



Stolen Bikes at Karim's and How to Thwart Theft

A contingent of Berkeley police used a locksmith to enter Karim Cycle, 2800 Telegraph Ave, on the morning of June 15 and proceeded to check serial numbers of the huge stock of used bicycles offered for sale. It took officers until late afternoon to examine over 500 bottom brackets on the sidewalk surrounded by police tape.

The EBBC discussion list earlier publicized the December 6, 2004 recovery of a Bianchi found at Karim's, reported by Dianne Waggoner as stolen in San Francisco on November 16, 2004. During the ensuing months two additional stolen bikes were recovered from the shop. Pressure from irate bicyclists and the advocacy community led to the police investigation and search warrant that netted an additional stolen bike and confiscated 16 others with altered or removed serial numbers.

Please note that no arrests were made. Adlai Karim is only guilty of overly casual business practices. He is renowned for paying cash for used bikes without inquiring about ownership. Calls to shutter his business would not benefit the bicycle community, which needs low-cost used bikes, and would leave his community-minded mechanic, Issac Rodriquez, without a job. (Issac has assisted the EBBC by offering free tune-ups at events, and recently volunteered on Bike to Work Day at MacArthur BART)

SHOPS - What needs to happen? Local codes require that shops report serial numbers to the police and hold property for at least 30 days. Advocates further call for used bike brokers like Karim to adopt a process of examining a picture ID from sellers and keep a record of

who claims to be the owner. Such a process is required if you peddle used CD's to music stores, why should bike shops be immune from using such common procedures? This is in the shop owners' best interests. After all, each of the bikes recovered or impounded by the police from Karim's represents a financial loss for the business.

BICYCLISTS - Each of us can best thwart theft by never buying any bike without a clean pedigree and never leaving an unlocked bike unguarded. EBBC is pursuing every possible avenue to reduce theft, including installation of secure parking like new eLockers as a component of our Safe Routes to Transit program. To further deter theft and enhance the likelihood of recovery should your bike be stolen, please follow these procedures:

- 1) Copy each bike's serial number, make and model and store these data with your other valuable records. Our friends from SFBC suggest storing in a freezer container.
- 2) Mark your bike with your ID number. Cops love to capture suspects in possession of other peoples' property and can readily return identifiable items. The EBBC has two engravers at the Downtown Berkeley BikeStation that are available for 2-day loan to members and clubs so that you can conspicuously engrave your frame, pump, and components like cranks and stems. You can also engrave a hidden location under stickers or hide a business card in the frame. However, an extremely visible driver's license number engraved in the top tube is known to deter thieves. Use clear nail polish to coat etched steel.
- 3) Report all losses to your local police department. If you were the victim of a bike thief in the past year, contact the Berkeley police (510-981-5900) with your bike's serial number and description.

Safety Improvements Needed for Caldecott 4th Bore Project

The Bicycle-Friendly Berkeley Coalition and the East Bay Bicycle Coalition are jointly pushing Caltrans to include bicycle and pedestrian improvements as part of the new \$300 million Caldecott 4th Bore Project. There are many critical safety and access projects that this mega freeway project should fund. Unfortunately, Caltrans is resisting requests to include anything but more freeway lanes as part of the project.

In Berkeley, BFBC is focusing primarily on getting bike lanes added to Tunnel Road and Telegraph Avenue, obtaining funding for a new traffic signal at the intersection of the Hillegass Bicycle Boulevard and Ashby Avenue, and Piedmont Avenue bike lanes. The EBBC is working on direct bike access through the Tunnel, all hours bike access on BART between Orinda and Rockridge, secure bike parking at both of these BART stations, and new bike/ped access across SR 24 between Tunnel Rd. and Lake Temescal.

In response to repeated requests from bicycle advocates, the Alameda County Congestion Management Agency (ACCMA) has agreed to study the feasibility of improving bike/ped access across SR 24. This could lead to the construction of a new bike/ped facility that will restore the access between Lake Temescal and Tunnel Road, severed decades ago by construction of SR 24. However, Caltrans is refusing to consider funding such a new bike/ped pathway as part of the 4th Bore Project, arguing that the new 4th Bore does not adversely affect the "existing" (non-existent) bike/ped access across SR 24. BFBC and EBBC disagree and discussed this issue at length with Caltrans officials at an open house held back on June 8.

A new 4th bore for the Caldecott will significantly increase vehicle traffic on local roads feeding into the tunnels. Bicyclists and pedestrians negotiate traffic on these busy streets everyday for their commutes. Added traffic from the 4th Bore will only create more conflicts between cyclists and vehicles, adversely affecting the ability for bicyclists and pedestrians to safely travel through the area. BFBC and EBBC reps will meet this Summer with Caltrans and the ACCMA to convince Caltrans to honor its commitment to include bike/ped improvements in all of their projects.

NEXT MEETING

begins on Tuesday, July 19 at 7:30pm at a location to be announced (call 510-433-RIDE or visit <http://www.ebbc.org> for location info). A 30 minute Board Meeting will precede the General Meeting.

Active Living by Design: Bush Administration Caters to the Fast Food Industry

As bicyclists, we all know the benefits of active living as a way of promoting good health. A sedentary lifestyle with too much time spent in front of the computer, the TV, and the office has been shown to increase diabetes, obesity, heart disease, and other ailments. Though the exact number of early deaths caused by poor diet and sedentary lifestyle is still a matter of debate, there is widespread agreement among public health professionals that the problem is very serious — and getting worse.

But neither the US Department of Agriculture (USDA) nor the Department of Health and Human Services (H&HS) seems the least bit concerned about the epidemic. Secretary of H&HS, Tommy Thompson, acknowledged the problem exists, but preferred to let the free market figure out a solution. He proposed various “voluntary” measures, such as asking fast food chain restaurants to voluntarily post nutritional information.

Now the USDA has gone one step further by stating that even “free market” measures are unnecessary. In an official June 2005 USDA publication titled “Obesity Policy and the Law of Unintended Consequences” authors Fred Kuchler, Elise Golan, Jayachandran Variyam, and Stephen Crutchfield state that policies to reduce obesity could do more harm than good. Incredibly, the article came not from industry hacks but by professionals who ought to know better. Crutchfield holds a Ph.D from Yale University; Golan holds a Ph.D from UC Berkeley.

In the article (<http://www.ers.usda.gov/Amber-Waves/June05/Features/ObesityPolicy.htm>), they argue:

“Americans’ rapid weight gain may have nothing to do with market failure. It may be a rational response to changing technology and prices. Technological change has created a largely sedentary workforce, so workers have to exercise more outside of work or reduce their caloric intake to maintain weight. In addition, frozen microwavable meals and the like have reduced the time cost of preparing meals, encouraging consumption. Medical technology in the treatment of obesity-related illnesses has also improved, turning some hopeless situations into chronic illnesses and, from the perspective of the obese, reducing the health costs of obesity. So, if consumers willingly trade off increased adiposity for working indoors and spending less time in the kitchen as well as for manageable weight-related health problems, then markets are not failing.”

The USDA’s insane views stand in sharp contrast to that of other government agencies. The US Cen-

“Fast Food” continued p. 6.

View from the Saddle: Recreational Bicyclists Deserve Good Roads

Having two East Bay representatives in the Tour de France is the surest indication that we have a world-class bicycling environment. One needn’t log onto VeloNews every dawn to know that Berkeley resident David Zabriskie, 26, became only the third US citizen to wear the yellow jersey following his record pace of nearly 34 mph in the first-stage time trial. Mere mortals out for a recreational ride on Skyline Blvd have been awestruck to see Emeryville’s Fred Rodriguez, 31, blast by. Now, Fast Freddie’s remarkable sprint is serving to position teammate Robbie McEwen to challenge for the sprinter’s green jersey.

Recreational routes support only a few racers’ livelihoods. For most bicyclists, however, a ride beyond the city limits offers respite from urban toils. On any summer weekend, bicycle traffic in the East Bay hills exceeds vehicle traffic. Bikes trump cars! Anecdotal evidence suggests that as many bicyclists ride on weekends as commute by bike on a given weekday. Yet, in comparison to public funding to promote bicycle commuting, few resources are spent maintaining good roads for recreational purposes. Let’s nurture club riders, touring cyclists, Sunday riders and sport exercise.

As a society, we need to recognize and protect our recreational bicycling habitat beyond the urban core. Our relatively untrammelled periphery has been shrinking and new traffic patterns have relegated former bucolic routes to memory. EBBC works with the Transportation and Land Use Coalition, Sierra Club and Greenbelt Alliance to limit the growth/traffic juggernaut. For well-maintained roads, bicycle advocates have been nearly alone on the front lines since the 1890s.

This year’s rains wrecked havoc with pavement. In the case of Morgan Territory Road, nature has temporarily reversed the pattern of increasing traffic by washing out a lane of this isolated road on the back side of Mount Diablo. It is closed to cars on the north side of the summit. In April, a cooperative Contra Costa County Public Works Department made certain that riders on the Devil Mountain Double Century could enjoy the route. Be grateful that Sheriff Plummer’s predisposition to “regulate” bicycle rides does not extend beyond Alameda County.

A candidate for worst pavement in the East Bay—not counting the closed portion of Carquinez Scenic Drive—is Canyon Rd between Pinehurst Rd and Moraga. You may have recently dodged the white spray-painted rectangles encompassing broken pavement. Canyon Rd will be closed from Monday July 11 for two weeks until Monday July 25 while these sections are being cut-out and repaved.

Another long-awaited repaving project has already begun on Berkeley’s Spruce Street, from Arch Street on the south to Grizzly Peak on the north. Smooth asphalt will replace the jumble of concrete slabs and parallel cracks that were identified as hazards on EBBC’s West of the Hills map and in the 1998 Berkeley Bike-way Inventory. You should best avoid Spruce St until it is completed in August.

The perennial slippery section of Oakland’s Tunnel Road Regional Bikeway will continue to threaten the lives of bicyclists this summer as it is not slated for drainage repair. The City of Oakland applied for local assistance funds from Caltrans in April and EBBC wrote a strong letter of support. We await word of approval, or denial. Nevertheless, after numerous injury lawsuits, you would think that Oakland would be motivated to fix the problem—not just post a warning sign!

Some roadway damage eludes official attention altogether. A crater-like pothole in the middle of Grizzly Peak Blvd recently caught my wheel when I turned toward Oakland after a water break at the Steam Train parking area. When you encounter similar hazards, please note the location and/or next intersection and use the EBBC’s on-line hazard report form to give the proper jurisdiction a notice of legal liability (in this case, Alameda Co, according to the color coded jurisdictions on our West of the Hills map). It gets results! This is the most empowering tool we can provide to individual bicyclists.

Together, we can make a difference. If we succeed, the East Bay will offer healthy living on a sustainable basis and incubate the next generation of recreational riders, bike commuters, utility cyclists, and even world-class athletes. It’s comforting to think that the young Cycles of Change riders from Bret Harte Middle School who recently left Bay Point BART on a tour to Davis will grow-up in an environment that nurtures bicycle recreation.

-Robert Raburn

SHORT REPORTS

WALNUT CREEK - The City of Walnut Creek is seeking two applicants to serve a three-year term on the City's Bicycle Advisory Committee. The BAC advises the City's Transportation Commission on bicycle issues and meets at 7:30 p.m. on the second Wednesday of every odd-numbered month at City Hall. Candidates must work or live within the City's "sphere of influence." For an application, contact Julie Iamele at 925 256-3529 or e-mail her at iamele@walnut-creek.org. Application filing deadline is Friday, July 29, at 5 p.m.

EMERYVILLE - To the disappointment of neighborhood and cycling advocates, the city council voted to delay implementation of an already designed bridge over the railroad, pending negotiations to acquire additional railroad land. The bridge near 53rd street would have provided direct access to the Bay Street shopping area, and an alternative to unpleasant crossings at 40th and Powell Streets. Bay Street remains a difficult place to reach without a car.

OAKLAND A's DUMP EBBC - There is no joy in Oakland as the EBBC has struck out. Major League baseball in Oakland appears headed elsewhere. With rumors of a move to Las Vegas and a publicized attempt to gain support for a move to Fremont, the new A's ownership has jettisoned efforts to build strong ties with community organizations like the EBBC. The proposed Bike Day on August 14 is cancelled (see June 2005 *rideOn*). Many clubs promote biking to their ballparks: the Giants new ballpark offers free valet bike parking at all games; racks are in abundance and pedicabs flock to San Diego's new field; in Chicago the Sox are promoting installation of secure high-density racks at the 35th Red Line station while the Wrigley Field Bike Check has parked as many as 169 bikes. Even the A's minor league affiliate in Sacramento offers free attended bike parking at the popular Raley Field (note that Sactown attendance often exceeds attendance at A's games).

OAKLAND BIKETRIPPERS - Museum docents will lead historical tours of downtown and Lake Merritt at 10am on Sunday, July 17, from the Oakland Museum of California. Assemble at the museum entrance on 10th St, opposite Laney College, one block from Lake Merritt BART.

LEAGUE OF AMERICAN BICYCLISTS - Director Andy Clarke reports that LAB has added almost one hundred new clubs to the

League's membership in the past few months, a direct result of improved communications, a good insurance program, and new services such as the updated club newsletter - which we've now named The Cue Sheet. As reported in the June 2005 issue of *rideOn*, the League narrowly lost getting Senator Tom Harkin's federal proposal for "routine accommodation" approved. As a "thank you" to League clubs, like the EBBC, individual members can now join the League for a special discounted rate of just \$20 (visit www.bikeleague.org for more info).

CA LEGISLATION SB 523 - Thanks to the outpouring of support from activists (see: June 2005 *rideOn*), the Bicycle Transportation Account (BTA) bill by Senator Torlakson received 11-2 support from the Assembly Committee on Appropriations on June 29, 2005. If approved by the full Assembly and signed by the Governor, SB 523 will continue, beyond FY 2005-06, the \$7.2 million annual transfer of funds to the BTA for bicycle transportation facilities throughout the state.

LAKE TEMESCAL - Lt. Jon King, commander of the EBRPD troops who patrol Lake Temescal, has agreed to send out a memo to his personnel that they are not to cite anyone using the Lake Temescal Bike Path between the hours of 10:00 PM and 5:00 AM if they are convinced that the person is using the path for COMMUTE PURPOSES ONLY. Individuals are not allowed to ride through the parking lots or other parts of the park during those hours and must access the path only through the Broadway Terrace tunnel and the driveway on Broadway. Thanks go to EBBC supervolunteer Derek Leicy for his intervention on behalf of bicyclists when reports surfaced that EBRPD police was citing bicyclists on the path.

BAY TRAIL RIDES - Join weekly bike rides from Berkeley to Richmond's Marina Bay and return. Meet in the Moore Iacofano Goltsman, Inc. (MIG) courtyard at 5:30pm (800 Hearst Avenue/cross St. 5th) or at the foot of the bicycle bridge (at the end of Addison Street) at 5:45pm. It's about 15 easy miles round trip (except for the hill behind the race track!). The group keeps a fair pace — except for looking at great blue herons — but doesn't race along by any means. The preliminary schedule calls for rides every Wednesday in July and August except August 3. For information, contact Jane Kelly at jane@migcom.com. To learn more about what you can do to promote the Bay Trail in Richmond, contact Trails for Richmond Action Committee (TRAC) trachay-trail@earthlink.net.

CONCORD - Get involved in Concord's General Plan Update. For a start, you can urge that the EBBC/TALC Safe Routes to Transit program be fully implemented for bicyclists and pedestrians. To review and comment on the Transportation/Circulation element of the draft plan visit <http://www.ci.concord.ca.us/about/zoningupdate.htm>. To be notified of Public Hearings send a request to: zoning@ci.concord.ca.us.

COOL PODCAST - Like radio, podcasts can be played while you work around the house. Unlike radio, you can select the topic you want to hear. Jon Winston's www.bikescape.blog.com covers a fascinating array of topics and includes a contribution from our own Scott Mace on eLockers, interviews with Walnut Creek's "Bike Dave" on bike repair and theft, and Kash at the SF Giants bike parking. Winston's blog about commuting on Telegraph Ave is apropos: "I'm stuck on this big 4-lane street on my bike. It's the only way to get to Berkeley without zig-zagging down little side streets that keep getting broken off by a freeway."

AC TRANSIT WIFI - Thanks to funding from the Alameda County CMA, Transbay express buses will be equipped with live WiFi internet access. The idea is that commuters can check email, and do other work while riding the bus. The initial three-year plan will equip half the fleet to provide a free commute-hour internet service. At a cost of just \$60-75 per bus per month, this prove to be a very cost-effective way to increase ridership.

EBBC Online Resources

LIST SERVE!

ebbc-talk@ebbc.org

To keep up with the latest news and happenings, subscribe to the EBBC online mailing list. Mailing lists are a great way to quickly notify lots of EBBC members of important meetings, hearings, etc.

To **subscribe** or **unsubscribe**, go to <http://lists.ebbc.org/listinfo.cgi/ebbc-talk-ebbc.org>, and follow the instructions.

BAC Calendar

compiled by: John Ruzek

Alameda County Jul 14, Aug 11, 5:30 pm, 426 17th Street, Suite 100, Oakland. Refer to www.acta2002.com/MEETINGS/meetings.html or call staff to confirm next meeting. **Staff:** Rochelle Wheeler, 510-267-6121, RWheeler@acta2002.com.

Albany Call staff for meeting date. meets 4th Thursday of every month 1000 San Pablo Avenue; **Staff:** Cherry Chaicarn, (510) 528-5759, CChaicarn@albanyca.org; **EBBC Rep:** PDJordan@lbl.gov.

BART Aug 1, Oct 3, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6446; Co-**Chairs** Joe Carroll, 510-604-4821, Joe-the7thCarroll@lmi.net, Dave Favello, 925-939-9462, DaveVelo@aol.com. - County representatives: Alameda - Eric McCaughrin EMcCaughrin@yahoo.com; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, Chagelin@astound.net.

Berkeley Jul 6, Aug 3, 4:00 pm, 2118 Milvia St., 3rd floor, **Staff:** Heath Maddox, (510) 981-7062, HMaddox@ci.berkeley.ca.us; **Chair:** Sarah Syed; **EBBC Rep:** Dave Campbell 510-540-5971 DCampbel@lmi.net.

Brentwood Brentwood's BAC has recently been abandoned by the Parks and Recreation Department. Contact City Engineer Baily Grewal at 925-516-5420, dept-engineering@ci.brentwood.ca.us, to re-establish BAC. **EBBC Rep** Dave Stoeffler 925-634-1793, DaveS@ecis.com.

California Bicycle Advisory Committee (CBAC) Aug 4, Oct 6, 10:00 - 3:00 pm, Meetings held bi-monthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. **Staff:** Ken McGuire, Caltrans, 916-653-2750, Ken_McGuire@dot.ca.gov; **Chair:** Alan Wachtel, CABO, 650-494-1750, Wachtel@aol.com; **BABC rep.:** Deb Hubsmith, 415-454-7430, dehhub@igc.org.

Caltrans District 4, Jul 12, Oct 11, 1:30 pm, 111 Grand Avenue, Oakland (Call Chair to confirm). Meets quarterly to review state highway projects that impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, Julian_Carroll@dot.ca.gov; **Chair:** Doug Johnson, MTC, 510-464-7846, DJohnson@mtc.ca.gov; **EBBC Rep** Robert Raburn, (510) 530-3444 RobertRaburn@ebbc.org.

Contra Costa County Meets yearly in late fall to review TDA Article 3 projects. **Staff:** Steve Kowalewski, 925-313-2225; **Chair:** John Ruzek, 925-939-5181, John_Ruzek@yahoo.com.

Danville Meets as required. **Staff:** Tai Williams, 925-314-3313, TWilliams@ci.danville.ca.us. **Chair:** Vacant.

Dublin Meets yearly in late fall to review TDA Arti-

"BAC" continued p. 8.



New pavement installed for bicyclists on 12th St dam at the foot of Lake Merritt. Water-filled barriers complete the Interim 2-Way Path until construction begins to replace the 12 lanes of the "World's Shortest Freeway" with a 6-lane Lake Merritt Boulevard, adding acreage to the park and bike lanes to the road.

SUPPORTING BUSINESSES

- **Alameda Cycle** 1522 Park St, Alameda
- **Bay Area Bikes** 1050 West Grand Ave, Oakland
- **Cycle California! Magazine** <http://www.cyclecalifornia.com>
- **Cycle City** 1433 High St., Alameda
- **Cycle Sports** 3530 Grand Ave, Oakland
- **Dublin Cyclery**, 7001 Dublin Blvd, Dublin
- **Encina Bicycle Center**, 2901 Ygnacio Valley Rd, Walnut Creek
- **Electric Bike Network** <http://www.myebike.com>
- **Hank & Frank Bicycles** 3377 Mount Diablo Blvd, Lafayette
- **Hank & Frank Bicycles** 6030 College Ave, Oakland
- **Left Coast Cyclery** 2928 Domingo Ave, Berkeley
- **Montano Velo** 4266 Piedmont Ave, Oakland
- **Missing Link** 1988 Shattuck Ave, Berkeley
- **Omafeits** 2001 Milva St, Berkeley
- **Palmer Group** <http://www.bikeparking.com>
- **The Pedaler** 3826 San Pablo Dam Rd, El Sobrante
- **Perfection Cyclery** 1341-H N. Main St, Walnut Creek
- **REI Berkeley, Concord, Fremont**
- **Sharp Bicycle** 969 Moraga Rd., Lafayette
- **Stone's Cyclery** 2320 Santa Clara Ave, Alameda
- **Wheels of Justice Cyclery** 2024 Mountain Blvd, Oakland
- **Wilson Bicycle Sales** <http://www.wilsonbike.com>

Present your valid EBBC membership card (clip mailing label on back cover) to obtain member discount at participating retailers. Soon, you will be seeing the EBBC logo on bike shop windows to indicate that the shop is an EBBC supporter and offers member discounts (typically 5-15% on parts and accessories). The mailing label must indicate that the membership is "Current" to qualify.

LETTERS

Hazard Report

I want to thank the EBBC, and particularly Ian McDonald, for promptly resolving an issue I've had on St. Mary's Rd in Lafayette, where several trees were pruned to the edge of the white line instead of the edge of the pavement. This forced me out into a busy stream of high-speed commuters for short sections. Although this is not on a bike route, I submitted Hazard Report #48, more as documentation in the event of an accident than in hope of getting it fixed. Imagine my utter amazement when I saw the trees trimmed as I asked within days! I promptly joined EBBC as a Century member. This is worth a lot to me! I can't thank you all enough!

-Phil Carter

Concord - Oakland bike commuter

Sheriff Plumber

I just joined EBBC almost exclusively because of Robert's article in the May issue of the newsletter on fighting Alameda County Sheriffs office efforts to thwart the Mt. Hamilton Challenge and similar rides. Please, spend this paltry \$50 in your efforts to stop these practices. It's making it dramatically harder for all clubs, including the club I belong to, Grizzly Peak, to put on our century and other organized rides. Robert's article will certainly get me to try and get someone with a different perspective elected to the Sheriffs position! I'll also support efforts to increase the amount of money that Grizzly Peak Cyclists donates to EBBC.

-Bruce Berg



The advanced bicycle design pictured above comes from Dr. Scott S. Shim at Purdue University. It was created to make it easier for kids to learn how to ride a bike. "The 16-inch-wheel bicycle looks like a tricycle, but as the child gains momentum and learns to balance, the two rear wheels shift inward to merge into one wheel. This causes the balance to gradually shift from the bicycle to the child."

Update on Albany's Bicycle Projects

The City of Albany has come a long way with regards to bicycle facilities. Last year, the City received a \$120,000 grant from the Air District to implement Class II bicycle lanes on Marin Avenue. This August, the City will match the Air District funds of \$120,000 and implement Class II bicycle lanes on Marin Avenue as part of the Marin Avenue Reconfiguration Project.

Because of width and parking constraints, there will be a Class III lane in the transition lanes between Cornell and San Pablo Avenue. Currently, Marin Avenue has four lanes of traffic (2 on each side) and no bicycle lanes. The new reconfiguration of the street will allow for 5.5 ft. of bicycle lanes on both sides of the street, one travel on either side, and a middle turning lane. Marin Avenue is also being reconfigured in the City of Berkeley. The City worked with Design, Community, and Environment on the Environmental phase and hired Korve Engineering for the plans, specs, and estimates phase.

The City will also install its first Class III bicycle signs on Pierce Street as part of the Cerrito Creek project. The Cerrito Creek project is a joint planning grant between the cities of El Cerrito and Albany to connect the Ohlone Greenway to the Bay Trail along the Cerrito Creek. Installing Class III bicycle signs was recommended in anticipation of the future Class I bicycle lanes on Pierce Street as part of the Bay Trail "spur" connector along the Cerrito Creek Trail. Funding for this project is from the Coastal Conservancy grant administered by ABAG. Alta Planning + Design completed the planning document, and Wilbur Smith and Associates conducted the Pierce Street Segment Analysis.

But wait, there's more! Next year, the City of Albany will be installing a Class I — multi-use trail underneath the Interstate 80 and 580 on-ramps at the foot of the Buchanan Street pedestrian/bicycle bridge to allow a more seamless connection to the San Francisco Bay Trail along the Albany / Richmond Marina. This will allow an alternate route for pedestrians and bicyclists who do not want to cross the on-ramps at I-80/I-580 as it currently exists. The Alameda County Improvement Authority Measure B Pedestrian and Bicycle Discretionary Fund made funding for this project possible with a \$75,000 grant.

The City has also made a \$35,000 commitment to complete the project. Plans are currently being prepared for Caltrans' encroachment review process since the path will be in Caltrans' right of way.

The City of Albany has also received a \$15,000 grant from the MTC Traffic Engineering Technical Assistance Program (TETAP). This grant gives cities "consultation time" with a consultant of MTC's choosing. The City of Albany is working with TY Lin and Associates to study Buchanan Street. The scope of the project will include the evaluation of the current traffic volume and usage of Buchanan Street, and recommendations on how to address the "channelization" onto Buchanan Street for motorists, and placement of bicycle lanes to connect with the current pedestrian and bicycle overcrossing/bridge.

Buchanan Street bike lanes have been identified in the City's 2003 Bicycle Master Plan. This summer once Marin Avenue bike lanes are implemented between San Pablo and the Ohlone Trail, there would be a "gap" on Buchanan Street west of San Pablo, since the bikes lanes discontinue and there are no further connections to the existing bike and pedestrian crossing at I-580/I-80. Thus, this study will be an important one in making recommendations for the future of Buchanan Street.

Next year, the City hopes to start the community process with the residents of Albany in implementing the recommended bicycle facilities as outlined in the 2003 City Bicycle Plan. The Albany Traffic & Safety Commission has already made a request to start initiating talks and meetings with residents in order to move towards a more complete and comprehensive bicycle network in the City.

For more information, please contact: Cherry Chaicharn, Transportation Planner (510) 528-5759 or via email at cchaicharn@albanyca.org.

Albany community contacts are Preston Jordan at pdjordan@lbl.gov or Nick Pilch at nicky@mindspring.com. The Albany Traffic & Safety Commission meets every 4th Thursday of the month and agendas are posted on the City's webpage at www.albanyca.org.

MINUTES of the General Meeting of Tuesday, June 21, 2005 held at the Rockridge branch of the Oakland Public Library

CHAIR was Craig Hagelin.

MINUTES of the previous meeting of May 17, 2005, should contain a notation in the Treasurer's report regarding funds from the sale of our maps, saying that we proposed to maintain a dedicated revolving map fund for use in funding creation of future maps.

TREASURER'S REPORT Debbie Lewis presented a comprehensive three page report.

BIKE-TO-WORK-DAY was once again, for the third time in recent years, dampened by rain. A committee will be set up to review our future participation in BTWD, consisting of reps from Bike Alameda, BFBC, and Oakland.

T-SHIRTS led to a discussion of perhaps selling them in bike shops. EBBC itself does not want to be in the business of selling maps or T-shirts because it would involve much paperwork in collecting sales tax and forwarding it to the State.

CALTRANS DISTRICT 4 BAC will meet in the Oakland CalTrans bldg at 111 Grand Av, on WED, July 13, 2005, at 1:30 PM. Items to be discussed will include the Fremont gap between Fremont and Milpitas, which needs a short piece of trail and a bridge, and electronic bike lockers at ACE and Capitol train stations.

RIDES for Bay Area Riders (or Commuters) is going out of business on June 30, 2005. An engineering firm, Parsons Brinkerhoff, will take over their functions.

LEGISLATIVE ISSUES The Bicycle Transportation Account needs to be renewed to keep its funding from being reduced. State Senator Tom Torlakson needs assistance in getting his renewal bill SB523 passed in the Assembly, and therefore we should write to our Assemblypersons to vote for it.

FEDERAL Congresswoman Barbara Lee is working to get \$900 thousand to help construct a bikeway from Coliseum BART to the Bay Trail and Arrowhead Marsh.

BIKE DAY at the Oakland Coliseum is planned for Sun, Aug 14, 2005.

MEMBERSHIP RE-NEWALS We approved spending \$100 for mailings of membership renewal notices.

NEXT MEETING will be on Tues, July 19, 2005, at 7:30 PM, with a Board of Directors meeting at 7:00 PM.

Respectfully submitted by Yehuda Sherman, sec'y.

BCDC Requires Caltrans to Fund Shoreline Access

On June 2, 2005, the State Bay Conservation and Development Commission (BCDC) heard our pleas for improved public access to the Oakland Estuary. The EBBC was joined by Waterfront Action and Urban Ecology in arguing that Caltrans' proposed seismic replacement of Oakland's 5th Avenue I-880 Overhead structure went beyond a mere seismic replacement in widening the freeway by 45-feet. BCDC must issue a permit for project because it passes over the Lake Merritt Estuary Channel. Following 2 hours of debate, the commissioners voted that the permit require Caltrans to contribute \$1 million to enhance public access and mitigate 7 years of access disruption during construction of the over \$100 million project.

It has been an uphill battle since earlier public hearings had not resulted in progress with Caltrans. Our task was made even more difficult by Mayor Jerry Brown's recent agreement with Caltrans to accept only \$500,000 for public access. Despite an adopted Oakland Bicycle Plan, Measure DD plan, Estuary Plan and a Bay Trail alignment through the project area, the City of Oakland could be bothered to attend BCDC meetings to campaign for eligible projects.

Of course, \$1 million is hardly enough to meet the needs in this area. The EBBC pointed out three major areas that were not addressed in the Caltrans proposal:

First, the existing 5th Avenue underpass represents the only access to the Bay for about 1-1/2 miles, between Oak Street and the 16th Ave overcrossing. No improvements were proposed for 5th Ave to link the San Antonio neighborhood with the Estuary. Nor was the impact of the projected increase in rail traffic at this at-grade railroad crossing taken into consideration.

Secondly, the existing on-street portion of the Bay Trail along the Embarcadero suffers from a construction where crosses Lake Merritt Channel on a narrow bridge next to the new Jack London Aquatic Center at Estuary Park. The annual report for the Aquatic Center notes that inadequate access is its major challenge in attracting Oakland youth to their programs. A small fraction of the money from the I-880 widening could widen this short Embarcadero Bridge that parallels the I-880 corridor.

And finally, a bike/ped bridge from Estuary Park over the railroad tracks could link Lake Merritt with the Estuary along an extension of the path along Lake Merritt Channel through Laney College. In 1998 a "preferred option" plan identified the feasibility of building such a bridge. As well, in 2002 Oakland voters supported Measure DD to provide for access improvements around Lake Merritt, along the Lake Merritt Channel, and along the Estuary.

-Robert Raburn

"Fast Food" continued p. 2.

ter for Disease Control has developed a nutrition and physical activity program for preventing chronic disease. And locally, Brooke Kuhn in the Alameda County Public Health Department has been working on a number of innovative projects. Nonetheless, the USDA position shows that grassroots organizations will have to take an active role in education in promotion of healthy communities.

-Eric McCaughrin



Through toys and cartoon characters, children can be easily manipulated. This makes them a prime target for advertisers as they seek to lock them in as life-long customers.

But the USDA doesn't see it that way. Its report on obesity policy states: "is not clear to what extent [advertising] expenditures increase overall calorie consumption or how much consumption would drop if advertising expenditures were curtailed. Little direct evidence links food advertising and overall diet quality. Studies that link the demand for individual food products and advertising are legion—many show that advertising does increase sales, and some show that advertising is cost-effective. Even generic advertising studies usually show demand increases in response to such expenditures. But, because food encompasses many products and varieties, increasing demand for one food or even a class of foods says very little about overall diet quality."

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Diablo Cyclists http://www.diablocyclists.com
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 http://www.oaklandyellowjackets.org
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 Ron Scrivani scrivani@aol.com
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 Bill Oetinger srcr@metro.net
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Strada Sempre Duro Rick De Gette 925-944-7049
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 Laura Thompson, Exec. Dir 510-464-7935
BikeAlameda http://www.bikealameda.org
 Lucy Gigli 510-595-4690

Bicycle-Friendly Berkeley Coalition

510-549-RIDE www.bfbc.org
Bike the Bridge Coalition www.bikethebridge.org
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CA Association of Cycling Organizations

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 Paul Dorn, Exec. Dir 916-446-7558

Greenbelt Alliance www.greenbelt.org
 David Reid dreid@greenbelt.org

Transportation and Land Use Coalition
 http://www.transcoalition.org
 Stuart Cohen, Exec. Dir 510-740-3150

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(See Also: BAC Calender & Affiliated Orgs.)

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Pleasant Hill De Capshaw 925-825-6720
Pleasanton Robert DeMattei 925-484-1470

West CoCoCo Bill Pinkham pinkhammar@hotmail.com

EAST BAY BICYCLE COALITION membership form

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 For EBBC information & messages, call (510) 433-RIDE (433-7433)

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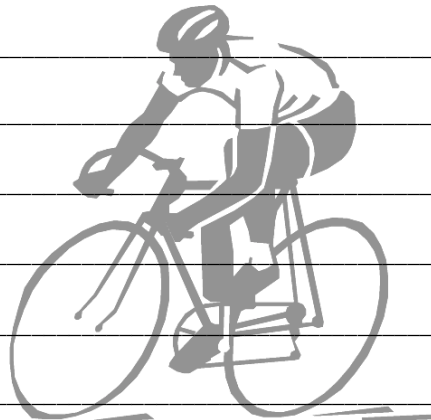
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- Shop/Club (\$40)
- Introductory (\$12)
- Living Lightly (\$6)

- New
- Renewal
- Please do not share my name with other mailing lists.

“BAC” continued p. 4.

cle 3 projects

Staff: Ferd del Rosario, 925-833-6630, *Ferd.del-Rosario@ci.Dublin.ca.us*.

East Bay Regional Park District (Park Advisory Committee) July 25, Sep 26, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605

Staff: Ro Aguilar, 510-635-0138 x2006, **Chair:** Henry Losee, 510-276-2271, *EBhiker@aol.com*.

El Cerrito (BAC being formed.) **Staff:** Melanie Mintz, 510-215-4339, *MMintz@ci.el-cerrito.ca.us*.

Emeryville Jul 7, Aug 11, 5:30 pm, 1333 Park Ave **Staff:** Peter Schultze-Allen, 510-596-3728, *PS-schultze-allen@ci.emeryville.ca.us*. **Chair:** Ken Bukowski, *Bukowski@earthlink.net*.

Fremont July 20, Aug 17, 7:00 pm, Niles Room, 39550 Liberty Street, (call to confirm) **Staff:** Rene Dalton, 510-494-4535, *RDalton@ci.fremont.ca.us*. **Chair: EBBC Rep** *Michael.Graff@pobox.com*.

Lafayette Next date TBD, 3675 Mount Diablo Blvd. Quarterly mtgs, check website, *www.ci.lafayette.ca.us*, or call staff for date.

Staff: Leah Greenblat, *LGreenblat@ci.lafayette.ca.us*, 925-299-3229, **Chair:** Bart Carr, *Bart_Carr@yahoo.com*, 925-299-1664. **EBBC Rep:** Yehuda Sherman, *YehudaSherman@aol.com*, 925-284-5363.

Livermore (BAC being formed.) Call Community Development Department, 925-960-4500, for further info)

Oakland Jul 14, Aug 18, 4:00 pm at 250 Frank Ogawa Plaza, Suite 4314. **Staff:** Kathryn Hughes 510-238-6493, *KHughes@oaklandnet.com*; **Chair:** Ron Bishop 510-652-4667, *RBishop747@aol.com*.

Pittsburg Community Advisory Committee Jul 6, Aug 3, 7:00 pm, City Council Chambers, 65 Civic Ave **EBBC Rep:** “Ole” Ohlson, *BruceOleOhlson@hotmail.com*, (925) 439-5848, **Staff:** Paul Reinders, *PREinders@ci.Pittsburg.ca.us*, 925-252-4822.

San Leandro (BAC being formed.) Call Anna Vickroy, 510-577-3310, *AMVickroy@ci.san-leandro.ca.us*, for further info.

Pleasanton Next meeting TBD. **Staff:** Mike Tasano, 925-931-5670

Union City 3:00 pm, City Hall, 34009 Alvarado-Niles Road, call staff for next meeting date. **Staff:** Joan Malloy, 510-675-5327, *JMalloy@ci.union-city.ca.us*.

UC Berkeley TBD 3-5 pm 2150 Kittredge St., 3rd Floor. Refer to *www.berkeley.edu/transportation* or call staff for meeting dates. **Chair** Karl Hans, *KHans@uclink4.Berkeley.edu*; **EBBC Rep:** Rachel Hiatt 510-325-6665 *RHiatt@uclink.berkeley.edu*, **Staff** Rita Bond, *RitaBond@uclink4.berkeley.edu*, 510-642-7194.

Walnut Creek Jul 13, Sep 14, 7:30 pm, 3rd Floor conf. Room, City Hall, 1666 N. Main. **Staff:** Mike Vecchio, Community Development, 925-943-5899 x 216; *Vecchio@walnut-creek.org*, **Chair** Peter Cartwright, *px-cartw@prodigy.net*, 925-930-0993 **EBBC Rep:** Dave Favello, *DaveVelo@aol.com*.

West Contra Costa County Bicycling interests are being addressed by an ad hoc BAC. Contact Robert Raburn at 510-530-3444, *RobertRaburn@ebbc.org*, for further info.

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