San Francisco Bicycle Advisory Committee

 Room 408, City Hall

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

**Resolution in Support of the SFMTA Safe Routes to BART Grant Application.**

WHEREAS, With input from community groups and other stakeholders the San Francisco Municipal Transportation Agency (SFMTA) has identified a need for various bicycle and pedestrian improvements to enhance bicycling and walking as safe, viable transportation options on four Slow Streets that provide active transportation connections to the Glen Park BART station: Arlington Street, Cayuga Avenue, Chenery Street, and Hearst Avenue; and,

WHEREAS, Safe Routes to BART (SR2B) is a grant program sponsored by BART using voter-approved Measure RR capital funds. SR2B is designed to help local agencies improve access for BART customers traveling to BART stations by walking and biking; and,

WHEREAS, The SFMTA plans to submit a grant application to BART to implement improvements to these four Slow Streets to improve safety, comfort and connectivity for all users traveling to and from the Glen Park BART Station; and,

WHEREAS, BART requires that each Safe Routes to BART grant application be accompanied by a letter of support from the local Bicycle Advisory Committee; and,

WHEREAS, These four Slow Streets would be upgraded with program signage and pavement markings, traffic calming elements, and concrete traffic islands that create community space for art and greenery. Wayfinding signs would be enhanced along Slow Streets to provide clear instructions for connections to both the Glen Park BART Station and other routes on the city’s active transportation network; and,

WHEREAS, Safety and comfort for those walking, biking and rolling would be improved through pedestrian safety elements such as continental crosswalks and daylighting, traffic calming treatments such as speed cushions, and landscaped traffic islands designed to discourage vehicle through traffic; and,

WHEREAS, These Slow Streets upgrades would improve safety, comfort and connectivity for all users traveling

to and from the Glen Park BART Station. This will help accomplish two of San Francisco’s important goals: to reduce and eliminate vehicular crashes that injure and kill people on foot and on bikes and to reduce greenhouse gas emissions by encouraging people to walk and bike to BART and other destinations.

WHEREAS, Because transportation is a system, we must make these essential and visible changes to the infrastructure to enable people to easily change their transportation choices and behaviors; and,

WHEREAS, Improving user experience by bettering safety and enhancing connectivity through the increased efficiency of connected Slow Streets and bikeways of the existing active transportation network will increase the numbers of people on bikes and foot. The Slow Streets pavement markings, wayfinding signs to BART and the other Slow Streets and bikeways will enhance the awareness and sense of place of the Slow Street. These will normalize active transportation choices; and,

WHEREAS, These Slow Streets upgrades would improve safety, comfort and connectivity for all users traveling to and from the Glen Park BART Station, this will make biking and walking safer and therefore a more attractive transportation choice. Since the feeling of not being safe on the street is the main impediment for people who choose not to bike and walk making our streets safer will eliminate this barrier; and,

WHEREAS, Making it faster and safer to get to BART will potentially increase ridership; and,

WHEREAS, The BAC supports infrastructure upgrades that will make it as easy as possible for people of all ages, demographics and abilities, including students attending the many schools in the area, to choose the healthiest and often fastest option to get around our beautiful city; and,

WHEREAS, Vehicle drivers have been given free reign on public streets, it’s now time to give people safe, healthy and convenient ways to get around without the conflicts and stresses of close contact with automobiles; and,

WHEREAS, 2021 data shows that the overall collision rate has decreased on 84% of Slow Streets and has been reduced to zero on 48% of them; therefore, be it

RESOLVED, The SFBAC endorses and supports the City and County of San Francisco’s Safe Routes to BART grant application to fund improvements for these four Glen Park streets, Arlington Street, Cayuga Avenue, Chenery Street, and Hearst Avenue, turning them into permanent Slow Streets that connect neighborhoods to BART.

District 1: Kristin Tieche - District 7: Bert Hill -

District 2: Whitney Ericson District 8: Diane Serafini -

District 3: Marc Brandt - District 9: Brandon Powell -

District 4: Open District 10: Paul Wells -

District 5: Melyssa Mendoza - District 11: Jeffrey Taliaferro -

District 6: Mary Kay Chin -

Signed \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Bert Hill, Chair