

EAST BAY BICYCLE COALITION

POST OFFICE BOX 1736 OAKLAND, CALIFORNIA 94604
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March 19, 2009

The Honorable Nancy Skinner
California State Assembly, District 14
State Capitol
10th & L Street
Sacramento, CA 95814
By fax: 916-319-2114

RE: Support for AB 652 to increase bus bike rack capacity

Dear Assembly Member Skinner:

The East Bay Bicycle Coalition (EBBC) represents the interests of over 2000 member bicyclists throughout 33 cities in Alameda and Contra Costa counties, along with over 5000 members of our affiliated clubs and organizations. Our experience with linking bicyclists with transit extends back to our success in establishing the Bikes on BART program. In 2004 the voters supported Regional Measure 2, in part to improve bicycle access and safety by establishing the **Safe Routes to Transit** program. We continue to promote ways to offer increased mobility to attract more commuters to use bicycles and transit. At our March 17, 2009 General Membership meeting our Board of Directors and members offered **unanimous support for AB 652** to augment bicycle capacity on-board buses.

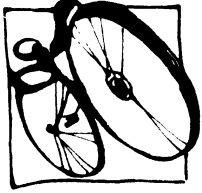
Since 1998 when the legislature amended the Vehicle Code to allow use of folding bicycle racks on the front of buses, we have successfully advocated for the installation of front-loading bicycle racks on all buses in the East Bay. In 2004 EBBC supported legislation to permit racks on 45-foot coaches. **Bicycle racks are now installed on all East Bay buses, including the 60-foot articulated buses** that serve urban transit users.

The **problem addressed by AB 652** is that the two-bike rack capacity often leaves bicyclists **stranded**. We call this “**getting bumped**.” Bicyclists who would like to regularly ride to popular express and transbay buses cannot be assured of being permitted to ride. Adding the capacity to carry a **third bicycle** can help meet the demand and attract additional commuters to transit. As well, added bus capacity can serve the occasional bicycle-transit commuter who may encounter unexpected weather, need to take transit home after a visit to a doctor, or after having too many drinks.

Operators of buses throughout the East Bay find that the front-load bicycle racks represent a small cost, yet attract added transit customers. **Enhanced fare-box revenues** are especially dear to transit operators in today’s troubled economy.

Our vision is to link bicyclists and buses in the Bay Area and throughout the State--including California’s Amtrak Thruway service--is a simple way to improve mobility and get the most out of existing investments in transit. Bus rack programs represent the “low-hanging fruit” for helping California **reduce greenhouse gas emissions** and **promote public health**. The capital expenditure

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION



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to retrofit buses with new triple-bike racks could even be included among the “shovel-ready” projects for Tier 2 of the **American Recovery and Reinvestment Act**.

We applaud your pursuit of this simple, yet important, transit capacity improvement. Please keep us apprised of the hearing schedule on AB 652 and we will be glad to offer support in public testimony.

Sincerely,

Robert Raburn, PhD

Executive Director