**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.

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 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 decisonmakers to be daring.

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**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 e bbc.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 safety 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.

Report Hazards

Winter rains have wreaked 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 pot-hole 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!
“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 jydlftcoaster@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-slip 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 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 improvements 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-

*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.

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**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 2053 First St., Livermore
- 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 Bikes2133 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 14th Street, Sore C, Berkeley
- Witts Bicycle Shop 22125 Mission Blvd, Hayward

Before (above) and after (below) of Complete Street makeover in San Leandro.
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-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
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 get the contact list from 511CC, to send and offer marketing advantages. We should be doing both counties may reduce our losses.

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 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.

Motion to support: APPROVED.

EEBC should support these.

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.

State Proposition 1A - R

To help hospitals. Opposed by TALC on grounds of raising taxes. 91A makes $800 million transfers to hospitals; 91 makes $700 million transfers to hospitals.

Motion to support: APPROVED.

EEBC 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.

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 Liecty 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 EEBC should support these.

Motion to support: APPROVED.

BTWD May 15, 2008

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

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

Submitted by Tom Ayres, EBBC Secretary
CONTACT EBBC  
510 533-RIDE (7433)  
www.ebbc.org

Executive Director .......... Robert Raburn  
510-533-7433  robertraburn@ebbc.org
Fruitvale Village, 3301 E12th St, #143  
Mail:  PO Box 1736, Oakland 94604

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Secretary/Treasurer Rick Rickard  
Oakland 510-533-7433  robertraburn@ebbc.org

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Membership Coordinator Mary Norton  
510-655-9945  nortonbryant@sbcglobal.net
EBBC Map Distribution Derek Lietty  
510-339-2345  spoker@sbcglobal.net
Web Eric McCaughrin  webmaster@ebbc.org

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?

Coalition Partners

California Bicycle Coalition (CBC)  www.calbike.org
K.C. Butler, Exec Dir  916-446-7558
Cycles of Change  www.cyclesofchange.org
Greenbelt Alliance  www.greenbelt.org
Cristina Wong  cwong@greenbelt.org
P-Town Bike Advocates (Pleasanton)  
James van Dyke  925-462-0706
Transportation and Land Use Coalition  
http://www.transcoalition.org
Stuart Cohen, Exec Dir  510-740-3150
Urban Ecology  www.urbaneconomy.org
Don Neuwirth  don@urbaneconomy.org
Walk Oakland Bike Oakland (WOBO)  
www.walkoaklandbikeoakland.org
Waterfront Action  www.waterfrontaction.org

Community Reps & Advocates

BART Bicycle Advisory Task Force  
http://www.bart.gov/guide/bikes
CoCoCo Reps:
  Dave Favello (Chair)  davevelo@mac.com
  Craig Hagelin  chagelin@astound.net
  Alameda Co Reps:
    Mike Jones  mkjac@hotmail.com
    Eric McCaughrin  meric@ebbc.org
Freeman Michael Graff  510-713-7441  michael.graff@pobo.com
Lamorinda 510-299-1522
  Bart Carr  Bart.Carr@yahoo.com
Livermore Amador Valley, Trails Council  
TCLAV  www.tclav.org
  Bart Carr  Bart.Carr@yahoo.com
Bicycle Trails Council of the East Bay  
www.btebay.org
  Rick De Gette  925-944-7049
  Bill Oetinger  510-549-RIDE
  Michael Graff  510-713-7441

Affiliated Ride Clubs

Berkeley Bicycle Club  www.berkeleybike.org
Bicycle Trails Council of the East Bay  
www.btebay.org
Cherry City Cyclists  steve@cherrycitycyclists.org
Delta Pedalers  Dave Stoeffler  925-634-1793  dave@deltaped.org
Diablo Cyclists  http://www.diablocyclus.com
Different Spokes  Derek Lietty  510-339-2345
Fremont Freewheelers  Jeff Girard  510-444014  http://www.fremontfreewheelers.org
Grizzly Peak Cyclists  Al Forskosh  510-655-4221  http://www.peakcyclists.org
Oakland Yellowjackets  510-986-9011  http://www.oaklandyellowjackets.org
Velo Raptors (Montclair)  Ron Scrivani  scrivani@ioa.com
Santa Rosa Cycling Club  Bill Oetinger  ssrc@metro.net
Strada Sempre Duro  Rick De Gette  925-944-7049
Valley Spokesmen  Jim Kohnen  510-828-3623  http://www.valleyspokesmen.org

Affiliated Organizations

Albany Strollers & Rollers  510-525-4841
Nick Pich  nicky@imindspring.com
Bay Area Bicycle Coalitions  www.bayarea.org
Cole Portocarero, Exec Dir  415-246-8078
Bay Trail Project  http://www.baytrail.org
Laura Thompson, Exec Dir  510-464-7935
BikeAlameda  Luci Gigli  510-595-4690  http://www.bikealameda.org
Bike Friendly Berkeley Coalition (BFBC)  510-549-RIDE  www.bfbc.org
CA Association of Bicycling Organizations  http://www.caaboc.org/index.htm

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 pedestrian 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