

**From:** Stanley Price  
**Sent:** Thu, 5/31/2012 5:40 PM  
**To:** CEQA Guidelines  
**Subject:** Comments on CEQA Streamlining for Infill Project (SB 226)

Where is the metric for "bicycle safety improvements ... that support bicycle access"? Do not omit the bicyclist as a viable mode of transportation.

Active transportation is evaluated in a recent study by the California Department of Public Health, Maizlish NA, Woodcock JD, Co S, Ostro B, Fairley D, Fanai A. Health Co-Benefits and Transportation-Related Reductions in Greenhouse Gas Emissions in the Bay Area - Technical Report. Sacramento, CA: California Department of Public Health; Available at: [http://www.cdph.ca.gov/programs/CCDPHP/Documents/ITHIM\\_Technical\\_Report11-21-11rev3-6-12.pdf](http://www.cdph.ca.gov/programs/CCDPHP/Documents/ITHIM_Technical_Report11-21-11rev3-6-12.pdf). November 21, 2011.

Performance standards for infill are supposed to protect public health according to slide 7 of OPR's February 2012 presentation.

"Infill project" specifically addresses to "improve multi-modal access to the facility, such as pedestrian and bicycle safety improvements and traffic-calming design changes that support pedestrian and bicycle access." Do not allow radius instead of "pedestrian network miles". Excluding the pedestrian network miles would violate California's "Health in All Policies". There are public health benefits in facilitating more walking. If the pedestrian network requires an additional cut-through, shortcut, street crossing, sidewalk, or other improvement, the resulting infill project will be of better quality.

To effectively reduce GHG (Green House Gases) and VMT (Vehicle Miles Traveled), valid metrics for pedestrian and bicycle access and safety are needed. Pertinent metrics must be used to evaluate eligibility for CEQA streamlining.

Stanley Price