



April 3, 2012

Honorable Ms. Bonnie Lowenthal
California State Assembly 54th District
110 Pine Avenue Suite 804
Long Beach, CA 90802

Dear Assemblymember Blumenfield,

As the organizer of Better Bike, a local affiliate of the Los Angeles County Bicycle Coalition, I work diligently to bring better bike planning and bicycle-friendly infrastructure to Beverly Hills. Our city is a keystone in the larger Westside transportation system, and so it's critical that we do our part to facilitate regional transit, whether it be by rail, car or bicycle. I happen to favor the bicycle!

But Beverly Hills is a bus town too. No fewer than seven lines from two transit agencies course through our city, and they connect us to the larger region. It's critical that here in Beverly Hills do all that we can to ensure that passengers have access to transit. And it's critical that transit agencies do all that they can to ensure that multi-mode travelers have a 'last mile' solution. Most often that means providing bike-riding bus passengers a place to stow that bicycle.

Bike count data supports the anecdotal observation that additional capacity is needed. At a busy intersection like Wilshire & Santa Monica boulevards last Fall, for example, I saw that at weekday am/pm peak hours, demand reached nearly 50% of available Metro bus bike rack capacity. (In the 8-8:15 am quarter-hour alone, another racked bike passed every minute.). And of the passing buses at peak hours, twenty five had zero available capacity for that additional worker or commuter who would have liked to board with their bicycle.

I urge you to revisit the California Vehicle Code to allow buses a triple-mount carrier simply so that we can increase the capacity of bus-mounted racks to reduce traveler delays and boost the convenience of mass transit. By adding that third slot we will increase bike capacity by a whopping 50%! That will help riders like me avoid instances where we have to let a bus (or two) go by.

Please make it more convenient for me to combine my bike commute with a Metro ride. This policy change would not only maximize our considerable investment in bus transit, it would minimize the frustration of riders who seek a region-wide solution to the multi-mode bottleneck that we sometimes experience. After all, we tailor bus service to bi-pedal passenger demand. We should make a similar accommodation for two-wheel peddlers too.

Sincerely,

Better Bike

Mark Elliot, Organizer
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