



Can Safe Routes to Transit be Adopted Regionwide?

Long-range transportation planners and officials acknowledge that SR2T can help address climate change, health, and sustainable growth.

Imagine nearly 3 million motorists switching to bikes, walking and transit every day in the Bay Area.

Recent Transportation 2035 discussions by the Alameda County Congestion Management Agency have acknowledged that Climate Change is a fact. The dilemma is that most scenarios for Smart Growth are not enough to reduce carbon emissions due to steadily increased vehicle miles traveled (VMT).

Increased pricing of fuel and parking are needed to reduce VMT and fund new sustainable transportation options.

After hearing a presentation on Climate Change, Fremont's Vice-Mayor asked, "what is very daring?" AC Transit Director Greg Harper warned of the danger of incrementalism and said, "London's Mayor Livingston did not introduce congestion fees every other Monday, nor did Peñalosa propose trivial improvements in Bogotá."

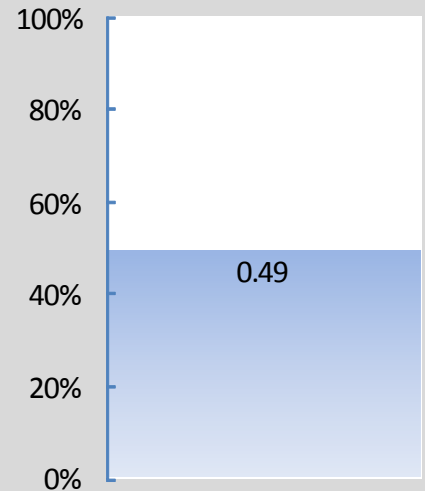
EBBC voted in October to join five other organizations in pledging \$5000 each to the Caldecott Fourth Bore Coalition (FBC). We committed \$2500 immediately, while we called upon our members for an additional \$2500.

We received a tremendous outpouring of support over the holiday season! Thanks to our generous members, the inflow of large checks with the memo line marked "FBC" totals \$2450. We are near our mid-term goal. We also noted a spike in our membership renewals and we are stronger than ever at 1400 members.

As well, EBBC successfully convinced two additional organizations to contribute \$1000 each: SPRAWLDEF and Bicycle Friendly Berkeley Coalition.

Please refer to your mailing label and renew before expiration or send a donation to help us meet our remaining pledge.

Caldecott FBC Pledge



"Traffic safety remains as the top concern for any resident contemplating riding or walking to transit," Robert Raburn told the CMA.

Currently, SR2T funds approved by the voters in 2004 as part of the bridge toll increase can only address bridge congestion. EBBC's written comments called for expansion of the SR2T program to address the growing senior population--on foot and on bike--and become a fully funded regionwide program.

Experts agree we need to do more than adopt Smart Growth to slow the increase in CO₂ emissions to meet goals set by AB32 adopted by the State. SR2T is a cost-effective program that is already proven and holds tremendous promise. BART Customer Surveys indicate that bicycle access to BART is growing, with strong growth potential remaining. Of customers who drive alone, 44% said it was possible to bike to BART.

It's up to the decisionmakers to be daring.

Next Meeting EBBC's next meeting will be held on Tuesday, February 21 at the Rockridge Branch Library, 5366 College Avenue at Manila in Oakland. Bikes welcome inside (after hours), please use the elevator.

7:30pm - EBBC's **General Membership Meeting** will feature images of bike facilities in Munich presented by John Coker, from the Delta Pedalers.

Items on the agenda (see ebbc.org) include the return of Alameda County's Bicycle Event Ordinance and how April 5, 2008 could become our biggest membership growth day ever with simultaneous participation in three events in both counties--TALC Summit, Cinderella Classic, and Martinez Celebrates Cycling. Join us!

EBBC Office at 3301 E12th St, Suite 143, Oakland received a visit from Ernie Riley (84) who worked for Hank Stahl and Frank Drury at Hank & Franks from 1937-1942. They not only built bikes near Lake Merritt, starting in 1925, but also sponsored an annual Columbus Day Race around Lake Merritt. Ernie talked about riding through the Caldecott Tunnel after it opened in 1937.

Member Survey **We need your input!** What are we doing right? What do we need to do better? What directions should we take in the coming year? If you haven't already taken part in our survey, please go to http://www.ebbc.org/?q=member_survey and let us know what the EBBC can do for you.



Save The Dates

May Bike Month Activities

EBBC will be ramping up promotions and events in a way never seen before in the East Bay!

- Over fifty energizer stations will offer large tote bags to bicycle commuters on Thursday morning of May 15.
- Our bicycle safety program returns this Spring to help prepare novice commuters and build confidence in traffic for experienced riders (see accompanying Street Skills article).
- On Mothers' Day, May 11, we'll present a free Bicycle Sunday Salon at Oakland's Parkway Theater to showcase a bike film followed by lively discussion.
- Alameda County led the Bay Area in the Team Challenge in 2007. Now is the time to gather work colleagues and recruit your boss, or other "big wheel," to pledge to ride throughout May 2008.
- Bike rodeos in Berkeley and San Ramon.
- Hidden Gems bike tour and much more.

But most exciting of all will be EBBC's new promotional campaign featuring bicycling as a "lifestyle" and encouraging motorists to join us this year by "slowing down and watching for cyclists." Look for ads in neighborhood billboards, the tails of buses, and in BART stations. We're promoting bicycling to the masses.

Bicycle Safety Classes Return This Spring

Popular League-Certified Street Skills Classes Build Confidence

EBBC has worked to ensure and promote the safety of bicyclists throughout the East Bay for over thirty years. EBBC-sponsored, League of American Bicyclists-led street skills cycling courses provide cyclists with tips and strategies for surviving on our streets.

Family Cycling Workshop

First up is a *Family Cycling Workshop*, Saturday, March 22 from 10am-2pm at Washington School in Berkeley, 2300 MLK, Jr Way near downtown. For parents and their kids, when it's time to start training them on how to safely share the road with traffic. Typically parents learn as much as the kids learn. Taught by league certified instructors.

The *Family Cycling Workshop* is free and open to the public. To sign up, contact Melanie Grubman at: melanie@transcoalition.org.

Learn to Drive a Bike - FREE Urban Bike Safety Classes

Day One: Street Skills Class

4-hour classroom course teaches the basics of safe cycling, riding in traffic, equipment, crash avoidance, rights and responsibilities. Adults 14 and over. No bike needed.

April & May 2008 Classes leading up to Bike to Work Day. Look for details in the March edition of rideOn or visit ebbc.org for updates on a class near you!

Day Two: On-Road Instruction

6-hour on-road course provides an opportunity to put into practice what was learned in the Day 1 Street Skills class, including emergency maneuvers and riding in various traffic conditions, to test your

knowledge of vehicular cycling skills. Bicycle required for Day Two.

Spring 2008 Classes To Be Announced

Meanwhile - Know your rights and responsibilities. Take EBBC's online Bicycle Safety Quiz. It is an interactive way to learn how the California Vehicle Code applies to bicyclists. You can even encourage your driving friends to test their knowledge.

For further information contact Dave Campbell, dcampbel@lmi.net, visit the Berkeley Bikestation (510) 548-7433, or check for updates under "safety" at ebbc.org.



Day Two on-road participants.

Report Hazards

Winter rains have wrecked havoc with the roads we ride on. **YOU can help** us improve local conditions for cyclists by reporting hazardous conditions.

Report road hazards anywhere in Alameda and Contra Costa Counties using the EBBC Online Hazard Reporting System.

It's easy! Next time you encounter a pothole or other readily-repaired hazard, note the next street intersection. When you get home log into ebbc.org and click on "safety" to report the location and direction of travel. Our volunteers will verify the location, send a report to the correct jurisdiction, and follow-up to make sure the problem is fixed.

With this effective system, **we empower you** to make grassroots contributions that benefit everyone. Everyone wins!

SHORT REPORTS

“ONLY ONE MILE IS LAUGHABLE” said Emeryville Councilmember Ruth Atkin on January 24 when the Alameda County CMA was presented with the 2006-2007 Performance Report. The report stated, “only one-mile of high priority bicycle projects were installed in Alameda County during 2006.” All of us have higher expectations for the Bicycle Plan’s 545-mile network.

ALAMEDA CO - Part of the problem to implement the Countywide Bicycle Plan is an anticipated \$200 million shortfall. For the Transportation 2035 planning, EBBC endorses the five high-priority needs submitted by ACTIA: \$16 million for prioritized Bicycle Plan projects; \$3 million for bicycle “Transit-priority zone projects; \$92 million for safe pedestrian access to transit projects; \$4 million for Safe Routes to Schools; and make the \$1 billion shortfall for the bike and ped plans first in line for new tolls, carbon fees, or parking fees.

BART LOCKERS - The BART Board of Directors approved fees for bike lockers on January 24. The initial 198 electronic lockers to be installed at eight East Bay stations will cost \$0.03/hour. That’s about \$37/year that a frequent bicycle commuter (3 days/week) will need to pay per year for on-demand access. Following EBBC’s request, the rental fees for the 1006 existing keyed lockers will remain at \$30/year at stations where the e-lockers are not available. The keyed locker rental will increase to \$40/year at the five stations with a mix of e-lockers and keyed lockers: West Oakland, Ashby, Dublin/Pleasanton, Pleasant Hill, and San Leandro.

BART THEFTS 2007 - Systemwide, 510 bicycles were reported stolen in 2007, according to data provided by BART Police. Suburban stations where bicycle commuters cannot board trains with their bikes during peak commute hours are the most vulnerable to theft.

- 50 Dublin/Pleasanton
- 41 Walnut Creek

- 38 Pleasant Hill
- 38 Ashby
- 35 North Berkeley
- 31 MacArthur

The complete theft report is posted at ebbc.org under “theft report.”

NEW EBBC BART CAMPAIGN - Many ideas for new campaigns were discussed at the January 19 EBBC Annual Retreat. The one idea that received unanimous support was to focus on promoting that BART revise their outdated Access Plan for Bicycles. Since 2002 when the plan was last published, we did not have a Safe Routes to Transit Program, nor did BART have a bike stairchannel design that works, e-Lockers, wayfinding sign proposals, the Bike Space car modifications, or a seismic retrofit program that both disrupts existing paths yet provides an opportunity to build a new East Bay Greenway. New technologies are also available for the BART Police to help deter and capture bike thieves. With a plan, BART can methodically make the system the centerpiece of the Bay Area’s Smart Growth.

PLEASANTON-LIVERMORE - P-Town Bike Advocates worked in early February to focus attention on a pair of workshops for the Staples Ranch Master Plan calling for building the Arroyo Mocho Multiuse Path between Pleasanton and Livermore. The Arroyo Mocho Path is called for in the 2006 Countywide Bike Plan. Also needed is a staging area, restrooms, and a bridge connecting the two trails across the arroyo. For info, contact P-Town at jvdleftcoaster@yahoo.co.

SAN PABLO DAM ROAD - On Dec 3, 2007 EBBC attended a public open house on the I-80/San Pablo Dam Rd interchange project. Since 1998, EBBC has argued that bicyclists need to turn onto Amador to continue south to El Cerrito BART. Left turns from San Pablo Dam Rd onto the frontage road, part of the signed “I-80 Bikeway,” are not permitted. The project cost is currently almost \$100 million, but only \$30 million are available. A glimmer of hope that the intersection will receive needed

attention can be derived from the traffic projections in the recently released Casino Transportation Study that EBBC contributed \$3000 to in West Contra Costa County.

BICYCLE SUNDAY- Al Forkosh reports that Bay Area precedents for Sunday closures to accommodate recreation riders first began in Golden Gate Park in the early 1970s. A few years later, one Sunday a month closure began on Cañada Road after the link of I-280 from Farm Hill Road to Highway 92 was finished.

COCOCO BICYCLE PLAN - EBBC is reviewing the General Plan Amendment for Bicycle and Pedestrian Facilities. The plan states, “42% of work trips originating in Contra Costa are destined for another Bay Area county.” EBBC notes that the Caldecott Tunnel plans do not aid even indirect bicycle access (i.e., either aboard BART or by providing secure parking at BART stations). The County Planning Commission will consider the plan on February 12, at 7:00 PM in room 107, 651 pine St, Martinez. For info contact Patrick Roche at 925-335-1242.

PITTSBURG OR ANYWHERE- EBBC Director Bruce “Ole” Ohlson requested that the Pittsburg amend the draft Growth Management Implementation Guide to include, “Routes of regional importance for motorists are routes of regional importance for bicyclists, too.”

PG&E - Comments by EBBC on a proposed 3.66-mile underground cable project that will interrupt Oakland bikeways on lower MLK Jr, Grand Ave and MacArthur Blvd, resulted in a written agreement with PG&E. During construction, detours will be provided and steel plates will have non-skid surfaces. Inspectors will insure that trenches are refilled and compacted to avoid pavement settlement or it will be replaced in a timely manner. All bikeway striping will be replaced. Construction is expected to begin in March 2009 between substations at 2nd and Castro St and Park Boulevard.

Bicycling's seat at the Caltrans table

California Bicycle Coalition is optimistic about Caltrans

Reprinted from *calbike advocate*

The California Bicycle Coalition's efforts to get a Complete Streets policy enacted in California have led to ongoing dialogue between the bicycling community and California Department of Transportation Director Will Kempton. This growing relationship promises improved awareness of bicycling and pedestrian needs as state highway projects are developed.

In late June, CBC brought state and local bicycle advocates together for a first-of-its-kind summit with Kempton. Bicycle advocates from each of the 12 Caltrans districts joined Kempton and senior Caltrans staff in Sacramento and via conference call for a two-hour discussion on a wide range of issues.

The summit was arranged at Kempton's invitation following CBC's presentation last February to the California Transportation Commission on the Complete Streets Campaign. Kempton, CBC



Before (above) and after (below) of Complete Street makeover in San Leandro.

Executive Director K.C. Butler, and CBC Legislative Consultant Justin Fanslau later met to discuss ways to let the director hear directly from bike advocates about the issues they face in working with Caltrans' 12 district offices to improve conditions for bicyclists.

The summit covered a wide variety of topics and needs:

“Supporting Complete Streets and accommodating bicyclists in project designs and maintaining bike access.

“Linking the need for bicycling improve-

ments to the governor's goal to reduce greenhouse gases.

“Securing adequate, consistent funding for bikeway improvements.

“Bicycle project delivery issues and the ways Caltrans can help local agencies.

“The importance of cyclists obeying the rules of the road.

“Strengthening Deputy Directive 64 (also known as DD-64), which calls for full con-

“CBC - Caltrans” continued p. 5

EBBC MEMBERS GET DISCOUNTS AT AFFILIATED SHOPS

- Alameda Bicycle 1522 Park St, Alameda (includes Fruitvale Bike Station)
- Bay Area Bikes 2424 Webster St, Oakland
- Bent Spoke 6124 Telegraph Avenue, Oakland
- Bicycle Garage 4673 Thornton Ave, Fremont
- Bikes 4 Life 1344 Sunset Dr., Antioch
- Cal Bicycles 2053 First St., Livermore
- California Pedaler 495 Hartz Ave, Danville
- Castro Cyclery 20515 Stanton Ave, Castro Valley
- Cycle City 1433 High St., Alameda
- Cycle Sports 3530 Grand Ave, Oakland
- Cycle Path 22510 Foothill Blvd, Hayward
- Cycle Path 337 Main St, Pleasanton
- Danville Bike 115 Hartz Ave, Danville
- Dublin Cyclery, 7001 Dublin Blvd, Dublin
- Hank & Frank Bicycles 3377 Mount Diablo Blvd, Lafayette
- Hank & Frank Bicycles 6030 College Ave, Oakland
- Lamorinda Cyclery 232 Brookwood Rd, Orinda
- Left Coast Cyclery 2928 Domingo Ave, Berkeley
- Livermore Cyclery 7214 San Ramon Blvd, Dublin
- Livermore Cyclery 2752 First St, Livermore
- Mike's Bikes 2133 University Ave, Berkeley
- Mike's Bikes 1150 Contra Costa Blvd, Pleasant Hill
- Missing Link 1988 Shattuck Ave, Berkeley
- Montano Velo 4266 Piedmont Ave, Oakland
- The Pedaler 3826 San Pablo Dam Rd., El Sobrante
- Pegasus Bicycle Works 439 Railroad Ave, Danville
- Pioneer Bike Shop, 11 Rio Vista Avenue, Oakland
- Pleasant Hill Cyclery 1100-C Contra Costa Blvd, Pleasant Hill
- Real Bicycles 3506-B Old Santa Rita Rd, Pleasanton
- Robinson Wheelworks 1235 MacArthur Blvd, San Leandro
- San Leandro Cyclery 471 E 14th St, San Leandro
- Schwinn City 814 A St., Antioch
- Sharp Bicycle 969 Moraga Rd., Lafayette
- Solano Avenue Cyclery 1554 Solano Ave, Albany
- Stone's Cyclery 2320 Santa Clara Ave, Alameda
- Tip Top Bike Shop, 4800-A Telegraph Avenue, Oakland
- Velo Sport 1650 Martin Luther King Jr. Way, Berkeley
- Wheels of Justice Cyclery 2024 Mountain Blvd, Oakland
- wheelgirl 1714 Fourth Street, Sore C, Berkeley
- Witts Bicycle Shop 22125 Mission Blvd, Hayward

Present your valid EBBC membership card (clip mailing label on back cover) to obtain member discount at participating retailers. The mailing label must indicate that the membership is “Current” to qualify. Discount varies 5-25% on parts, bikes, and/or accessories depending on level of participation by retailer. Visit <http://www.ebbc.org> for further details.

“CBC - Caltrans” continued p. 4

sideration of bicyclists and pedestrians in Caltrans projects, and ensuring it is consistently implemented at the district level.

“Educating Caltrans staff more effectively about bicyclists' needs.

“Providing bike coordinators in all Caltrans districts.

“Improving facilities for bicyclists at Caltrans-owned or -leased buildings.

“Involving bicyclists more fully in the state transportation planning process.

Local advocates were also able to bring up such local concerns as access to the Gerald Desmond Bridge in Los Angeles, bike lane issues on SR 50 in South Lake Tahoe, improving bicycle information on the Caltrans District 4 (Bay Area) website, severed bicycle pedestrian access on SR 15 in San Diego, and a variety of design issues.

One important initiative to grow out of this initial meeting is an effort by CBC and Caltrans to improve the way Caltrans accounts for bicycling and pedestrian needs early in the project development process.

Every state highway project begins with submission of a project initiation document or PID. An internal Caltrans audit of some 60 PIDs recently showed that less than half of the documents accounted for bicycling needs, even though Caltrans' DD-64 requires consideration of bicycling and pedestrian needs for every project.

CBC is working with Caltrans to allow local bicycle coalitions to review PIDs as soon as they are submitted. Such improvements will help contain project planning costs and avoid construction delays.

CBC and Caltrans have also been working to strengthen the requirements in a new version of DD-64 that could be introduced early next year. By ensuring that bicycling and pedestrian needs are considered from the start, the new DD-64 will represent something of a basic Complete Streets policy for Caltrans.

At Kempton's suggestion, the summits are continuing quarterly. CBC, local advocates, Kempton and senior Caltrans officials met in November to discuss funding for nonmotorized transportation in an era of ongoing state budget limitations.

Kempton expressed interest in building long-term funding for bicycling and pedestrian needs into the ongoing state transportation budget rather than the after-



Forboding! Caltrans recently added a wide median with rumble strips in the middle of SR84 in Niles Canyon. Many riders complain that motorists are now reluctant to pass safely. EBBC raised the issue with Caltrans in October and again in January, calling for adoption of policy to design roadways from the edge, then working in toward the centerline to ensure that the needs of bicyclists and pedestrians are as integral as those of motor vehicle occupants (language from draft revision of DD-64)

- Photo by Rick Rickard - he deserves a medal for bravery!

the-fact funding process provided through Caltrans' Bicycle Transportation Account, which currently covers only a fraction of the total demand for bicycling projects. Last year Caltrans received \$50 million worth of BTA funding applications, by far exceeding the \$7.2 million in the account.

“Solving the issue of long-term funding will be a crucial step toward embracing

the Complete Streets concept in California,” said CBC's K.C. Butler. “The funding process must acknowledge the reality that bicyclists and pedestrians also use state highways. Accounting for their needs from the start will help Caltrans use limited taxpayer dollars as efficiently as possible while promoting the increasingly important environmental and health benefits of bicycling and walking.” - *calbike advocate*



Members of Team Alameda enjoy beignets at Fruitvale Village following a Sunday ride. EBBC verified they actually rode by getting a valuable report on road conditions.

Minutes

of the Board and General Membership Meetings on
January 15, 2008. Rockridge Library, Oakland

EBBC BOARD MEETING Draft for Approval

Board members present: Leo Dubose, Steve Ardrey, Dave Campbell, Ole Ohlson, Craig Hagelin, Rick Rickard, Tom Ayres, Bill Pinkham, Mary Norton, Dave Favello; also Robert Raburn, ED

Chair Dave Campbell says agenda henceforth will be posted on website in advance, as it was for this meeting.

AGENDA ITEMS (A=action R=Report)

Map 1: West of Hills wholesale agreement with American Cycling Products-A

Robert: \$50k for 20k maps; \$4.35/map wholesale (cost plus same margin as for 2006 map which wholesales at \$3.98); thus additional cost is passed on; discussion of whether to increase EBBC profit; as proposed, our profit is \$1.42 per map; discussion of whether our maps will be less in demand in the future as electronic resources become more useful and used; possibility is raised of selling our map (the bike route info) to an electronic map source; Robert notes that an important function of our maps is has been to serve as a bike plan template for local governments.

Motion for \$4.35 wholesale price, subject to renegotiation in a year: APPROVED

BTWD, Contra Costa County-A

511 Contra Costa County has coordinated BTWD in CoCo for past several years, but declined to promote it in 2008. Proposal for EBBC to coordinate CoCo as well as Alameda Co, each county to get \$7k stipend for this. This is not a money-maker, but doing both counties may reduce our losses and offer marketing advantages. We should get the contact list from 511CC, to send materials to employers. Note that we prohibited from including EBBC materials in the CoCo mailing packets. Motion for EBBC to contract with BABC and MTC to coordinate CoCoCo: APPROVED

Board Meeting adjourned 7:35 pm

EBBC GENERAL MEETING Draft for Approval

Statewide Healthy School Siting proposal promoted by the Safe Routes to Schools - A

Proposal is to adopt SR2T principles when considering school siting - land use issues. Bike routes would be a consideration, but primarily trying to site schools where they will be accessible, close to the residents. Proposed that Robert write a letter of support to Safe Routes to School: APPROVED

Membership report

1398 newsletters sent, a record, up from about 1300 in November; still some problems with database and the transition to new software; to be discussed.

Treasurers report - deferred tonally
Retreat January 19.

Announcements

Bill - Air Resources Board meeting Jan 16 on greenhouse gases.

Alameda Co Measure A on Feb 5 ballot (Children's Hospital which threatens to block 52nd St - See: Jan 2008 *rideOn*) - A Guest, Susan Parker, a neighbor of Children's Hospital: part of Livable Oakland (livableoakland.com) noted CH is looking for \$300 million of parcel tax over 35 years; this is a private hospital; money said to be for earthquake retrofit, but in fact will build a new 12-story hospital at 53rd and Dover, this will block Dover; bicyclists typically take West St. to 52nd to Dover; issue for EBBC is lack of community outreach and blockage of existing bikeway. Possible enclosure of hospital campus would also sever access for peds or bicyclists to Temescal shopping area. Pat Raburn, speaking as representative of League of Women Voters shared issue over taxpayers paying for a private hospital (given that public hospitals will also be needing support in coming years), and why only Alameda Co. residents would pay for hospital that serves much of northern California; total project is \$700 million, of which the \$300 million is part; 66% of users are from Alameda Co.

Reasonable for EBBC to take a position with respect to bike issues.

Motion to oppose because the proposed development blocks bike and ped access and lacks community input: APPROVED

State Proposition 91 - R

Opposed by TALC. To close loopholes in Prop 42, regarding fuel taxes. Original supporters of 91 say measure no longer needed, would actually supersede 1A that was passed in 2006. 91 makes transfers to general fund somewhat more vulnerable.

Strawberry Canyon - A

BTCEB (Bicycle Trail Council of East Bay) request for endorsement of trail proposal.

Dan Levy, VP of BTCEB - primarily mountain biking issues; Cyril Manning, from Trailbuilding Working Group; Strawberry Canyon is an ecological reserve area owned by UCB that includes closed fire trails; current effort is to get bike access, including signage by BTCEB; part of issue is safe passage to Tilden Park area, as alternative to e.g. Centennial or Spruce which have both had a number of bike accidents; BTCEB would enlist volunteers to help patrol, as they do in Joaquin Miller; new construction off Centennial is likely to aggravate traffic and its consequent problems for cyclists; most of existing fire road is not steep, except one connector section for which a new trail would need to be built to make it easier; BTCEB would like a number of trails open, for recreation as well as the fire road route for access to Tilden.

Motion to endorse BTCEB efforts for trail planning for bicycle recreational access in Strawberry Canyon: APPROVED

Review progress on the new Map1: West of the Hills - R

Robert worked daily throughout holidays with Derek Liecny and others, and they are very close to done. Volunteers are still needed to come to office to help review routes, or to download the basemaps (call Robert for info) to review at home. Should go to press in a month or two, and have new maps by BTWD.

Dan Levy suggests looking into connections with GPS manufacturers.

Caltrans Planning Grant Applications

(Delta Trails \$300,000, Oakland: Mills-Laurel District - A

Requests for support for planning grants, one from Alameda, one from CoCo. Alameda is from Jean Quan's office, proposal to link Mills College with Laurel District, bicycle and ped. CoCo proposal is from Delta Trails Commission, for initial planning and start of Phase 2 implementation. Robert suggests EBBC should support these.

Motion to support: APPROVED.

BTWD May 15, 2008

EBBC will be coordinating this in both counties this year, more info next meeting.

Caldecott Tunnel 4th Bore update

Lawsuit in progress, more info to come.

Presentation: Guest from Urban Ecology - Kali Futnani - *East Bay Greenway* update.

-Submitted by Tom Ayres, EBBC Secretary

CONTACT EBBC

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Executive Director Robert Raburn
510-533-7433
Fruitvale Village, 3301 E12th St, #143

EBBC OFFICERS & BOARD MEMBERS

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Vice Chair "BikeDave" Favello
Secretary Tom Ayres
Treasurer Rick Rickard
Leo Dubose
Craig Hagelin
Eric McCaughrin
Mary Norton
Bruce "Ole" Ohlson
Bill Pinkham
Steve Ardrey

EBBC VOLUNTEERS

- Hazard Eliminations Ian MacDonald
Membership Coordinator Mary Norton
EBBC Map Distribution Derek Liecty
Web Eric McCaughrin

COALITION PARTNERS

AFFILIATED RIDE CLUBS

- Berkeley Bicycle Club
Bicycle Trails Council of the East Bay
Cherry City Cyclists
Delta Pedalers
Diablo Cyclists
Different Spokes
Fremont Freewheelers
Grizzly Peak Cyclists
Oakland Yellowjackets
Velo Raptors
Santa Rosa Cycling Club

AFFILIATED ORGANIZATIONS

- Albany Strollers & Rollers
Bay Area Bicycle Coalitions
Bay Trail Project
BikeAlameda
Bicycle-Friendly Berkeley Coalition (BFBC)
CA Association of Bicycling Organizations

- California Bicycle Coalition (CBC)
Cycles of Change
Greenbelt Alliance
P-Town Bike Advocates
Transportation and Land Use Coalition
Urban Ecology
Walk Oakland Bike Oakland (WOBO)
Waterfront Action

COMMUNITY REPS & ADVOCATES

- BART Bicycle Advisory Task Force
CoCoCo Reps:
Alameda Co Reps:
Lamorinda
Livermore Amador Valley, Trails Council
Martinez Dick Anderson
Pittsburg Bruce "Ole" Ohlson
West CoCoCo

EAST BAY BICYCLE COALITION membership form

Send your tax-deductible donation to EBBC, PO Box 1736, Oakland, CA 94604
For EBBC meeting information check www.ebbc.org or call (510) 533-RIDE (7433)

Name

Address

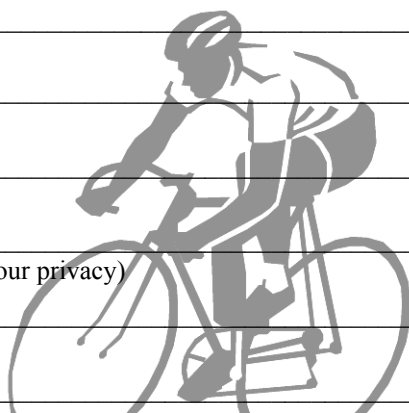
City, State, Zip

Phone/Fax

E-mail Address (EBBC guards your privacy)

Workplace/City

- Commuter Utility Recreation Touring Transit User Other bicycling interests?



Membership Type

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

- New
Renewal

- Never share my name with others
Only share with EBBC affiliates



Blame the Victim

Jason Meggs reports that Berkeley police recently targeted pedestrians and bicyclists. A photo in the 1/29/08 *Daily Cal* showed a Berkeley officer telling a pedestrians that crossing the street while the signal light is flashing could result in a citation.

Berkeley is apparently responding to the recent pedestrian fatality at the corner of Solano and Marin Avenues by enforcement against pedestrians.

Jason suggested conducting a sting of drivers violating pedestrian right-of-way would be a preferable response. He urged members on EBBC-Talk and our website Forum to write letters to the Mayor, City Council, and the police to ask for proactive measures that encourage and protect pedestrians, joggers, and bicyclists.

The discussion grew lively after a poster on EBBC-talk reported, "16 of the

37 pedestrian fatalities since 1984 were determined to have been the pedestrians' fault. Also, of the four cyclist fatalities, all were determined to have been the bicyclists' fault.

Brit Harvey joined to defend bicyclists and referred to a study, *The Only Good Cyclist* (2000), conducted by Charles Komanoff and Michael J. Smith of New York City crashes. Their analysis of fatal bicycle crashes with motor vehicles refutes police officials' claim that bicyclists, not drivers, are responsible for most cyclist deaths.

Brit said, "I wish somebody would do a similar study in the Bay Area."

Another poster cited the recent *Bicycling Magazine* (Jan/Feb 2008) article, "Broken," documenting bicycling victims. Jeffrey A. Hiles' *Listening to Bike Lanes* (Sept 1996) also provides a solid survey of earlier research.

Unfortunately, EBBC does not have the

comprehensive research that Komanoff and Smith conducted in NYC.

Friends and family of crash victims often contact EBBC. This is always sad. We collect information and offer our resources-- often extending over several years. Our tracking of East Bay bicyclist fatalities shows a consistent trend to blame the victim and bend over backward to sympathize with the offending driver. In 2004 the convicted unlicensed driver who killed of Matthew Sperry was fined for an infraction. \$211 was the going rate for an innocent bicyclist's life in Alameda Judge John True's courtroom.

For anyone contemplating murder, I suggest you use a car, truck, or motorcycle. Impunity reigns! You will have the institutionalized support of the Police, the District Attorney, and the Courts. Apologists for traffic deaths outnumber the 43,000 fatalities on US roads each year. Society is jaded and blasé over even the most horrific crashes and we choose instead to accept morning traffic crash reports as euphemistic descriptions of "accidents."
- Robert Raburn

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Newsletter Notes: rideOn is published monthly by the East Bay Bicycle Coalition, a non-profit tax-exempt organization dedicated to promoting bicycling as an everyday means of transportation and recreation throughout Alameda and Contra Costa counties since 1972. Logo design by Martha McNulty.



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