

# rideOn

## EBBC Founder Rides On

### Alex Zuckermann, 1921-2007

*Alexander Zuckermann passed away peacefully August 5, 2007, at the age of 86 in Berkeley, CA. Alex was born in Berlin in 1921 and came to the United States in 1938. He received a Masters degree in City Planning from UC Berkeley and worked for the City of Oakland as a city planner. Alex was a passionate cyclist, glider pilot, and violinist. He loved to ride his bike recreationally with his friends in the Grizzly Peak Cyclists and several other Bay Area bike clubs. He was a tireless advocate for cyclists' rights, and helped get bicycle access on BART, AC Transit buses, and several Bay Area bridges. He was the founder of the East Bay Bicycle Coalition, Chamber Musicians of Northern California, and the Regional Bicycle Advocacy Coalition.*

*Alex was awarded the Golden Wheel Award by the San Francisco Bicycle Coalition, received an Award of Merit from the Metropolitan Transportation Commission, and was honored by the Bay Area Air Quality Management District as a Clean Air Champion. The State of California named the bike/pedestrian path on the new East span of the Bay Bridge after him. He is survived by his brother Wolfgang, two sons, David and Ronald, his ex-wife Irma, and two granddaughters, Lila and Rosalie. Please visit Alex's website link from [www.ebbc.org](http://www.ebbc.org).*

#### Respect and Admiration for Alexander Zuckermann

We will dearly miss and always remember Alex Zuckermann, the beloved founder of the East Bay Bicycle Coalition. Alex was a role model for us all in setting the stage for bicycle planning and, specifically, BART and bridge access.

Ironically, Alex was disabled by a crash on the West Span of the Bay Bridge during the early hours of October 26, 2002. He was surveying the temporarily closed bridge, accompanied by three Caltrans officials on mountain bikes and trailed by top management in vehicles, when Alex's narrow road tire caught on a bridge expansion joint and he went down, never to walk or ride again.

The Alexander Zuckermann Bay Bridge Path will remind bicyclists of his advocacy accomplishments for generations to come. Alex orchestrated EBBC's hard-won bikes-on-BART victory, which was featured in *Bicycling!* magazine's March 1975 cover

photo (see p. 3). He proudly possessed BART Bike Permit No. 1.

Alex leaves a tremendous legacy. He was fast in the saddle and feisty at the conference table. I struggled to hold his wheel in both venues. One could always count on Alex to search for ways to be victorious—exactly what an advocacy group needs.

Alex sent a written invitation to Oakland's head of planning to join some "40 hard core, spark plug bike enthusiasts" and hear ideas for Lake Merritt bikeways at EBBC's inaugural meeting on May 20, 1972. By June 1972, the coalition produced its first East Bay Bikeways map: it included bicycle routes leading to yet-to-be-opened BART stations. From the outset, Alex employed his training in city planning to benefit cyclists, and he would soon "retire" to dedicate his life to improving conditions for bicyclists.

Imagine Alex in 1972, the first year that bicycle sales exceeded automobile sales in the US. Prevailing attitudes equated bicycles with toys, and the very few utility bicyclists on Bay Area streets were likely to be either recent immigrants or students. Adults who rode a bike for transportation were often considered to be "backward." The challenge of building an advocacy coalition undoubtedly tested Alex's stamina and zeal to spread his vision of the bicycle's role as a means of transportation. Alex directly confronted the stigma of bicycling by always arriving at meetings dressed in suit and tie—and on a bicycle. Compared to the institutionalized acceptance of cycling in the Bay Area today, Alex was one against many.

Obstacles abounded. The Bay Area had no adopted plans to accommodate bicyclists, either on the streets or aboard transit vehicles. Transportation funds were not available to build bike facilities. Early advocates like Alex faced a hostile transportation wilderness. Every proposal for bicycle access or safety had to be fought for on an *ad hoc* basis. BART erected the biggest hurdle when it prohibited bikes aboard its trains upon opening the Richmond-Fremont line on September 11, 1972. Making matters worse, BART initially provided only minimal bike parking at suburban stations.

The 1973 energy crisis led to new state policies favorable to bicycling (S&H Code 890). The EBBC called for "unlimited access to BART, emphasizing the role of BART in the bicyclist's journey-to-work," according to a 1974 US Department of Transportation (DOT) study on improving bicyclists' access to BART. The study shows Alex's imprint: it cited the large numbers of East Bay cyclists who were riding to BART stations.

(See *Alex Zuckermann*, p.2)



*Alex Zuckermann with Robert Raburn on his 80th birthday, June 3, 2001, following a 60-mile bike ride with many friends and admirers.*

## NEXT MEETING

**September 18,  
7:30 PM - Rockridge**

The next EBBC meeting will be held on Tuesday, September 18, at the Oakland Public Library's Rockridge Branch, 5366 College Avenue in Oakland.

At 7:00 p.m. the Board of Directors will meet to form a 2008 Board nominating committee. Board nominations for next year will be presented at the November meeting. The EBBC's General Membership Meeting will follow at 7:30 p.m.

Robert Raburn will offer the evening's program, a slide presentation on "The Transportation Revolution in Bogotá - Bikes and TransMilenio."

For a map and directions to the Rockridge Branch Library, please visit: <http://www.oaklandlibrary.org/Branches/rockridge.htm>.

## Alex Zuckermann, 1921 - 2007 (Continued from p.1)

Presented with convincing data, BART adopted a six-month trial on-board bike access program. (A tenacious salesman, Alex often suggested trial programs.)

Like many members of the EBBC, I was introduced to the coalition by visiting EBBC's table at an event. I had moved to the East Bay in 1979 to begin graduate school at UC Berkeley. Soon after, I recall riding to Lake Merritt, where Alex tested me on my knowledge of bicycling traffic rules. I was humbled by my poor test score, but Alex, Charlie Bryant and Michelle DeRobertis hooked me with their vision for improving bikeways around the lake. It is amazing that I would later become engrossed in campaigning for the \$196 million Lake Merritt plan passed by Oakland voters in 2002—thirty years after EBBC's inaugural meeting. We continue to press for the bikeways around the Lake, and to replace the "World's Shortest Freeway" on the 12th Street Dam—preferably, to get it replaced before we are all dead and gone.

By 1990, Alex and Charlie Bryant were absorbed in producing EBBC's first East of the Hills map, a much bigger map project than EBBC had previously tackled. After they had exhausted the readily available sources for base maps, Alex appealed to me for assistance, and I put my cartography background to work as a paid consultant to EBBC. Of course, it turned into a labor of love. I recall rides with Alex and Leo DuBose to "survey" routes for the magnum opus map project. Through numerous map meetings with Alex and Charlie, I found new mentors. Alex reinforced my view that recreational rides provide a rewarding way to cope with work/study/advocacy pressure.

***"Alex was disabled by a crash while surveying the temporarily closed West Span of the Bay Bridge (on) October 26, 2002... he went down, never to walk or ride again."***

I would be remiss if I did not share my favorite Alex ride story. Once, in 2001, the two of us rode from Oakland over the hills toward Moraga, descending Redwood Road and turning onto Pinehurst Road. As we climbed Pinehurst together, Alex queried me about my cornering technique. I have no cornering skills to brag about and could recall group rides where he had challenged much stronger riders on scary descents. Alex asked a few more technical questions that I could not answer before sharing that he was working to improve his cornering. (This was not just an academic exercise for him.)

## Colleagues Remember Alex Zuckermann

Here are some remembrances of Alex from past and present officers of the EBBC and REBAC:

*Alex is an example that life begins with an early retirement.*  
-Michelle DeRobertis (Oakland)

*I had the pleasure of working with Alex for REBAC; helping him publish the newsletter and the website. Alex was (and is) an inspiration to us all. Without his dogged determination, bicyclists would still be nothing. The Bay Area and even the country has benefited from knowing him and for his hard work.*  
-Carol Levine (Oakland)

*Mt. Diablo for the Devil Mountain Challenge. He was very determined and conquered that mountain as well as he conquered politicians and bureaucrats.*  
-Kathy Tate (Concord)

*Alex and I worked on getting policies into the Transportation Control Measures for the California Clean Air Plan on behalf of REBAC (Regional Bicycle Advisory Committee). His primary policy was to require bike access on any new or modified Bay Area bridge and mine was to require local jurisdictions to establish bicycle advisory committees in order to claim TDA/3 funding. MTC accepted our recommendations.*  
-Ellen Fletcher (Palo Alto)

*So many memories over 35 years. Rode 3 Davis Double centuries 1974, 1991, 1993. The first one I rode as if I were 10 years younger than Alex, the last two he was 10 years younger than me.*  
-Len Smith (Alameda)

*His energy, both on the bike and in getting things done for bicyclists was inspirational. He was always coming up with new ideas and getting others to follow through with them. He had no hesitation giving you his thoughts and also getting yours.*  
-Alan Forkosh (Oakland)

*He was a visionary and a very good cyclist and highly competitive. The first time he saw me ride he said, "I can beat you." We had many rides together. During a century ride in the South Bay, Alex finished at least a half hour before me. When I came in he let me know that he had beaten me.*  
-Leo DuBose (Oakland)

*So, Alex has ridden his bike off into the sunset. I always think about him telling about his adventure at the Berlin gate checkpoint entrance, on one of his European jaunts. The guards were intrigued with his teeny-tiny folding bike, so he unfolded it (with a flourish, no doubt) and climbed on to demonstrate how well it worked---and rode off! Bet those guards felt too sheepish to report him. Do you suppose he will flummox the gatekeepers now?*  
-Lorna Jones (Oakland)

Once we crested Pinehurst, he took off on the twisty descent like a suicidal maniac. He dropped me as he shot through turns and nearly brushed against redwood trees. His quest for victory was cunning and well practiced. If asked how my cornering on descents differs from Alex's, I can now summarize: I use brakes.

It is worthwhile to be reminded of Alex while riding on routes he loved. Whether you ride the Three Bears, Pinehurst, or Windsor and Wildwood—a short, technically challenging commuter option near his Oakland home—each route offers an opportunity to reflect on the good qualities that Alex embodied and winning strategies he employed.

Bicyclists represent the most independent personalities imaginable. By definition, a coalition requires collaboration between a wide variety of bicyclists and alliances with many groups. Alex avoided embracing controversial ideas, yet he collaborated with people who espoused a variety of perspectives. He was neither a militant anti-highway opponent, nor did he adopt strident vehicular cycling principles. Instead, he rallied bicy-

clists to support particular projects. In turn, he persuaded elected officials and staff, building their comfort with our proposals. His pioneering advocacy opened the door for future gains by cyclists, pedestrians, and social justice groups in the Bay Area.

Prior to the crash, Alex led the Regional Bicycle Advocacy Coalition (now the Bay Area Bicycle Coalition). We communicated on a daily basis and joined each other in countless meetings. The loss of Alex's devoted leadership immediately increased other advocates' workloads throughout the Bay Area. And we cannot know how close Alex was to getting the proposed cantilever bike/pedestrian/maintenance pathways added to the Bay Bridge's West Span.

Yes, I miss Alex. I shared his goal of shore-to-shore Bay Bridge access. The Alexander Zuckermann Bike Path on the new East Span is now partially complete. Were he alive and well, he would lead the speakers commenting on the 2035 Regional Transportation Plan who are pushing for funding of the West Span path. *If not now, when?*

-Robert Raburn

## Alex: BART Bike Permit Holder Number One



East Bay Bicycle Coalition members (left-to-right) Len Smith, Alex Zuckermann, Jana Olson, and Patty Rose take their bikes on board a BART train. The rule change allowing bicycles on BART trains—EBBC's first major victory—took effect January 1, 1975. Alex (in the red jacket) was the proud owner of BART Bike Permit No. 1.

## Berkeley Wins Appeal of Marin Avenue Lawsuit

The Marin Avenue Reconfiguration project, which reduced the number of traffic lanes from four to three and added bike lanes through Albany and Berkeley, has withstood a lengthy court challenge from Raymond A. Chamberlin, an avowed opponent of bicyclists.

Chamberlin sought to halt construction despite thorough traffic engineering studies projecting that the "road diet" project would continue to permit vehicle flow on Marin Avenue while enhancing bike/ped access and safety. His injunction was denied and the project was completed in 2005.

Chamberlin then focused on Berkeley, claiming that Berkeley needed to conduct a separate (and costly) traffic study in addition to the study already conducted with Albany.

On August 13, 2007, the California Court of Appeals in San Francisco overturned an earlier Alameda County Superior Court judgment in Chamberlin's favor. Berkeley City Attorney Zach Cowen successfully argued Berkeley's appeal.

The effects of the road diet on Marin Avenue thus far are as predicted: speed has been reduced, there is almost no delay in net travel time, and residents have not witnessed any traffic diverted to adjoining streets. According to former Albany mayor Robert Cheasty, a Marin Avenue neighbor with school-age children, "the project has enhanced pedestrian crossing safety."

We should give the traffic engineers in Berkeley and Albany credit for improving the lives of all citizens.

### Marin's 'road diet' benefits neighbors, schools, and 'Dogma-dipped' bike safety advocates

Chamberlin, who has no legal training, represented himself before the courts. His steady flurry of paper—his request for an injunction and subsequent court filings went on for hundreds of pages—resulted in tremendous court processing costs.

Here is a sample of his verbose court filings (you be the judge):

"...the Marin Avenue Reconfiguration Project is clearly not the sort of municipal problem that should be decided by dominance of such as the special-interest political ideology/dogma dipped into faux- environmental frosting that has become the banner which a limited number of avid bicycle activists in the Bay Area have raised in order to pressure modifications of a number [of] streets therein, so as to suit sometimes not even the interests of bicyclists in general, but rather just those of their own activist egos." (Source: *Request for Stay of Implementation, Raymond A. Chamberlin, Petitioner, July 8, 2005.*)

## SHORT REPORTS

...will return next month.

EBBC's new T-shirts have been popular at events. The back (left photo) warns motorists to "pass with care." The front (right photo) uses a popular design from the past.





These Oakland cyclists recently enjoyed an Oakland bike rodeo, where they learned how to ride their bikes on the street safely. Sign up for any of the EBBC's free Street Skills classes via email ([dcampbel@lmi.net](mailto:dcampbel@lmi.net)) or call the Berkeley Bikestation (510-548-7433). Course details are at [www.ebbc.org](http://www.ebbc.org).

#### 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)
- 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, 1100-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)
- wheelgirl, 1714 Fourth Street, Store C, Berkeley (new shop)
- Wheels of Justice Cyclery, 2024 Mountain Boulevard, Oakland
- Witts Bicycle Shop, 22125 Mission Boulevard, Hayward

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](http://www.ebbc.org) for details.

### Learn to Drive a Bike

## FREE Urban Bike Safety Classes Return 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 ([dcampbel@lmi.net](mailto:dcampbel@lmi.net)) or call the Berkeley Bikestation (510-548-7433).

Course details are at [www.ebbc.org](http://www.ebbc.org).

# BAC Calendar

Compiled by John Ruzek

**Alameda County** Sept. 13, Oct. 11, 5:30 p.m. 426 17th Street, Suite 100, Oakland. Refer to [www.acta2002.com/meetings.html](http://www.acta2002.com/meetings.html) for info. **Staff:** Rochelle Wheeler (510-267-6121, [RWheeler@acta2022.com](mailto:RWheeler@acta2022.com)).

**Albany Traffic & Safety Committee** Sept. 27, Oct. 25, 7:00 p.m. City Council Chambers, 1000 San Pablo Avenue. **Staff:** Aleneida Andrino (510-528-5759, [AChavez@albanyca.org](mailto:AChavez@albanyca.org)). **EBBC Rep:** Committee member Nick Pilch, [nicky@mindspring.com](mailto:nicky@mindspring.com).

**BART** Oct. 1, Dec. 3, 6 p.m. MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy (510-464-6446); **Co-chairs:** Joe Carroll ( [Joe-the7thCarroll@lmi.ne](mailto:Joe-the7thCarroll@lmi.ne)), Dave Favello (925-939-9462, [DaveVelo@mac.com](mailto:DaveVelo@mac.com)). **EBBC County Reps:** Alameda—Eric McCaughrin ([EMcCaughrin@yahoo.com](mailto:EMcCaughrin@yahoo.com)); Contra Costa—Dave Favello, Craig Hagelin (925-937-7610, [Chagelin@astound.net](mailto:Chagelin@astound.net)).

**Berkeley Transportation Commission** Sept. 20, Oct. 18, 7 p.m. North Berkeley Senior Center, 1901 Hearst Avenue. **Staff:** Phil Hillier (510-981-7010, [PHillier@ci.berkeley.ca.us](mailto:PHillier@ci.berkeley.ca.us)). **Chair:** Sarah Syed (510-827-7483, [ssyed@sonic.net](mailto:ssyed@sonic.net)). **EBBC Rep:** Eric McCaughrin ([emccaughrin@yahoo.com](mailto:emccaughrin@yahoo.com)).

**Brentwood** Sept. 27, Nov. 28, 4 p.m. Engineering Department, 120 Oak Street. **Staff:** Steve Kersevan (925-516-5420, [SKersevan@ci.brentwood.ca.us](mailto:SKersevan@ci.brentwood.ca.us)). **Chair:** **EBBC Rep:** David Stoeffler, [dstoeffler@sbcglobal.net](mailto:dstoeffler@sbcglobal.net).

**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](mailto:Ken_McGuire@dot.ca.gov)); **Chair:** Alan Wachtel, CABO (650-494-1750, [Wachtel@aol.com](mailto:Wachtel@aol.com)); **BABC rep:** Deb Hub-smith (415-454-7430, [dehhub@igc.org](mailto:dehhub@igc.org)).

**Caltrans District 4** Oct 17, 1:30 p.m. 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, [JulianCarroll@dot.ca.gov](mailto:JulianCarroll@dot.ca.gov)). **Chair:** Sean Co, MTC (510-217-5748, [sco@mtc.ca.gov](mailto:sco@mtc.ca.gov)). **EBBC Rep:** Robert Raburn (510-530-3444, [RobertRaburn@ebbc.org](mailto: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](mailto:John_Ruzek@yahoo.com)).

**Danville Parks Commission** Sept. 12, Oct. 10, 7 p.m. Town Meeting Hall, 201 Front Street. **Staff:** Marcia Sommers (925-314-3313, [MSomers@ci.danville.ca.us](mailto:MSomers@ci.danville.ca.us)).

**Dublin** The City Council approved the Citywide Bicycle Master Plan on July 17. The plan can be viewed at: <http://209.172.109.140/weblink7/DocView.aspx?id=161201>. For more info, contact staff. **Staff:** Ferd del Rosario (925-833-6637, [Ferd.delRosario@ci.Dublin.ca.us](mailto:Ferd.delRosario@ci.Dublin.ca.us)).

**East Bay Regional Park District** (Park Advisory Committee) Sept. 24, Oct. 22, 7:30 p.m. Board Room, 2950 Peralta Oaks Court, Oakland. **Staff:** Ro Aguilar (510-635-0138 x2006, [RAguilar@ebparks.org](mailto:RAguilar@ebparks.org)). **PAC Chair:** Mary Ann Gaebe ([JimGaebe@comcast.net](mailto:JimGaebe@comcast.net)).

**El Cerrito** A Circulation Plan for Bicyclists and Pedestrians ([www.el-cerrito.org/public\\_works/BikePed.html](http://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, [John\\_Ruzek@yahoo.com](mailto:John_Ruzek@yahoo.com)). **Staff:** Melanie Mintz, Department of Public Works (510-215-4339, [mmintz@ci.el-cerrito.ca.us](mailto:mmintz@ci.el-cerrito.ca.us)).

**Emeryville** Sept. 10, Oct. 1, 5:30 p.m. 1333 Park Ave **Staff:** Peter Schultze-Allen (510-596-3728, [PSchultze-allen@ci.emeryville.ca.us](mailto:PSchultze-allen@ci.emeryville.ca.us)). **Chair:** Bryce Nesbitt (510-540-8421, [bryce2@obviously.com](mailto:bryce2@obviously.com)).

**Fremont** Sept. 19, Oct. 17, 7:00 p.m. Niles Room, 39550 Liberty Street. (Call to confirm). **Staff:** Rene Dalton (510-494-4535, [RDalton@ci.fremont.ca.us](mailto:RDalton@ci.fremont.ca.us)). **Chair:** Michael Joss (510-284-9908, [michaeljoss@sbcglobal.net](mailto:michaeljoss@sbcglobal.net)). **EBBC Rep:** Michael Graff ([Michael.Graff@pobox.com](mailto:Michael.Graff@pobox.com)).

**Lafayette** Bike-Ped Advisory Committee meets quarterly at 500 Saint Mary's Road. Contact staff for next meeting or see "Commissions and Committees" at: <http://www.ci.lafayette.ca.us>. **Staff:** Leah Greenblat (925-299-3229, [LGreenblat@ci.lafayette.ca.us](mailto:LGreenblat@ci.lafayette.ca.us)). **Chair:** Bart Carr (925-299-1664, [Bart\\_Carr@yahoo.com](mailto:Bart_Carr@yahoo.com)). **EBBC Rep:** Yehuda Sherman (925-284-5363, [YehudaSherman@aol.com](mailto:YehudaSherman@aol.com)).

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

**Oakland** Sept. 20, Oct. 18, 5:30 p.m. City Hall, 1 Frank Ogawa Plaza, Oakland. See: [www.oaklandpw.com/bicycling/bpac.htm](http://www.oaklandpw.com/bicycling/bpac.htm) for location and details. **Staff:** Jennifer Stanley (510-238-3983, [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com)). **Chair:** Paul Russell ([paulbikegeek@gmail.com](mailto:paulbikegeek@gmail.com)); **Vice-chair:** Mark Dieter ([slimysalamanders@yahoo.com](mailto:slimysalamanders@yahoo.com)).

**Pittsburg Community Advisory Commission** Oct. 3, Nov. 8, 7:00 p.m. City Council Chambers, 65 Civic Ave. **Staff:** Paul Reinder (925-252-4822, [PREinders@ci.Pittsburg.ca.us](mailto:PREinders@ci.Pittsburg.ca.us)). **EBBC Rep:** "Ole" Ohlson (925-439-5848, [Bruce-OleOhlson@hotmail.com](mailto:Bruce-OleOhlson@hotmail.com)).

**Pleasanton Trails Committee** Sept. 24, Oct. 22, 6:30 p.m. Council conference room, 200 Old Bernal Avenue. **Staff:** Fan Ventura (925-931-5348, [FVentura@ci.pleasanton.ca.us](mailto:FVentura@ci.pleasanton.ca.us)). Contact Senior Planner Janice Stern (925-931-5606) about the Circulation Element of the General Plan or establishing a BAC.

**Union City** Call staff for next quarterly meeting date. City Hall, 34009 Alvarado-Niles Road. **Staff:** Joan Malloy (510-675-5327, [JMMalloy@ci.union-city.ca.us](mailto:JMMalloy@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](mailto:alicia_a@berkeley.edu)). **Chair:** Karl Hans ([KHans@uclink4.Berkeley.edu](mailto:KHans@uclink4.Berkeley.edu)). **EBBC Rep:** open.

**Walnut Creek** Sept. 12, Oct. 10, 7:00 p.m. Third Floor Conf. Room, City Hall, 1666 N. Main. Next meeting includes consideration of Walnut Creek's new Bicycle Master Plan. **Staff:** John Hall, Community Development (925-943-5899 x 206, [Hall@walnut-creek.org](mailto:Hall@walnut-creek.org)). **Chair:** Gary Locke (925-288-2499, [Gary.Locke@shawgrp.com](mailto:Gary.Locke@shawgrp.com)). **EBBC Rep:** Dave Favello ([DaveVelo@mac.com](mailto:DaveVelo@mac.com)).

**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](mailto:JohnR@ci.sanpablo.ca.us)). **EBBC Rep:** Robert Raburn (510-530-3444, [RobertRaburn@ebbc.org](mailto:RobertRaburn@ebbc.org)).

# Minutes

Minutes of the 8/21/07 General Meeting of the EBBC — *DRAFT*

**Board members present:** Rick, Leo, Steve, Craig, Bill, Tom, Dave C, Dave F, Mary, Eric.

**Approval of July 07 minutes -**  
Approved with 2 corrections

**Treasurer's report - Rick**  
Presented charts of new members per event in 2006 and to date in 2007

**Membership report - Robert**  
August is slow, but events coming up in Sept. should bring new members

**Legislative update - Robert**  
Given California budget passage difficulties, we've had growing opposition to increased funding for AB534 (Smythe), Bicycle Transportation Account. Encourage bicyclists to visit [ebbc.org](http://ebbc.org), send letters of support - point to projects that have been put in or ones that would be great help locally.

Following I-35 bridge collapse, cyclists were scapegoated by Transportation Secretary Mary Peters for national transportation funding woes. LAB has support for letters at their website (see link at [ebbc.org](http://ebbc.org)). Representative Ellen Tauscher is on House Transportation Committee, and needs to hear how important these funds are.

**Concord and Alameda base reuse updates**  
Robert: Alameda base reuse dedication ceremony 8/22, 11 a.m., for part of Bay Trail in Alameda. Leo is on Bay Trail board.

Steve: Has attended workshops on Concord base. Consultants seem to understand need for bicycle access, but pushing trails more than connectivity so far. Steve and Robert are both on technical advisory committee. Possible Cal State East Bay campus to come there; this is further reason for safe routes to transit (to BART).

Leo suggests this would be a good time to try to recruit more members in Concord, get more focus on these issues. Steve also has ideas on this. Paul points out that no Bicycle Advisory Committee there yet. General plan is still in draft form.

Robert suggests Paul, Steve, others work on a model charter with John Ruzak. Dave F. states John contacted him to send model charter to Pleasanton. Communities need a bicycle master plan in order to get state funding. (MTC Reso 875 requires that a committee that includes bicyclists have input into plans and prioritizing projects to get bike money.)

**Stolen bike prevention and recovery - Robert**

3 bikes have been recovered in recent months when info posted on our site and list. Perhaps we can institutionalize this in some way: provide info on how to keep from getting stolen, save serial number, info, to have in case bikes stolen, and make website easy for describing stolen bikes (with photo, like a wanted poster). Find a way to get shops to keep the info posted (perhaps via our bike shop ambassadors). Robert has started a blog on bike theft. Some-

one suggests having a brochure to pass out at events, and perhaps start some registration process; Dave F suggests people need to keep their bike info, including photo, so can provide the info to police; most bikes recovered by police are not returned to owners because people don't have the info. Dave suggests having a form in the newsletter showing all the info people need to record.

Dave F. mentions can still return round-key Kryptonite locks until Sept. 30.

Committee to work on this: Tom, Leo, Eric will help with whatever goes on the Web site.

**BART car retrofit - Dave F**  
Funds from bridge toll increase is to retrofit 60-80 C cars (that have operator), provide new bike areas at end of each car. Fixed bench seats to be removed, replaced with fold-down seat, allowing bikes to fit without extending into doorway. 80% of cost is in fold-down seats. BART doing 1-2 per week, along with the change to grey linoleum. Area will be labeled as bike priority. Problem that bikes not allowed in front car of a train, which means some of this bike space won't be available, hence won't have labeling on outside except a sign saying Test Program or something like that.

There will be focus groups and surveys to determine how this is working. The folding seats are problematic, and take space against wall so fewer bikes can get there; people sitting in such a seat are unlikely to get up if a bike shows up despite the Bike Priority sign. Folding seats are largest part of cost. Feedback from cyclists to BART may be helpful once some of these retrofit cars are in service. BART is considering buying new cars in the future of a different design. Feedback and comments now can help get bicycle needs considered early in the design selection process.

**Valet bike parking at events - Art & Soul, Solano Stroll, Out & About Rockridge all need volunteers - Robert**

Bacari, Manager of Bikestation in Berkeley, is willing to do Art & Soul (3 days, Sept 1-3) and the Rockridge event (Sept 30); Solano Stroll will be all-volunteer. Next year we will need a paid coordinator for events: there are many requests for bike parking. RR has 15 requests that we can't presently fulfill. Some of these would pay. Need to visit the site, assess, and prepare a proposal for each.

Proposal to hire site supervisor at \$16/hour for these 4 days in September. Motion to hire: APPROVED.

**RSR bridge update - Robert**

Last meeting was in February. Explains the options that were discussed. Robert prefers a 6' bidirectional path on upper deck. But Caltrans has now eliminated 3 of the 5 options for having too much design exception in bike or motor vehicle lanes.

Most likely now is a bidirectional path on upper deck, 2 MV lanes up and 3 on lower; path on upper has movable barrier, to be closed for bikes in morning peak hours so that 3 lanes are available to MVs. This is least-preferred

**August 21, 2007 Meeting**

Submitted by Secretary Tom Ayres

from the standpoint of 24-hour bike access, but has lowest cost and maintains full width MV and bike lanes. Robert has suggested that 3 MV lanes not needed now in rush hour, so could build this option but not close off bike lane during morning rush hour for at least the next few years, thus saving the yearly operational costs. Cost estimates include security aspects (e.g. cameras, lighting).

**Proposed Bicycle Event Ordinance in Alameda County - Robert**

Guests were invited from Alameda County Sheriff's Dept. and the County Counsel, but nobody has come to our meeting tonight.

Robert provided update on recent developments. Ordinance was put on consent calendar for July meeting of the Board of Supervisors, but was tabled; soonest it would come back is in September. Current form is that if sponsoring a ride with over 50 people, you may be obligated to get a permit, in which case it becomes a bike event (defined as having a full road closure). There are 77 applicable roads listed in the ordinance's appendix. Robert encourages all Alameda County residents to write to their supervisors to say there is no need for this ordinance for club rides and other rides, that this would regulate bicycling to the point that organized rides couldn't take place.

Discussion follows on how to approach this issue: perhaps develop an alternative proposal with a cut-off of 500 instead of 50?

Leo suggests contacting the ACLU for any advice or assistance, since this is similar to issues that have arisen with protests and other events. Robert would like to know who to contact there; Dave C will look into this.

**Other:**

Streets skills classes - Dave C - October classes scheduled in north Alameda Co.; south county in spring. Notices will be out soon.

Stickers on order - Robert - For expediency, he selected and ordered several stickers that seem to be popular.

Web training sessions - Eric will offer a web training session, which several people have requested. Any Thursday evening would be good for him. Need to find a location, and each person bring his/her own laptop. He will post something to the listserve about this.

Eric: Regional rail comment period. Issue for Cyclists' issue: a new transbay rail line could be an alternative for cyclists during BART blackout periods. Motion to endorse Altamont alignment (from Central Valley through Fremont and Newark, across bay and up the Peninsula to SF) - APPROVED.

MEETING ADJOURNED 9:30 p.m.

Next meeting is Tuesday, 9/18 - Board at 7, General at 7:30 p.m., at Rockridge library

Submitted by Tom Ayres

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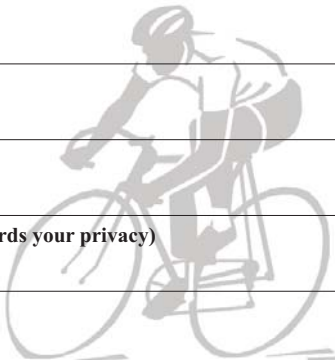
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# Emeryville's Sweet Adeline Bike Lanes:

## New, Wider Design Clears 'Door Zone,' Uses Sharrows

Emeryville recently made its portion of Adeline Street much more welcoming to cyclists by installing new wider, safer bike lanes.

The new lanes on Emeryville's portion of the five-mile-long arterial and bike route may be the best in the East Bay. For increased safety, the bike lane is wider than usual and it has been moved out into the street. This moves the curb-side lane stripe—and the cyclist—away from parked cars and the "door zone." (Note the space to the right of the bike lane in the photo, at right.) "Sharrows" markings on the pavement help remind drivers and cyclists of the lane's function.

Cyclist Vince Rubino wrote Emeryville's Mayor Nora Davis about the new, bike-friendliest lane configuration. He enthused, "I was ecstatic when I found...the new bike path on Adeline Street...The improved roadway is gorgeous. And the bike lane striping makes it abundantly clear to automotive traffic that bicycles do belong on the streets of Emeryville, and riding a bike in the city is a safe and encouraged activity."

Berkeley restriped portions of its existing Adeline Street bike lanes in a similar fashion earlier this year and also improved the lanes' definition with "sharrows." (The previous lane stripes had faded so much that the wider-than-usual bike lanes were hard to distinguish from a normal car lane.) Berkeley's bike and ped planner, Heath Maddox, helped to improve the bike lanes on sections of Adeline between Fairview and the Oakland border (May 2007) and between Stuart and Martin Luther King, Jr., Way (July 2007).

"Heath Maddox deserves a big thanks for rectifying the situation. He went out of his way to fix this problem," according to the EBBC's Eric McCaughrin, a member of Berkeley's Transportation Commission.

Much work remains to be done to improve the remainder of Adeline for cyclists, according to EBBC's executive director, Robert Raburn. "The Oakland portions of Adeline are still scary for cyclists—it's like a meat grinder."



Emeryville's new Adeline Street bike lanes are a great example for traffic engineers everywhere to follow. Note that the curb-side (right) stripe of the wider bike lane is moved out and to the left, away from the "door zone" of parked cars. EBBC will work with Oakland and Berkeley to extend this "best" bikeway design to all five miles of Adeline Street, a major bike route.

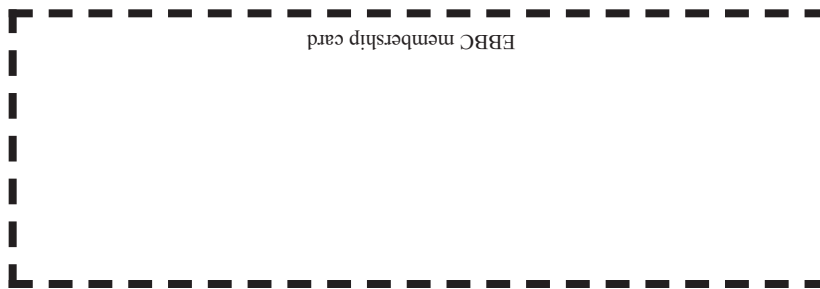
### We Apologize...

This issue of *rideOn* is several days later than usual, due to a number of factors. We apologize for the delay and for any inconvenience it may have caused you.

-The Editors

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