

From: [REDACTED]
To: [commissionstreamlining](#)
Subject: Bicycle Advisory Committee
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Dear Members of the Commission,

My name is Diane Serafini, I have been fortunate to be a member of the San Francisco Bicycle Advisory Committee for 11 years. In that time I have seen changes in the personnel on the committee, different representatives from the SFMTA, SFDPW and SFPD and more miles of bike lanes striped. Collectively the people on the committee ride between 10,000 and 15,000 miles per year on the streets of San Francisco. We have intimate knowledge of the road conditions, traffic conditions, and what infrastructure works to make people on bikes safer and what doesn't work. We write resolutions that reflect this knowledge and make recommendations to the appropriate departments specifically to make things better. When road infrastructure is made safer for people on bikes and people on foot, research shows it makes people in vehicles safer as well. All of this observation, expertise, reflection on the infrastructure and traffic situation and coming together in the joint purpose of making San Francisco's roads safer and more attractive to people who don't currently ride for transportation comes at a negligible cost to our beautiful city.

Currently, gasoline, i.e. automobiles contribute 30% to GHGEs in San Francisco, this is the second largest emitting sector. For the health of our citizens and the climate we need to do better. We need to make biking look and be safe for all of the people who don't currently ride because it doesn't look safe and it isn't particularly safe with the current infrastructure.

The most important bike infrastructure improvement made during my tenure on the committee, has been widening the bike lanes in order for people on bikes to be able to ride outside the door zone, thus reducing the possibility of people on bikes getting doored by drivers and passengers opening car doors into the bike lane. That is, only if the person on the bike stays six feet from parked cars. Even with this improvement car doorings are the second most common collision between vehicles and people on bikes. Meaning we need protected bike lanes.

Yet, despite wider bike lanes and more miles of bike lanes the number of people riding bikes for transportation has fallen 40% since 2018. This is not a surprise as people can see that when there is only paint on the road separating their unprotected bodies from cars, they choose not to ride a bike.

Everyone can see that drivers drive faster, are more distracted, more angry and are more aggressive than before. People on bikes are not safer riding in a painted stripe bike lane than when riding on roads without bike lanes.

Advocating for infrastructure that is truly safer, like protected bike lanes, that are safer and look safer and get more people to ride for transportation, are something we constantly do. Our SFMTA representative has said that our advocacy and recommendations have been implemented in new plans. We can ask for what is needed and not just what is expedient and we do it for free.

Please see the wisdom in supporting the continuation of the SFBAC, because our lives depend on it.

Thank you for your consideration.

Sincerely,

Diane Serafini