of that curb at the top of the ramp so that the opening is now as wide as the crosswalk and it should be a little easier to navigate that turn by bike.
2. It turns out that the flooding was caused by leaf litter blocking the drain hole in the curb at the back of the ramp (see photo #3). I had the whole area swept and cleared and it appears to now be draining properly and not pooling. Please don't hesitate to report any future flooding to BART Customer Service: <https://www.bart.gov/contact/comments> or (510) 464-6000

Thanks,

Heath Maddox

Manager of Bicycle Access Programs

Bay Area Rapid Transit District

2150 Webster Street, 8<sup>th</sup> Floor