San Francisco Bay Area Rapid Transit District
Memorandum

TO: Director Thomas Blalock
FROM: Carter Mau
     Executive Manager, Planning and Budget

DATE: July 28, 2011
SUBJECT: Roll Call for Introductions #10-388 – Permit Bicycles on the last car of every
         train at any time

Staff from Customer Access, Operations Planning and Transportation met to discuss allowing
bikes on the last cars of trains at all times. The group’s recommendation is to maintain the
existing bicycle on board policy given the following:

1) There will likely be insufficient capacity for bikes on the last car of trains during the peak
   period causing confusion, queuing on the crowded platform and spillover into adjacent cars.

2) It will be very challenging to enforce this policy. Once bicyclists are on the platform, if
   the last car is crowded they will likely board other cars (cars that may become more crowded
   as the train progresses).

3) This would permit bikes on crowded rush-hour platforms potentially leading to safety
   concerns and conflicts with other passengers.

4) Vertical circulation is already crowded in busy stations. Allowing more bicycles in the
   system during peak periods would further tax busy stairways and elevators.

5) Overall this would complicate the enforcement issue for the BART Police Department.

6) As ridership increases, trains will be getting more crowded and room for all passengers
   will be impacted. When new cars start deploying and potentially there may be more train
   capacity, we may have an opportunity to revisit this policy.

For the present two strategies are recommended. 1) Clear communication regarding when bikes
are and are not allowed on trains. The bart.gov scheduler, the Fare and Schedules brochure and
the platform destination signs now clearly delineate bike blackout times. 2) Continue to improve
bike parking at stations to give riders a safe, secure parking option. BART’s fourth bike station
at Ashby opened recently, two additional bike stations (one at Civic Center and one at
MacArthur) are in the planning stages, 64 concourse level bike racks were recently added to the
19th Street station and a large electronic locker procurement is in process (up to 1,000 lockers at
25 stations over the next few years). The Bicycle Access Plan, which is currently being updated,
will also be recommending additional strategies to improve bicycle parking.

If you would like to further discuss this matter, I’d be happy to do so. I can be reached at 510
464-6194.

cc: Board Appointed Officers
    Executive Staff
    Kevin Hagerty            Steve Beroldo