



# EAST BAY BICYCLE COALITION

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[www.ebbc.org](http://www.ebbc.org)

November 30, 2009

Susan Bransen  
Associate Deputy Director  
California Transportation Commission

By email to [susan.bransen@dot.ca.gov](mailto:susan.bransen@dot.ca.gov)

Dear Ms. Bransen:

The East Bay Bicycle Coalition (EBBC) members and Board of Directors voted on March 20, 2007 to support AB 1358, the Complete Streets Act signed by the Governor in 2008. It was our NUMBER ONE Statewide campaign and we to urge the CTC to retain or strengthen the draft Regional Transportation Plan guidelines.

Since 1972, the EBBC has represented the interests of bicyclists in Alameda and Contra Costa Counties. We count over 2500 members, plus some 5000 affiliated club and organizational members, who feel strongly that every road should be a good road and all transit projects should be built right the first time by addressing the needs of all users.

Our experience in promoting the successful Routine Accommodation policy passed by the Metropolitan Transportation Commission (MTC) in 2006, gives us a unique perspective on both the widespread need for the Complete Streets Act, and the influence that proactive guidelines have on the implementation of roadway designs that encourage bicycling and walking

As noted in the draft guidelines, “A ‘*Complete Street*’ is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.”

The extraordinary costs from injuries and fatalities are a sad adjunct of our highway system. Although bicyclists and pedestrians represent 11.5% of all trips in California, they account for a disproportionate 20% of fatalities (CHP).

The Complete Streets Act also can reduce the growing costs associated with obesity and poor health by offering citizens healthy alternatives to a sedentary lifestyle and driving. We can readily build sustainable communities that provide the option of safe non-motorized travel.

At a minimum, the guidelines must offer strong encouragement for regional transportation agencies to work with their local partners to ensure that complete streets-compatible projects are integrated into transportation planning and funding activities.

Sincerely,

Robert Raburn  
Executive Director