

April 2022 BART Bicycle Advisory Task Force Minutes

1. Self-Introductions of members, staff, and guests
2. General Discussion
3. Approval of minutes. Approved 3-0
4. Election of Secretary: Deferred to Next Meeting
5. Approval of BBATF Member Application for Rick Goldman as at-large member
 - a. Motion Approved unanimously
6. VTA's BART Silicon Valley Phase 2. Bernice Alaniz and Erica Roecks, VTA
 - a. Phase 1: 10-mile extension, 2-stations, opened in 2020
 - b. Phase II: 6 miles, 4-stations.
 - c. Santa Clara County not part of the BART district.
 - d. Santa Clara County pays cost to build, BART will operate and maintain
 - e. Better Bike Plan 2025 to get to BART stations
 - f. 4 Contract Packages (Systems, Tunnel & Trackwork, Newhall Yard and Santa Clara Station, and 3 other stations.
7. Station Access
 - a. Using BART station access hierarchies (walk, bicycle, transit, pick-up/drop-off, parking)
 - b. Expected Ridership in 2040. Downtown biggest (27,900) to 28th St. (6,700).
 - c. Bike Parking Spaces at each station (75% lockers or bike station spaces; 25% racks)
 - i. 28th St. 250
 - ii. Downtown: 270
 - iii. Diridon: 190
 - iv. Santa Clara: 240
 - d. 28th Street: could accommodate TOD in the future.
 - i. Adding stoplights on 28th Street
 - ii. Build sidewalks on both sides
 - iii. Raised mid-block crossing.
 - iv. Class 1 and Class 2 bike parking is planned.
 - v. Stairs channels on preferred bike routes
 - e. Downtown San Jose station
 - i. Multiple bike lanes around the station
 - ii. Paseo behind primary station entrance
 - iii. Widen sidewalks near BART entrance
 - iv. High Visibility crosswalks
 - v. No pick-up/drop-off zone except ADA
 - f. Diridon Station/Google West
 - i. Google West building bike lanes
 - ii. Updated traffic signal timing to be provided for pedestrian priority
 - iii. No parking, but do provide loading zone
 - iv. Class 1 (longer term, secure) and Class 2 (simple racks) bike parking
 - g. Santa Clara Station
 - i. Next to CalTrain station
 - ii. Existing Pedestrian Undercrossing
 - iii. Many proposed bike lanes

- iv. New roadway (Champions Way) to include a two-way Class IV bikeway.
 - v. Bike lanes on Brokaw.
 - vi. Class 1 and Class 2 bike parking, and a bike station.
 - h. Vertical Circulation
 - i. Preferred bike routes will include stair channels (unless preferred route is to use the elevator).
 - i. myVTA to get more info (www.vta.org/bart).
- 8. Q and A:
 - a. Bike Lanes around 28th Street are not there yet. Will they be built in time? BART thinks so.
 - b. Look at Decrease height of steps: Not possible in small footprint of the station
 - c. Space for bike and scooter share at station: Will be accommodated.
 - d. Cost: somewhere between \$7 billion (SCCTA Est) and \$9 billion (max fed funding).
 - e. Why no entrance on both sides of Santa Clara Street? Due to tunnel design (stacked configuration), and safety/security concerns.
- 9. BBATF Member Local Updates
 - a. Bill Pinkham (CC): Richmond Parkway needs a bridge over 23rd street/Carlson Blvd. There is a design but need to find money. Safe Routes to Transit? TDA?
 - b. Robert Raburn: Caltrans working on San Pablo corridor
 - c. Tyler Morris (SF): SFMTA ready to launch multi-modal study as part of a new bicycle master plan.
 - d. Jon Spangler (AL). Noticed some bike access issues to San Leandro BART station.
 - e. Robert Raburn: Project in Oakland: 14th street Bike Project. West Oakland to Lake Merritt. www.oaklandca.gov/projects/14th-street
- 10. Next Meeting May 9th 6-8pm