

DATE: October 4, 2021
TO: BART Board of Directors
FROM: BART Bicycle Advisory Task Force (BBATF)
SUBJECT: Expanding Safe Routes to BART and Station Access Studies to
San Mateo County BART Stations

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

The BART Bicycle Advisory Task Force (BBATF) has actively contributed to - and deeply appreciates - BART's recent efforts to study and improve bicycle and pedestrian access to BART stations in Alameda, Contra Costa, and San Francisco counties. Many pedestrians and cyclists throughout BART's service area now benefit from the improved access to BART achieved through programs such as Network Gap Studies and Safe Routes to BART.

Many BART riders from San Francisco, Contra Costa, and Alameda counties, including cyclists, also use BART stations in San Mateo County, taking their bikes on BART to work in Silicon Valley and other destinations. Unfortunately, BART has not systematically examined or improved bike and pedestrian access to these stations since they opened.

Because of their older designs, some San Mateo County stations do not have the safest and most convenient bicycle and pedestrian access. (The Daly City Station opened in 1973.) Even some of the newer San Mateo County stations and station areas would benefit from improved bicycle and pedestrian access.

Conducting Network Gap and station access studies at the San Mateo County stations and offering Safe Routes to BART grants to local jurisdictions there would serve many BART patrons who live - and pay taxes in - San Francisco, Contra Costa, and Alameda counties. The BBATF urges the board to expand station access studies and the Safe Routes to BART grants program to the Daly City, Colma, South San Francisco, San Bruno, Millbrae, and San Francisco International Airport (SFO) stations, beginning with the oldest stations.

Improving bike and pedestrian access to BART's San Mateo County stations will help BART bicyclists and other patrons living and working in Alameda, Contra Costa, and San Francisco counties. It will also enhance BART's efforts to rebuild ridership as the Bay Area emerges from the COVID19 epidemic.

We hope the BART Board will expand the study, identification, and funding of bike and pedestrian access improvements to San Mateo County's BART stations and station areas via Safe Routes to BART grants, Network Gap studies, and additional station access studies.

Thank you for your consideration.

Respectfully submitted,

Rick Goldman
Chair, BART Bicycle Advisory Task Force

ADOPTED AT THE OCTOBER 4, 2021, BBATF MEETING
BY THE FOLLOWING VOTE:

AYES:

NAYS:

ABSTENTIONS:

