



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RESOLUTION CALLING FOR BART'S TRIAL TRAIN TO TEST CARS WITH TWO BIKE RACKS

WHEREAS, BART is a vital transportation link within the City and County of San Francisco and to the regional Bay Area, and

WHEREAS, BART allows bicycles onboard at all times to enable environmentally friendly and cost-effective transportation in the Bay Area, and

WHEREAS, BART plans to upgrade its service with new rail cars expected 2017, and

WHEREAS, BART plans to run a 10-car trial train to gain operational experience and customer feedback on new car configuration before finalizing the configuration of the new cars, and

WHEREAS, at its meeting on June 12, 2014, the BART Board approved a configuration for the 10-car trial train with a wheel chair space at both ends of every car, and with eight cars having a bike rack near the center door and two cars having flexible open space instead of a bike rack near the center door, and

WHEREAS, BART staff is proposing a reconfiguration of the Board-approved trial cars to better accommodate disabled passengers, and BART staff will present its proposal to the BART Board at its meeting on February 26, 2015, and

WHEREAS, the proposed reconfiguration places the two wheelchair spaces in the center of the car, and places the bike rack (or flexible open space) at one end of the car, and

WHEREAS, passengers with bicycles will not know which end of the car will house the bike rack (or flexible open space) until the train arrives at the station, and

WHEREAS, the BART Bicycle Advisory Task Force supports moving the two wheelchair spaces to the center of the car, but recommends that the trial train be comprised of five cars having a bike rack at one end of the car and five cars having a bike rack at both ends of the car, and

WHEREAS, a bike rack at both ends of the car would enable more bikes to be placed in a rack, thereby reducing space conflicts within the car and keeping bikes from blocking doorways and seats, and

WHEREAS, a bike rack at both ends of the car would encourage passengers with bikes to board at both end doors, thereby speeding boarding particularly when many customers with bicycles are trying to board the same car, and

WHEREAS, a bike rack at both ends of the car would improve safety, because passengers with bicycles entering either end door would not need to maneuver their bikes down the aisle of a moving train to place their bikes in a rack, and

WHEREAS, the open area created by adding a second bike rack, although requiring removal of four seats, would double as standing room and/or space for luggage and strollers to increase overall capacity during crush loads, and

WHEREAS, a bike rack at both ends of the new cars matches the positioning of bike spaces in the current cars resulting in greater consistency between new and old cars, thereby reducing confusion during the five-year transition period when a mixture of new and old trains will be in service, and

WHEREAS, a bike rack at both ends of the car means there would always be a rack adjacent to the platform, and regular bike commuters would quickly work out which door would enable them to enter and exit the train with the least possible conflict with other passengers, and

WHEREAS, a bike rack at both ends of the car means six bikes can be parked in racks, instead of only three, to help meet bike capacity demand without interfering with other passengers,

NOW, THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee supports moving the two wheelchair spaces to the center of the car in BART's 10-car trial train to better accommodate disabled passengers, and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends that BART's 10-car trial train be comprised of five cars with a bike rack at one end of the car and five cars with a bike rack at both ends of the car to gain operational experience and customer feedback on both configurations before deciding on a final configuration.

Submitted and adopted on February 23, 2015

Approved by unanimous consent in attendance:

District 1: Kevin Dole

District 2: Winston Parsons (Absent)

District 3: Marc Brandt

District 4: Edward Nicholson

District 5: Morgan Fitzgibbons

District 6: Richard May

District 7: Bert Hill

District 8: Tim Doherty (Absent)

District 9: (Open)

District 10: (Open)

District 11: Casey Allen

Signed



Bert Hill, Chair

Date

FEBRUARY 23 2015