

Why we need Safe Routes to Transit

BART station scenario – By day, the new bike racks are filled. Even the racks hidden from station agents or pedestrian traffic get filled every weekday morning, but only after parking at more secure locations is occupied by early-risers. At night, the same racks hold skeletal remains of vandalized and stolen bicycles. Even “beater bikes” are not immune to theft.

Bus scenario – It’s a short ride through residential streets to your transbay bus stop, but as the bus approaches, your heart sinks: two bikes already fill its bike rack to capacity. Locking your bike at the bus stop is not an option, as no secure rack is available.

Park and ride scenario – You tire of searching for an automobile parking spot at your neighboring car-pool location and chose to drive alone. A five-minute bicycle ride to the car-pool site would not raise a sweat, but the lack of secure bicycle parking eliminates bicycling as a reasonable option.

Unsafe-streets scenario – Your community has begun to install bikeways that lead to a transit station only a few miles from your home. The transit service can accommodate your bicycle and offers a schedule that appeals to you (thanks to the EBBC and other advocates you can board ferry, train, BART or bus with your bike). A short distance from the station, however, you must negotiate a nasty intersection where the bikeway disappears.

Barrier scenario – Your job is near a transit station, but you cannot walk to work because of a freeway barrier to safe and convenient travel.

RESULT – Many potential transit passengers will choose to drive rather than risk personal safety or the security of their bicycle. Congestion increases and transit ridership suffers, as does the Bay Area’s environment and air quality.

Costs for prioritized Safe Routes to Transit Program:

The capital costs for a fully implemented Safe Routes to Transit program total \$98,810,058 (as presented to the Senate Toll Bridge Subcommittee). The accompanying table represents a subset of this value and only depicts the “high” priority projects, as well as all of the system-wide elements and the event parking elements. We strongly urge that the full proposal be adopted as a fully integrated bicycle and pedestrian access network is necessary to facilitate walking and bicycling to transit stations. The total cost per resulting non-car trip for either proposal is only about \$0.50.

Capital Costs	
Pedestrian and Bicycle Access, Secure Bicycle Storage and Ped/Bike Projects to Overcome Barriers	\$49,552,000
Systemwide Enhancements	\$5,410,000
Total Capital Costs	\$54,962,000
Annual Operating Costs	
Alameda-Oakland Water Taxi and San Mateo Bridge Shuttle	\$1,376,000
Secure Attended Bicycle Parking	\$1,000,000
Special Event Bicycle Parking	\$123,900
Total Annual Operating Costs	\$2,499,900
Total Operating Costs (over 30 years)	\$74,997,000
Total 30-year cost for prioritized Safe Routes to Transit Program	\$129,959,000