Bay Area on the Move: MTC’s Transportation 2035 Plan, Climate Protection

Over 500 Bay Area residents will review some of the major decisions anticipated as part of the "Transportation 2035 Plan" (RTP 2035) at "Bay Area on the Move," a joint meeting of ABAG’s Fall General Assembly and the Metropolitan Transportation Commission in downtown Oakland later this month.

This important conference is slated for Friday, October 26, from 8:30 a.m. to 2:00 p.m. at Oakland’s Marriott City Center. (It is already filled and no further registrations are being accepted.) Attendees will discuss the issues surrounding the latest update to the Metropolitan Transportation Commission’s long-range transportation policy and investment blueprint, also known as Transportation 2035.

The Transportation 2035 plan’s stakes are high: during the previous Transportation 2030 long-range planning process, our advocacy efforts led to initial funding for the Regional Bicycle Plan (2001). MTC only authorized $200 million in funding to complete the regional bike plans’s bike projects, which altogether are worth well over a billion dollars. Many key bikeway projects—from freeway and rail over-crossings to the West Span of the Bay Bridge—were thus left without any funding or hope for completion.

If we expect to close gaps in regional bikeways and improve safety for commuting bicyclists who link with transit, we must increase the funds allocated to implementing the region's bikeways. Much more funding is also needed to increase secure bike parking, provide for healthy recreational bikeways, and to maintain these bike facilities.

What can we do?

Show up.

At a San Francisco press conference on Thursday, October 25, EBBC will join the Transportation and Land Use Coalition (TALC) to announce a plan to combat climate change in the Bay Area and build a sustainable Transportation 2035 plan.

You can help: attend the noon press conference at the foot of Market Street. Please read about the Transportation and Land Use Coalition’s Transportation Fund for Climate Protection (see next column), and visit www.transcoalition.org/ for more details.

-Robert Raburn

Climate Disruption

In 2007, the world’s leading scientists, as part of the Intergovernmental Panel on Climate Change, declared that the warming of the Earth’s climate is unequivocal, and that humans are responsible for most of the warming over the last half-century. The likely impacts of the middle to higher range of global warming would be catastrophic beyond our imagination. This is why Governor Arnold Schwarzenegger, in front of the United Nations in September 2007, declared that we need “action, action, action.”

Transportation Dominates Emissions

Transportation is responsible for 50% of all greenhouse gas emissions in the Bay Area, and 41% statewide. Cleaner fuels and cleaner cars will be critical to reduce emissions, but (as seen in the graph above) will not solve the problem. We need to get to the root cause of these emissions: people are driving more and more every year because new development often requires a car for every trip and existing transit options are not convenient enough. We need to make it easier for people to drive less by investing in walkable communities and expanding transportation choices.

(See Driving Down Emissions, p.2)
Driving Down Emissions

Reducing the Amount We Drive Yields Tremendous Benefits

Year after year, transportation ranks #1 in the Bay Area Council’s poll of quality-of-life concerns—higher than the next three issues combined. Residents spend an average of 60 hours per year stuck in congestion, second highest in the country and the equivalent of 1.5 weeks of vacation time. Californians spend $44 billion each year on imported fuel, reducing our purchasing power and exposing us to price spikes at the pump. The very same strategies that can combat global warming pollution can also improve our quality of life and reduce costs for Bay Area residents—whether it is faster, cheaper, cleaner trains and buses; financial rewards for carpooling and carsharing; putting affordable homes and job centers closer to transit; making walking and bicycling safer; employee commute programs; or quickly clearing accidents to reduce traffic. Catalyzing introduction of new vehicle technologies such as plug-in hybrids may also have an important role.

Establishing a Transportation Fund for Climate Protection

The Bay Area needs to come together around solutions that match the scale of the problem. We need a significant new source of funds dedicated to reducing climate emissions while maximizing the local environmental, health, and economic benefits.

Unfortunately, funding from sources that could address the problem is drying up. Over the last 13 years, state and federal taxes on gasoline in California have lost a third of their value, from 36 to 24 cents. A climate impact fee on motor vehicle fuels that simply made up for the lost value would generate approximately $390 million per year by 2012 for the Bay Area. This fee could be phased in at just a few pennies per gallon per year over a four-year period, as California did in the early 1990’s. Here are the details.

Fund Basics: How It Could Work

To implement a Transportation Fund for Climate Protection that benefits all Bay Area residents, there should be a few key priorities:

Stakeholder Process

We need to make sure that people in every part of the region and in all income and age groups benefit from the fee. To do that we will need a broad range of innovative ideas developed through a “stakeholder” process. The Metropolitan Transportation Commission could help facilitate this process as it did with Regional Measure 2.

Evidence-Based, Data-Driven Strategies

Predicting and measuring program performance is critical to ensure that the fund maximizes climate benefits. There are already many programs, such as the Bay Area Air Quality Management District’s (BAAQMD) Transportation Fund for Clean Air, that use models to quantify projected benefits and distribute funding based on predictions for the greatest impact. As new data about the projects comes in, the BAAQMD updates its model, ensuring that the next round funds the highest-impact projects.

City, County and Regional Programs

To ensure that is there is a return to source, a substantial portion of the fee’s revenue should be spent on city and county programs. More and more cities and counties are developing climate action plans that document their contribution to regional GHG emissions, determine strategies to reduce impacts, and quantify the benefits. Funding can help develop, implement, and monitor the performance of these programs.

Regional programs could address different strategies with short- and long-term benefits. The fund could invest in programs that create easy connections between transit systems, promote walkable communities near transit, or institute new technologies more quickly. A low-income affordability program is imperative because of the high cost of living in the Bay Area. This will be prioritized for programs that reduce GHG emissions, as well as reducing costs for low-income commuters.

Let the People Decide

The eyes of the nation and the world are on California to see whether we will be able to meet our climate goals. The Bay Area can once again show leadership within our state by addressing the climate crisis. One way to ensure that the program has the backing of residents is to bring it to a vote.

New Pay Parking Kiosks Displace Bike Parking

Following the installation of pay parking kiosks in Oakland, only two meter heads are typically left on each block face to serve as bicycle parking (see photo at right).

Oakland’s bike/ped program staff has tried to identify which meters would best serve cyclists, but the ill-conceived parking kiosk program has been a challenge for bike/ped staff to survey, and represents an overwhelming burden on Oakland’s relatively tiny budget for installing new bike racks.

Learn more about Oakland’s disappearing bike parking at www.ebbc.org. Call your council member and Mayor Dellums to demand that secure bike parking be installed with the same rapidity the parking kiosks have appeared.

WARNING: do not lock your bike to kiosk signposts that are merely bolted to a lower flange. (Unsafe posts have continuous perforations, and their bolts can be removed.) Lock your bike only to posts set directly in concrete.

In the spring of 2008, we would ask the Legislature to pass enabling legislation giving the Bay Area (or each region in the state) the authority to implement a climate impacts tax on motor vehicle fuels to establish the Transportation Fund for Climate Protection. The fund would then be brought before Bay Area voters for approval in November 2008.

For more information or to join the effort please email Carli Paine (carli@transcoalition.org) or Stuart Cohen (stuart@transcoalition.org) at the Transportation and Land Use Coalition, or call 510-740-3150.

Volunteers Needed for EBBC Board, Newsletter Editor(s)

Would you like to support bicycling in the East Bay? Are there specific bicycle issues you would like to promote? You can further your bicycle interests and promote bicycling in the East Bay as an EBBC board member for 2008.

The board meets every other month, just before the regular meeting, and has one retreat in January. The EBBC will elect 11 board members at its November 20 meeting. For more info, see www.ebbc.org/?q=node/976; or contact Rick Rickard (rrick1@ mindspring.com), Craig Hagelin (chagelin@astound.net), or Robert Raburn (robertraburn@ebbc.org).

EBBC may also need a new editor for this monthly newsletter, rideOn, in 2008. Would you like to write, edit, and lay out bike-related news? Meet monthly deadlines? Coaching, software, and most of the raw copy are provided. Contact Jon Spangler (510-864-0370; 510-846-5356; newsletter@ebbc.org) for details.
Enrique Peñalosa, the former activist mayor of Bogotá, Colombia, inspired me to ask whether our Regional Transportation Plan will bring equality and happiness (View from the Saddle, June rideOn). Last month I had the good fortune to travel to Bogotá, a city of 6.5 million people, to get a handlebar-level perspective on their bicycling scene and gauge the success of Peñalosa’s handiwork. Do Bogotá’s citizens really kiss in the streets, as Peñalosa had suggested was one of his goals?

It was only a decade ago that Curitiba, Brazil, captured the attention of planners worldwide with its remarkable transit, bicycle and pedestrian improvements. As reported in Scientific American magazine (March 1996), Curitiba pioneered a new course of development that avoided the dependency and urban ailments associated with the automobile. Pedestrian malls, bikeway networks, and innovative transit developments have since become features of at least a few other large South American cities, where refreshing new political leaders are setting examples for us to follow—even as most U.S. cities remain beholden to the automobile.

One of the most intriguing comments during Peñalosa’s May visit to Oakland was his declaration that “a bicycle-way which cannot be safely used by an 8-year old is not an adequate bikeway.” Could Bogotá actually offer such facilities and create spaces where citizens could “walk, ride, be with people, and not feel inferior”?

Each Sunday, between 7 a.m. and 2 p.m., Bogotá’s road crews partially or fully block over 75 miles of the city’s main arterials to convert the roadways into “ciclovias” for non-motorized users. Some 35 rest stops are set up to offer bathrooms as well as canopies for vendors of juices, food, and bicycle repairs. Since 2000, Bogotá has also conducted an even more ambitious “Día Sin Carros” (Car Free Day) on the first Thursday of each February.

My wife and I were not prepared for what we encountered as we first bicycled on a ciclovía in the center of town near our hotel. Crowds of bicyclists of all ages were streaming by us in both directions—young and old, rich and poor, male and female, entire families, disabled riders on handcycles, recumbent bikes and trikes, and yes, even couples in love.

Club cyclists in full kit (Colombians have a rich racing history and actively follow the sport), joggers and roller skaters were also out in force. That was the scene, not just in a few downtown blocks, but continuously, throughout the 30-plus miles we rode.

Perhaps a million people were happily enjoying some portion of the ciclovias and the growing network of permanent bicycle paths (ciclorutas) that currently extend for about 200 miles throughout Bogotá. Route signs and maps of both the weekly ciclovias and the ciclorutas are strategically placed. Transit police provide guidance at intersections and signal when motorists need to reach their homes. (Traffic often was simply shifted to one half of the street to accomplish this.)

Many of the rest stops harbored unique bicycle scenes. BMX riders performed stunts on ramps and entertained nonbicycling residents at some stops; chopper bikes and other customized rigs congregated at others. Each stop represented a street fair that was not unlike the annual events that we celebrate in many East Bay communities.

Although it is unlikely that such extensive happiness will soon occur on most Bay Area roads, there is already one similar and popular Bicycle Sunday event—the closure of Cañada Road between Edgewood Road and Highway 92 (Ralston Avenue) in San Mateo County. Why not also open Niles Canyon to bicyclists on weekends? It should not take much imagination to identify other local candidates for happiness.

-Robert Raburn

Maps like this one on a road closure barrier on a normally car-filled and busy boulevard show the 75 miles of “ciclovías” on Bicycle Sundays in Bogotá, Colombia. Many roads are closed for 7 hours every Sunday.

Arctic Ice Melts, Opens Northwest Passage

The famed Northwest Passage—a direct shipping route from Europe to Asia across the Arctic Ocean—is ice-free for the first time since at least 1978, scientists have reported.

New ‘Bike Space’ Cars Enter BART Testing, Seats Costly

In 2005, EBBC and TALC awarded funds to BART from Regional Measure 2 (bridge toll) monies allocated to the Safe Routes to Transit (SR2T) program, in order to improve the bike-carrying capacity of BART’s C2 train cars.

BART’s redesigned prototype C2 cars are about to enter testing. Their new interiors will offer more room for bikes, and bike wheels will not block doorways. One “bike space” per car will hold up to four bikes, secured to new horizontal grip bars with bungee cords. This will reduce random bike parking, multiple seat occupancy by cyclists, and limit the need to stand while holding onto a bike and a grab rail.

BART claims the redesigned doorway layout in about 80 C2 cars will also reduce doorway congestion and handle wheelchairs and luggage better.

BART has added a costly folding seat to the recent prototypes. The folding seat, different from the fold-down seat in wheelchair priority areas, represents about 80% of the project costs. When in use, the seat also usurps the bike space. Since the SR2T funding was awarded to improve bicycle access, especially for bridge corridor travel, EBBC joins disability advocates in calling for a simple, low-cost alternative.

The newsletter mailing label must indicate “Current” membership to qualify. Discount varies 5-25% on parts, bikes, and/or accessories depending on level of participation by retailer. Visit www.ebbc.org for details.

EBBC MEMBERS GET DISCOUNTS AT THESE MEMBER SHOPS

- Alameda Bicycle, 1522 Park Street, Alameda (20th anniversary this year)
- Bay Area Bikes, 2424 Webster Street, Oakland (new location)
- Bent Spoke, 6124 Telegraph Avenue, Oakland (new shop)
- Bike Futbol, 5147 Enigma Avenue, Oakland (new shop)
- Bicycle Garage, 4673 Thornton Avenue, Fremont
- Bikes 4 Life, 1344 Sunset Drive, Antioch
- Cal Bicycles, 2053 First Street, Livermore
- California Pedaler, 495 Hartz Avenue, Danville
- Castro Cyclery, 20515 Stanton Avenue, Castro Valley
- Cycle City, 1433 High Street, Alameda
- Cycle Sports, 3530 Grand Avenue, Oakland
- Danville Bike, 115 Hartz Avenue, Danville
- Dublin Cyclery, 7001 Dublin Boulevard, Dublin
- Hank & Frank Bicycles, 3377 Mount Diablo Boulevard, Lafayette
- Hank & Frank Bicycles, 6030 College Avenue, Oakland
- Left Coast Cyclery, 2928 Domingo Avenue, Berkeley
- Livermore Cyclery, 7214 San Ramon Boulevard, Dublin
- Livermore Cyclery, 2752 First Street, Livermore
- Mike’s Bikes, 2133 University Avenue, Berkeley
- Mike’s Bikes, 1150 Contra Costa Boulevard, Pleasant Hill
- Missing Link, 1988 Shattuck Avenue, Berkeley
- Montano Velo, 4266 Piedmont Avenue, Oakland
- The Pedaler, 3826 San Pablo Dam Road, El Sobrante
- Pegasus Bicycle Works, 439 Railroad Avenue, Danville
- Pioneer Bike Shop, 11 Rio Vista Avenue, Oakland (new shop)
- Pleasant Hill Cyclery, 1106-C Contra Costa Boulevard, Pleasant Hill
- Real Bicycles, 3506-B Old Santa Rita Road, Pleasanton
- Robinson Wheelworks, 1235 MacArthur Boulevard, San Leandro
- San Leandro Cyclery, 471 East 14th Street, San Leandro
- Schwinn City, 814 A Street, Antioch
- Sharp Bicycle, 969 Moraga Road, Lafayette
- Solano Avenue Cyclery, 1554 Solano Avenue, Albany
- Stone’s Cyclery, 2320 Santa Clara Avenue, Alameda
- Tip Top Bike Shop, 4800-A Telegraph Avenue, Oakland (new shop)
- Velo Sport, 1615 University Avenue, Berkeley (new location)
- wheelegirl, 1714 Fourth Street, Store C, Berkeley (new shop)
- Wheels of Justice Cyclery, 2024 Mountain Boulevard, Oakland
- Witts Bicycle Shop, 22125 Mission Boulevard, Hayward

Learn to Drive a Bike

FREE Urban Bike Safety Classes in Oakland, Berkeley this Fall!

Day One: Street Skills Class

A four-hour classroom course teaches the basics of safe cycling, riding in traffic, proper equipment, crash avoidance, and cyclists’ rights and responsibilities. For adults 14 and over. No bike needed for Day One. (This class is indoors only.)

Oakland Day One Class:

Wednesday, October 17, 6:00 - 9:30 p.m.
Kaiser Permanente Medical Center,
280 West Macarthur Boulevard (@ Howe).

Berkeley Day One Class:

Monday, October 22, 6:00 - 9:30 p.m.
Malcolm X School, Ashby & King.

Day Two: On-Road Instruction

In a six-hour on-road course, learn how to put into practice the concepts taught in the Day One Street Skills class, including emergency maneuvers and riding in various traffic conditions, to test your knowledge of vehicular cycling skills. Both prior completion of the Day One Class and a bicycle are required for Day Two.

Oakland Day Two Class:

Saturday, October 27, 9:00 a.m. - 4:00 p.m.
Metropolitan Transportation Commission
first floor conference room,
101 Eighth Street (@ Madison, near Lake Merritt BART)

Family Cycling Clinic

Saturday, October 20, 9:00 a.m. - 5:00 p.m.
Dimond Park, Oakland

Join Safe Routes to Schools for a day of family bike safety instruction and on-the-road practice. This course will teach parents and youth the skills needed to ride safely on the streets, offering independence, health, and freedom.

After this workshop both kids and parents will be better prepared to venture onto the streets on the way to work, school, the store, or the park. Parents and kids are invited to attend the Dimond Park session either together or on their own.

Bikes and helmets will be available upon request.

Sign up for any of these free classes via email (dcampbell@lmi.net) or call the Berkeley Bikestation (510-548-7433).

Course details are at www.ebbc.org.

Present your valid EBBC membership card (clip mailing label on back cover) to obtain discounts at participating retailers. The newsletter mailing label must indicate “Current” membership to qualify. Discount varies 5-25% on parts, bikes, and/or accessories depending on level of participation by retailer. Visit www.ebbc.org for details.
### BAC Calendar

**Alameda County** Oct. 11, Nov. 8, 5:30 p.m. 426 17th Street, Suite 100, Oakland. Refer to www.acta2002.com/meetings.html for info. **Staff:** Rochelle Wheeler (510-267-6121, RWheeler@acta2022.com).

**Albany Traffic & Safety Committee** Oct. 25, Nov. 8, 7:00 p.m. City Council Chambers, 1000 San Pablo Avenue. **Staff:** Aleneida Andrino (510-528-5759, A Chavez@albanyca.org). **EBBC Rep:** Committee member Nick Pilch, nicky@mindspring.com.

**BART** Dec. 3, Feb. 4, 6 p.m. MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy (510-466-6464); **Co-chairs:** Joe Carroll (Joe-the7thCarroll@lmi.net), Dave Favello (925-939-9462, DaveVelo@mac.com).

**EBBC County Reps:** Alameda—Eric McCaughrin (EMcCaughrin@yahoo.com); Contra Costa—Dave Favello, Craig Hagelin (925-937-7610, Chagelins@aol.com).

**Berkeley Transportation Commission** Oct. 18, Nov. 15, 7 p.m. North Berkeley Senior Center, 1901 Hearst Avenue. **Staff:** Phil Hillier (510-981-7010, PHillier@ci.berkeley.ca.us). **Chair:** Sarah Syed (510-827-7483, ssyed@sonic.net). **EBBC Rep:** Eric McCaughrin (emcaughrin@yahoo.com).

**Brentwood** Nov. 28, Dec. 27, 4 p.m. Engineering Department, 120 Oak Street. **Staff:** Steve Kersevan (925-516-5420, SKersevan@ci.brentwood.ca.us). **Chair:** EBBC Rep: Committee member Nick Pilch, nicky@mindspring.com.

**California Bicycle Advisory Committee (CBAC)** Oct. 11, Dec. 13, 10:00 a.m. - 3:00 p.m. Bimonthly meetings at Department of Transportation, Conference Room 2116, 1120 N Street, Sacramento. 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@ci.lafayette.ca.us). **EBBC Rep:** Steve Kersevan (925-516-5420, SKersevan@ci.brentwood.ca.us). **EBBC Rep:** Committee member Nick Pilch, nicky@mindspring.com.

**Contra Costa County** Will meet in December for its annual review of TDA Article 3 projects. Call for meeting details. **Staff:** Steve Kowalewski (925-313-2225); **Chair:** John Ruzek (925-939-5181, JohnRuzek@yahoo.com).

**Danville Parks Commission** Oct. 10, Nov. 14, 7 p.m. Town Meeting Hall, 201 Front Street. **Staff:** Marcia Sommers (925-314-3313, MSomers@ci.danville.ca.us).

**Dublin** The City Council approved the Citywide Bicycle Master Plan on July 17. Bike projects will be reviewed twice a year by the Parks & Recreation Commission. **Staff:** John Ruzek (925-833-6637, Ferd.delRosario@ci.dublin.ca.us).

**East Bay Regional Park District** (Park Advisory Committee) Oct. 22, Nov. 26, 7:30 p.m. Board Room, 2950 Peralta Oaks Court, Oakland. **Staff:** Ro Aguilar (510-635-0138 x2006, RAGuilar@ebparks.org). **PAC Chair:** Mary Ann Gaebe (JimGaebe@comcast.net).

**El Cerrito** A Circulation Plan for Bicyclists and Pedestrians (www.el-cerrito.org/public_works/BikePed.html) was adopted June 18. El Cerrito cyclists who are interested in establishing a Bicycle Advisory Committee should contact John Ruzek (925-939-5181, JohnRuzek@yahoo.com). **EBBC Rep:** Melanie Mintz, Department of Public Works (510-215-4339, mmintz@ci.el-cerrito.ca.us).

**Emeryville** Oct. 1, Nov. 5, 5:30 p.m. 1333 Park Ave **Staff:** Peter Schultz-Allen (510-596-3728, PSchultze-Allen@ci.emeryville.ca.us). **Chair:** Bryce Nesbitt (510-540-8421, bryce2@obviously.com).

**Fremont** Oct. 17, Nov. 21, 7:00 p.m. City Hall, 33990 Liberty Street. **Staff:** Rene Dalton (510-494-4535, RDalton@ci.fremont.ca.us). **EBBC Rep:** Michael Graff (Michael.Graff@pobox.com).

**Lafayette** Bike-Ped Advisory Committee meets quarterly at 500 Saint Mary’s Road. **Staff:** Smith (415-454-7430, debhub@igc.org). **EBBC Rep:** Michael Graff (Michael.Graff@pobox.com).

**Livermore** A BAC is being formed. Call Community Development Department (925-960-4500) for more information.

**Oakland** Oct. 18, Nov. 15, 5:30 p.m. City Hall, 1 Frank Ogawa Plaza, Oakland. See: www.oaklandpw.com/bicycling/bpac.htm for location and details. **Staff:** Jennifer Stanley (510-675-5327, JMalloy@ci.oakland.ca.us). **EBBC Rep:** Bruce “Ole” Ohlson (925-439-5848, BruceOhlson@hotmail.com).

**Pleasanton Trails Committee** Oct. 22, 6:30 p.m. Council conference room, 200 Old Bernal Avenue. **Staff:** Jan Malloy (510-675-5327, JMalloy@ci.pleasanton.ca.us). Contact Senior Planner Janice Stern (510-931-5606) about the Circulation Element of the General Plan or establishing a BAC.

**Union City** Call staff for next meeting date meeting. City Hall, 34009 Alvarado-Niles Road. **Staff:** Jan Malloy (510-675-5327, JMalloy@ci.union-city.ca.us).

**University of California at Berkeley** Call staff for meeting details. **Staff:** Alicia Arellano (510-643-4949, alicia_a@berkeley.edu). **Chair:** Karl Hans (KHans@uclink4.Berkeley.edu). **EBBC Rep:** open.

**Walnut Creek BAC** Oct. 10, Nov. 14, 7:00 p.m. Next meeting includes consideration of Walnut Creek’s new Bicycle Master Plan. **EBBC Rep:** open.

**West Contra Costa County** An ad hoc BAC representing cyclists will soon contribute revisions to the Countywide Bicycle Pedestrian Plan in West County. For more information, contact staff or EBBC. **Staff:** John Rudolph (510-215-3042, JohnR@ci.sanpablo.ca.us). **EBBC Rep:** Robert Raburn (510-530-3444, RobertRaburn@ebbc.org).

## Compiled by John Ruzek

October 2007

**rideOn**

5.
Minutes

EBBC draft minutes 9/18/07

EBBC Board Meeting - 9/18/07
Board members present: Craig, Tom, Robert, Rick, Ole, Dave F, Steve, Mary, Leo.

Approval of 8/21/07 minutes
Tabled - newsletter did not arrive yet

Treasurer’s Report - Rick
Information was posted at EBBC website. Presents updated members by event for 2007. We appear to be in good shape financially. Next month will reflect finances for bike ed classes. Robert notes that valet bike parking is not intended as a moneymaker. Robert notes we are going to lose our newsletter editor; Jon Spangler is moving to southern California.* This could mean purchasing new software, and/or hiring someone else to help. We will need to curtail our server costs ($50/month), to be decided by November meeting.

2008 Board Nominating Committee
Board members indicate willingness to continue in their current positions. (Some note occasional conflicts, and willingness to step down from board if others would like to replace them.) Suggestions for board nominations are sought, as well as others for BART advisory committee. Mike Jones volunteers for BART committee. Leo may be interested in managing bike parking program.

Rick, Robert, Craig volunteer for nomination committee. Robert would like a report by next meeting. Mary suggests trying for new blood, looking for some younger members to ensure continuance of the EBBC. A solicitation will be prepared for the next newsletter.

Leo suggests a membership committee that would introduce members to EBBC, teach them about our history and activities, and find out how to get them involved. Ricardo talks about a new membership meeting he attended at SFBC - one meeting on organization, another on volunteering; he found that impressive. Robert noted that our large geographical area makes it difficult for us to bring people together for meetings and activities.

Ricardo has volunteered to give further assistance with the database; he already enters data from BikeAlameda.

Approval of payment for 3,000 stickers
Robert reports $479.36 cost for stickers (2000 large green stickers, 1000 smaller ones of Viva la Bici and Bikes Move Me). APPROVED

Bike safety class contract
Robert reports contract has been received. Rick notes we are working on having our books audited, which must be done as a requirement for the contract. Dave C notes that revised budget has gone to bookkeeper. Will return to this at next meeting.

EBBC General Membership Meeting
Announcements
Ole says interest shown at recent Delta Pedalers meeting for bike bridge over 580. Jennifer Stanley says West Oak St. bike lane project should be approved tonight at council meeting; this extends the road diet (4 to 3 lanes) south of MacArthur. Robert notes that the suit against Marin Ave. road diet in Berkeley was rejected (story in Sept. rideOn). This is a good sign for the entire area.

Dave C. notes Nov 17 deadline for Safe Routes to School proposals. Robert notes call for projects for Bay Trail has gone out. Dave C notes that Berkeley BikeStation has lots of tubes available for anyone who wants to patch and use.

Leo suggests we find projects and efforts to get more members, including members of various affiliated clubs, and to get members involved in our activities. Robert notes that BABC is holding a membership workshop this month. Jennifer notes that most groups at recent Thunderhead Alliance training were working on specific sites, not regional policies; this is consistent with Robert’s cautions about difficulties of organizing in a broad region, as EBBC does, rather than a centralized urban area (e.g. SFBC, which has over 8000 members). Suggestions were offered by Leo, Ricardo, Steve, Dave F. Leo, Tom, and Steve; Ricardo offered to start work on a committee that will meet at 7 pm in months without a board meeting.

Membership report - new members
Art & Soul - 70
Solano Stroll - 49

Alex Zuckerman Memorial
Dave C distributed a program from the service Sept. 16. There was a large turnout, slide show with music on Zuckerman’s life; speakers addressed his many interests. Robert says activism for west span of Bay Bridge would be a fitting memorial to Zuckerman; he also proposes that the MTC rename its Bicycle Award of Merit as the Alex Zuckerman Award of Merit. Motion: APPROVED

State legislation
Jennifer: AB57 (Safe Routes to Schools) was watered down. Would still be good if it passes. Complete Streets did not make it, so we will need to continue our work next year. Bicycle Transportation Account bill was switched out and disappeared. Night illumination bill made it to the governor’s desk. Teen cell phone bill has been signed. Bill for bike parking in state buildings did not get past the floor.

Federal legislation - HR 1498 - Bike Commuter Act
Oregon Rep. Blumenauer’s bill, HR 1498, wpased by Congress and included in IRS code, gives bike commuters a chance to deduct up to $20/month for bike commuting costs. It met stern opposition from Representative Patrick McHenry of North Carolina, who mocked funding and advocacy for biking as part of the solution to energy problems. Together with the disparaging remarks by Sec. of Transportation Mary Peters, this suggests a need for public statements about support for biking, perhaps letters to local congressional reps. Robert will post some suggestions about this at the website, and suggests going to LAB (League of American Bicyclists) site.

Richmond - San Rafael Bridge
Robert says a meeting scheduled for this morning between CalTrans and MTC to discuss the various alternatives was cancelled.

Regional Transportation Plan 2035
Bay Area on the Move - Robert says we have supported TALC’s position. Friday Oct. 26 is a transportation summit at Oakland Marriott - need to RSVP if want to register. Robert recommends attendance by our board members and other EBBC members. he noted that there won’t be secure bike parking, and some parking meters have been removed in area.

Street Skills classes
Dave C distributes flyers for new bike ed classes in north part of Alameda Co. There will be two Day Ones, one Day Two; also a family cycling clinic which includes an on-bike experience. There will be another series in spring, and again the following fall and spring. All of the info is at website. LClis interested in teaching should contact him.

Event - Out and About Rockridge, Sept. 30.
Bacari will be site supervisor. Need lots of volunteers, as always.

Bicycle event ordinance
Dave C - draft ordinance is going to transportation subcommittee (Nate Miley and Scott Haggerty). EBBC letter to them has been posted at our website. Waiting for subcommittee meeting and action.

Theft and recovery program
Tom gave a brief progress report.

Presentation:
Robert Rayburn - The Transportation Revolution in Bogotá - Bikes and TransMilenio

Next meeting:
Tuesday, 10/16 at Oakland’s Rockridge branch library, 7:30 p.m.

*We are moving in January, and may be able to continue to edit rideOn after the move. ed.*
**CONTACT THE EBBC**

510-433-RIDE (Info msg)
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**BADGER BAY BICYCLE COALITION**

Membership form
Send your tax-deductible donation to EBBC, PO Box 1736, Oakland, CA 94604
For EBBC information and messages call 510-433-RIDE (510-433-7433)

**MEMBERSHIP TYPES**

- Sustaining ($25/year)
- Half-Century ($50/year)
- Century ($100/year)
- Affiliate ($40/year)
- Endow ($_____)
- Introductory ($12/year)
- Living Lightly ($6/year)

- New
- Renewal
- Never share my name with others
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**EAST BAY BICYCLE COALITION** membership form
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For EBBC information and messages call 510-433-RIDE (510-433-7433)

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**EBBC's New Office** – The EBBC has a brand new storefront office in Oakland’s Fruitvale Transit Village. The grand opening party is on Sunday, October 28, during Fruitvale’s Dia de los Muertos Festival. The office is at 3310 E. 12th Street, in Building B—next to the Fruitvale BART BikeStation. (Furniture is needed.)

**Alex Zuckermann** – The EBBC is asking that the Metropolitan Transportation Commission rename the Award of Merit it gives to cyclists as the Alexander Zuckermann Award of Merit. Our late founder, Alex, served on the MTC’s public advisory committee and was a recipient of MTC’s prestigious award.

**BART** – Shorter waits are coming in 2008 for evening and weekend BART trains. In January, BART will increase evening and weekend train frequency to every 15 minutes (4 trains/hour). Increased service will help accommodate more bicyclists on BART trains. (Sadly, the added service will not reduce the bicycle blackout for cyclists traveling in peak commute directions.)

**Caldecott 4th Bore** – Caltrans has released the Environmental Impact Report for the Caldecott 4th Bore Project. As feared, Caltrans has dismissed concerns about traffic impacts on local Berkeley and North Oakland streets, along with the issues raised in EBBC’s 16 pages of comments (posted at www.ebbc.org).

EBBC will keep calling for a Caldecott 4th Bore designed with all users in mind. (BART passengers now standing in crowded trains during lengthy commutes will not benefit from the proposed bore, and BART’s unacceptable bicycle blackout will continue.) A growing number of neighbors, cities, and organizations like EBBC is likely to sue Caltrans; we will need your support to mount this legal challenge.

**Bike Lanes Turn 40** – The city of Davis, CA, celebrated America’s first bike lanes turning 40 on September 12, 2007. Frank Child came up with the idea after he and Eve Child returned from Amsterdam. Davis built two types of bike lanes in 1967—one routed bikes between car traffic and parked cars, and the other routed bikes between parked cars and the curb.

**Bike Commuters Win** — Congress passed the Bike Commuter Benefit Act (HR 1498) by Earl Blumenauer (D-OR) this summer, despite Republican attacks. The IRS will now offer bike commuters a $20/month incentive. Blumenauer’s bill “stops the discrimination against people who burn calories instead of fuel.”

**Posey Tube Lighting** — Caltrans has recently installed most—if not all—of the new lighting on the walkway side of the Posey Tube. BikeAlameda’s Estuary Crossing Task Force had criticized Caltrans for shutting off all of the walkway-side lighting when the lighting retrofit began, leaving southbound cyclists in the dark and blinded by oncoming car headlights.

**2007 Legislative Session Results** — The California Bicycle Coalition (CBC) reported on bills it supported in the 2007 Legislature:

**Signed by the Governor:**

**SB 33** (Simitian) Teen Cell Phone Use

**Bills that passed the Legislature and were awaiting action by the Governor:**

**AB 57** (Soto) Safe Routes to School

**AB 478** (Wolk) Night Illumination

**AB 1581** (Fuller) Traffic-actuated signals: bicycles: motorcycles

**Bills to be continued next year:**

**AB 1358** (Leno) The Complete Streets Act, by San Francisco Assembly Member Mark Leno. *This is CBC’s (and EBBC’s) most important legislative priority. The Complete Streets Act will ensure that the transportation plans of California communities meet all roadway users’ needs (pedestrians, bicyclists, public transit users, motorists, children, the elderly, and the disabled).*

**AB 163** (Mendoza) Bicycle Facilities Improvement Act of 2007

**AB 211** (Jones) Local Health Officers (formerly AB 437)

**AB 1472** (Leno/DeSaulnier) Public health: California Healthy Places Act of 2008

For more information, please visit the California Bicycle Coalition at www.calbike.org and select “legislation.”