

rideOn

REGULAR

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**EBBC PROPOSES
GAS PRICE RELIEF**

Keep ~~GET~~ ROLLING, BIKE TO WORK

PEDAL

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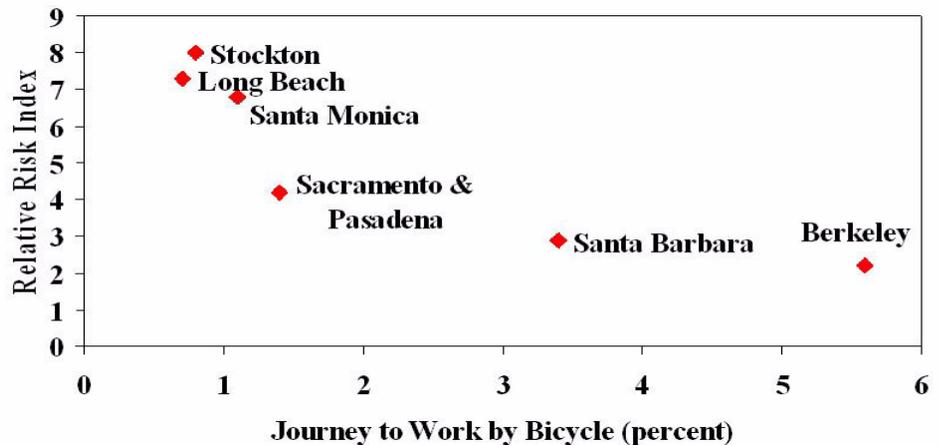
Tremendous mode shift realized on Bike to Work Day!

Largest counts at uncompromised bicycle facilities or where overwhelming "safety in numbers" was seen on May 15

"A hurricane of bicyclists stormed the streets today!" was the reaction of **Dave Campbell**, EBBC Chair, to the throngs he witnessed in Berkeley and Emeryville on May 15. As the Bike to Work Coordinator for Alameda and Contra Costa counties, Dave also received reports from over 63 Energizer Stations coordinated by EBBC.

"We are so pleased with the increased participation in this year's Bike to Work Day. With growing concerns over health, rising gas prices and global warming people are choosing to be part of the solution by turning to active transportation and we hope that participants will continue to choose the bicycle over the vehicle well beyond today's event," says **Cole Portocarrero** Executive Director of the Bay Area Bicycle Coalition and Event Director for Bike to Work Day.

"Mode shift" continued p. 5



"Safety in numbers" simply translates to mean that communities where bicycling is promoted experience reduced risk for each bicyclist. An analyses of collision rates by P.L. Jacobsen first documented that collision rates declined with increases in the numbers of people walking or bicycling (Injury Prevention, 2003;9). Berkeley is now above 7%!

You get what you pay for in bikeway spending

Debate over funding for the Regional Transportation 2035 Plan will continue through the summer. We argue that spending on bikeways brings mode-split results.

The City of Berkeley adopted their Bike Boulevard plan in 1999 and allocated over \$100,000/year (about \$1/resident/yr) to help to implement the plan. All seven

cross-town routes are now largely complete. One dollar per capita per year doesn't sound like much, but it represents a major addition to the other funds that are divided between bicycling and pedestrian improvements.

Alameda County voters approved an extension of Measure B, the 1/2-cent transportation sales tax in 2000. EBBC succeeded in advocating that 5%, or over

"Bikeway spending" continued p. 2

Next Meeting EBBC's next **General Membership Meeting** will begin at 7:30pm on Tuesday, June 17 at the Rock Paper Scissors Collective, 2278 Telegraph Ave, Oakland (510) 238-9171 convenient to 19th Street BART. Please see ebbc.org for the agenda. Bikes welcome inside.



EBBC Office at 3301 E12th St, Suite 143, Oakland often receives visits from college classes and professional planners. On May 30 a group of Environmental Field Studies students from Cal State East Bay were being led on a tour of Fruitvale Transit Village. They stopped in front of EBBC's office and **Robert Raburn** was surprised to see **Professor Dave Larson** leading the tour. Dave was a colleague of Raburn's during UC Berkeley geography grad-school days who has not owned a car in over 20 years! Dave shared that his class was visiting transit stations, in part to investigate how bike-friendly they are. They admired the Fruitvale Bike

“Bikeway spending” continued p. 1

\$80 million is divided between bicycle and pedestrian improvements during the next 20 years (about \$1.50/resident/yr goes to bicycling projects).

Contra Costa County voter approved a similar Measure J, but with only 1.5%, or \$30 million, of the revenue allocated to bicycle and pedestrian projects over the next 25 years (about \$0.60/resident/yr).

Other federal, state, and regional funds typically add up to under \$1/resident/yr. Plus, these other funding sources are often dispersed as grants, rather than as per capita allocations.

The bottom line is you get what you pay for. Compare the per capita numbers above with the bikeway spending shown in the graph below and you can appreciate why, with the exception of Berkeley, East Bay communities lag behind Portland and other leaders in bicycling mode splits.

The Regional Bicycle Plan (2007) is estimated to cost \$1.37 billion to complete. Closing the gaps in the planned 2,100 mile network over 9 counties and 101 cities is the goal. Over a 25 year period, the per capita cost to fully fund the plan is only about \$5/yr. From a global comparison, this is a reasonable expenditure.

To put this in perspective, Contra Costa’s allocation toward bicycling is manifest in a Countywide Bicycle plan that finds 350 miles unbuilt out of a 600-mile network. At current rates of expenditure, it is hopeless to dream of completing the network.



East Bay leads nation in bicycle-to-work census

According to recent census data, three East Bay communities rank among the top 25 places with the nation’s highest bicycle-to-work mode shares.

- #2 Berkeley, 7%, 3,618 workers bicycle
- #11 Pleasanton, 2.7%, 953 workers bicycle
- #16 Oakland, 2.2%, 3,690 workers bicycle

Number one? Boulder, CO 8.8% (4,415 workers bicycle). The leader in absolute numbers is #5 Portland, OR 4.2% (11,477 workers bicycle).

Among the top 100 are five other East Bay places: Concord, Alameda, Fremont, Richmond, and Hayward. The survey was based on 222 places with a total population over 65,000.

Note that census data systematically undercounts bicyclists. Those who ride to transit are classified as transit users. Individuals who often commute by bicycle, but use other modes a majority of the time, are also not classified as bicycle commuters. The census surveys are also notorious for failing to capture socio-economically disadvantaged individuals or recent immigrants--both are dependent on bicycles for transportation.

SOURCE: American Community Survey 2006 (2007): Table F.18.

EBBC suggestions for \$500 million Park District bond

The East Bay Regional Park District’s draft bond Expenditure Plan was reviewed at six hearings. EBBC's Board of Directors met on May 20, 2008 to assemble and approve suggestions for the bond proposal.

We urge EBRPD to incorporate our constructive suggestions into their Master Plan and the Expenditure Plan to inspire voters to support a vision that includes all park users.

Three overriding issues guide our comments: 1) our interest in seeing Bay Trail completed; 2) the need for safe on-road and/or multi-use path bicycle access to EBRPD facilities; and 3) our support to open additional single-track trails to bicyclists.

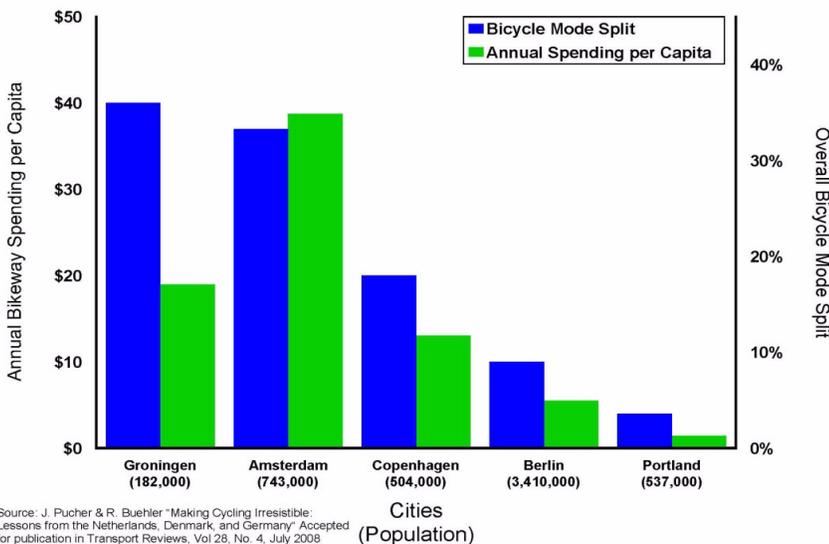
The proposed \$11.2 million expenditure for the Bay Trail is inadequate to leverage sufficient funds from other sources to complete the 500-mile Bay Trail in the coming 20 years. The remaining gaps in this multi-use path tend to be the most costly to complete. Furthermore, the missing segments of the network in southern Alameda County are not even worthy of being called “gaps.” Union City, Newark and Fremont have the greatest proportion of unbuilt Bay Trail of any jurisdiction in the Bay Area.

SPECIFIC SUGGESTIONS (organized by hearing site, not in order of importance)

RICHMOND - We applaud EBRPD's support to construct the Bay Trail past the Chevron Long Wharf to access Point San Pablo, yet the current plan does not offer a vision of completing the Bay Trail along the Richmond shoreline. In lieu of a permanent gap between Point Molate and Wildcat Creek, we propose an approximately 3000-foot causeway across the shallow Castro Cove. Such a facility would avoid Chevron's refinery area and could be the recipient of mitigation fees.

OAKLAND - Coliseum BART to Bay Trail is an Alameda County-sponsored project that promises to provide public access to the recently improved shoreline at 66th Avenue. The project would also link Coli-

Annual Spending on Bicycles per Capita and Mode Split



Source: J. Pucher & R. Buehler "Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany" Accepted for publication in Transport Reviews, Vol 28, No. 4, July 2008

“Park bond plan” continued p.4

SHORT REPORTS

BE A BASKET CASE and shop by bike! That's the message recently published by **Tim Bustos** in *Edible East Bay* (Spring 2008). Tim is both a foodie and lifelong bike advocate. He is endeared to the inexpensive and low-tech basket made by Wald that readily detaches from the handlebars to double as a shopping basket. He also likes shopping panniers and trailers for larger loads he hauls from local farmers' markets or grocery stores. We are pleased to welcome Tim to the East Bay from Davis as he continues his professional career designing walkable and bikeable communities. He can be reached at tim_bustos@yahoo.com.

COCOCO BIKE PLAN - EBBC's campaign to weigh-in on the long-delayed revision of *Countywide Bicycle Pedestrian Plan* (CBPP) is being led by **Bruce "Ole" Ohlson**. Ole was joined by **Dave Favello**, **Steve Ardrey**, and **Robert Raburn** in a draft plan review session prior to joining forces with **Craig Hagelin** in meeting with Contra Costa Transportation Authority (CCTA) staff on May 29. More than half of the 600-mile bicycle network in CoCoCo remains unbuilt. To request info, please contact Diane Bodon, Planning Assistant, CCTA, 925-256-4720 or email: dbodon@ccta.net.

BAY TRAIL ALERT - An East Bay Regional Park District (EBRPD) committee has suggested to REDUCE FUNDING for the Bay Trail from \$11.2 million to \$8.3 million in the proposed \$500 million extension of the Measure AA Bond. This would doom the prospects of completing the Bay Trail, especially in southern Alameda County. EBBC's carefully assembled requests for the bond measure are published elsewhere in this issue of *rideOn*. Call your elected EBRPD Director now to share your concern. For more information about the draft plan call 510-544-2003 or visit www.ebparks.org.

NY TIMES & GRIZZY PEAK - The New York Times Travel Section (5/30/08) highlighted the scenic May 4 Grizzly Peak Century. The webpage version included a map and 3 color pictures from the ride. They raved about the food and

superb support for 950 touring riders! Imagine if the 34th annual tour had been curtailed by being forced to apply for a permit, as proposed by the Alameda County Sheriff's Department. EBBC argues against regulation of legal rides. That the dispersed riders do not constitute a parade or race that requires road closures or special traffic controls.

PLEASANTON - Much has developed since September 2005 when EBBC last featured potential new connections between Pleasanton and Livermore on the cover of *rideOn*. An initial stage in providing regional access is proposed as part of the Staples Ranch Community Park. Specifically, the Pleasanton BPAC is calling for the proposed Stoneridge Drive bridge over the Arroyo Mocho to include ramps to the regional path. The BPAC also suggests access to the Arroyo Mocho Path from the neighborhoods to the north along West Los Positas Blvd. Contact Mike Tassano, Deputy Director of Public Works at mtassano@ci.pleasanton.ca.us.

LIVERMORE EL CHARRO - Currently disconnected from the rest of Livermore, the El Charro area is proposed to be developed with a non-sustainable outlet mall oriented toward I-580. The plan does extend the Arroyo Mocho path (see above) eastward to Isabel Avenue (see below). As well, new roads between Pleasanton and Livermore would offer bike lanes.

LIVERMORE IHT - A draft feasibility study for the extension of the Iron Horse Trail through the city of Livermore is now available for review at City Hall, Engineering, or a CD can be purchased for \$5.00. The proposed six-mile multiuse path is located parallel to an existing rail corridor from Isabel Avenue, at Livermore's western limits, to Greenville Road. The Study evaluates three overcrossings at Murrieta Blvd., North P Street and North Livermore Avenue. The 80MB Study can be downloaded at www.ci.livermore.ca.us. Contact Mohammad Pournia at (925) 960-4515.

WALNUT CREEK ART & WINE - Kudos to **Michael Vecchio**, former Walnut Creek engineer, who arranged for valet bike

parking on short notice. With help from the Bicycle Advisory Committee and EBBC (**Dave Favello**, **Steve Ardrey**, and **Anjelica Randall**) The racks proved popular. On Saturday, 5/20 they parked 140 bicycles and over 200 on Sunday. Please encourage Walnut Creek to budget for this valuable service in the future.

RICHMOND - The newly formed BPAC is pursuing creation of a Bicycle Plan. They are scheduled to meet at 6pm on the 1st Monday each month at RichmondWORKS, Rm 1, 330 25th Street. Please check ebbc.org for agenda details.

4th OF JULY - EBBC will provide free valet bike parking at both the Berkeley Marina event and at Oakland's Jack London Square fireworks.

EAST BAY GREENWAY - On July 24, 2008 the Alameda Transportation Improvement Authority (ACTIA) will consider acting as the lead agency to prepare environmental clearance documents for the northern EB Greenway project. Support from agencies and jurisdictions is needed by June 26 for the proposed path linking five BART Stations between 18th Ave in Oakland, passing through Fruitvale, Coliseum, San Leandro, Bay Fair, and Hayward Stations. Contact Tess Lengyel, tlengyel@actia2022.com.

MACARTHUR BART - New bicycle racks were installed INSIDE THE PAID AREA. Nevertheless, always secure your frame and both wheels when parking at BART Stations.

CYCLES OF CHANGE - **Maya Carson** reports 300 sixth graders at Bohannon Middle School in San Lorenzo received eight hours of bicycle education--both in-class and on-road. The pilot program is a partnership with Alameda County's Safe Routes to Schools program. Next up, Rosa Parks Elementary School in Berkeley where all 4th and 5th grade students will go on all-day bicycle safety certification rides. Cycles of Change provides bicycles for youths in need, refurbished as part of Cycles' on-going middle-school training.

Keep your EBBC membership current

"Park bond plan" continued p. 2

seum neighborhoods with job centers on the opposite side of I-880. This project deserves to be specifically called out in the expenditure plan and the expenditure for project #62 Urban Creeks should be augmented accordingly.

East Bay Greenway (north) from East Oakland thorough San Leandro to Hayward would create a spine bikeway along the BART and railroad ROWs. The tremendous mode shifts measured during the 2008 Bike to Work Day on the Ohlone Trail and the Iron Horse Trails demonstrates the need for continuous multi-use paths that connect transit facilities with residential areas and job centers.

FREMONT - East Bay Greenway (south) from Niles Canyon to Milpitas follows the abandoned SP ROW. The City of Fremont has recently completed a feasibility study.

The lack of Bay Trail development in southern Alameda County is a glaring omission.

Mission Road Path segments adjacent to I-680 call for multi-use path connectors to offer continuous access over Mission Pass, to the Vargas Plateau, and to Mission Peak parks.

DUBLIN - The above proposal for Mission Road Path segments would also offer Livermore Valley residents access to Vargas Plateau and Mission Peak parks, as well as the proposed Calaveras Ridge Trail. The absolute barrier to bicycle and foot travel posed by Alameda Creek near Sunol must be addressed in the expenditure plan.

CONCORD - The Contra Costa Canal Trail is a popular regional multi-use path that should continue north to connect to the Delta/DeAnza Trail and the Bay Trail.

OAKLEY - The plan omits identification of the Mokelumne Aqueduct multi-use path. Nor does the plan propose to complete the gaps created by the SR4 Bypass in this or the Delta/DeAnza Trail. Please add these crucial connectors to the expenditure plan.

Meters morph to bike racks Sacramento, but not in Oakland!

Visitors to Sacramento during recent Pedal Power lobbying days were delighted to find newly-installed bike racks that were converted from the old meter posts.

According to the *Sacramento Bee* (3/6/08), "the retired 4-foot tall meter posts have been reborn as eye-pleasing bike racks."

Oakland recently removed 5000 parking meters (AKA "convenient bicycle parking") and failed to budget for

replacement bicycle racks despite EBBC appeals (see *rideOn: Mar & Oct 2007; Apr 2008*). Why is this so difficult?



The Bike Circle from Creative Metalworks costs \$135, plus installation.

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
- **Joy Rider Clothing** 895-1/2 55th St, Oakland **(new in 2008)**
- 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 University Ave, Berkeley **(note address correction)**
- Wheels of Justice Cyclery 2024 Mountain Blvd, Oakland
- wheelgirl 1714 Fourth Street, Store C, Berkeley
- Witts Bicycle Shop 22125 Mission Blvd, Hayward
- **wrenchscience** 1022 Murray St, Berkeley **(new in 2008)**

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.



“Mode shift” continued p.1.

The Oakland Tribune reported “thousands” thronged Oakland’s City Hall during the 15th annual Bike to Work Day pancake breakfast. The allotment of 400 musette bags disappeared by 8:30am.

Tens of thousands of residents chose to ‘spare the air’ by riding bicycles on the Bay Area’s 14th annual Bike to Work Day. Concerned by predictions of high temperatures, the Bay Area Air Quality Management District issued a Spare the Air advisory for May 15, the first of the 2008 smog season. The Air District’s call to ride public transit and bikes instead of driving helped to boost participation in Bike to Work Day, despite the heat.

In Alameda County, 6,582 bicyclists were spotted on their way to work and in Contra Costa County, 2,600. This is over a 20% increase from 2007!

Volunteers counted amazing numbers of bicyclists at uncompromised **bicycle facilities**. Over 550 bicyclists visited Bishop Ranch in San Ramon on the Iron Horse Trail. The Ohlone Bikeway in Albany counted 366 bicyclists and ran out of bags early in the morning.

Bicycle riders at **transit stations** also set records. Some 381 bicyclists braved unfriendly traffic on Oakland streets to arrive at MacArthur BART. North Berkeley BART witnessed 368. Another 315 bicyclists were spotted at Dublin/Pleasanton BART.

At UC Berkeley, where we conduct traffic counts every year, bicyclists made up 12.5% of the traffic, up from 9% just two years ago. At Russell Street/ Telegraph Avenue, an incredible stream of parents and kids on bikes headed west to Le Conte and Malcolm X Elementary Schools.

Dave Campbell reported, “every Energizer Station in Alameda County ran out of musette and tote bags for bicyclists. It was overwhelming and oh so reassuring, all at the same time.”

EBBC is grateful for the tremendous dedication of so many volunteers and supporters. We can only single out a few.

Joan Steber drew the map of Energizer Stations that appeared in the *East Bay Express* (and ebbc.org). **Jennifer Stanley** contributed graphic skills to our billboards on top of orchestrating Oakland’s event. **Ricardo Pedevilla** did heavy lifting with Dave of pallets loaded with bags, bars, books, and brochures. About 150 people from all walks of life rubbed elbows while stuffing our bags with goodies. Even more staffed the Energizer Stations to remind us that bicyclists are everybody! And finally, thanks to our supporting partners who helped us get out the good word to **GET ROLLING** this Spring.

Team Bike Challenge

Over a thousand novice bicycle commuters joined seasoned “lifestyle” commuters and CEOs (Big Wheels), in the third annual Team Bike Challenge during May. The Team Bike Challenge encourages bicycle commuters to join their friends and colleagues to form teams of up to five individuals who earn points every day he or she uses a bike for transportation purposes.

Spirited competitions were observed between many teams. It was not unusual to find the county wide tallies posted in many offices.

TEAM RANDOL from Santa Clara County won by finishing the competition with 735 points!

Alameda County finished second to Santa Clara Co in total number of competing teams (99) and was led by **The Rec Riders** (608 points) consisting of City of Dublin Parks and Recreation Department staff members: **Angela Gamez, Rhonda Franklin Herma Lichtenstien, Anna Hudson, and Henry Siu**--all beginning bicycle commuters!

The Rec Riders were followed by Flounders (492 points) staff of the State Coastal Conservancy led by novice **Su Corbaley** and Big Wheel **Samuel Schuchat**. Berkeley By Bike (478 points) was two Berkeley High students, two dads, and one teacher; the Pleasanton Yardbirds (462 points); and Pedal Power (444 points), yet another high-mileage team from Pleasanton, were other top teams.



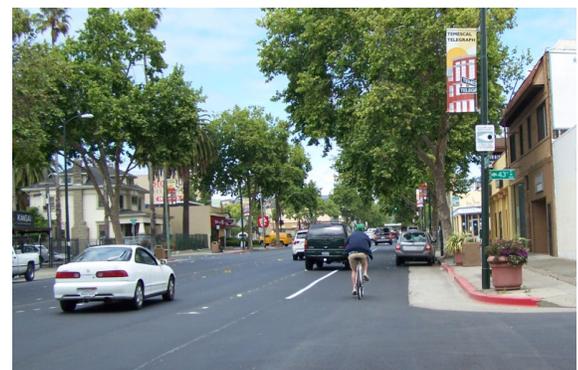
City of Richmond’s pedaling novice riders on Team We Can Do It! may have beat AT&T.



Team Yardbirds rode nearly 1000 miles in May doing their part to reduce their carbon footprint and encourage others to “ride your bike once a day.”

Guerilla bike lanes

Oakland finally painted bike lanes on Telegraph Avenue...the problem is they used black paint to obliterate the lines somebody painted on the freshly repaved street. A lawsuit in 2000 required the City to complete an environmental review of the traffic. Next, AC Transit’s BRT proposal has been the excuse for inaction.



Contra Costa County had under twenty teams. We are still tallying riding logs to determine the leader between **Hui Paikikala**, whose five novice commuters work for AT&T in San Ramon and ride the Iron Horse Trail right to the door of their office (590 points) and **We Can Do It!** (589 points) led by novice rider **Craig Murray**, Redevelopment Project Manager who personally tallied 155 points & 416 miles!

Other leading teams included Inovis (397 points) whose motto is “our novices are really novices;” Pacheco Pathogens (269 points); and Team Kyocera (262 points).

Honorable Mention

City Staff - City of Dublin’s **Erin Lamberger** helped organize Bike to Work Day events, encouraged the The Rec Riders on to victory, but her own team met their match by challenging Pleasanton employees (see Yardbirds and Pedal Power).

Grocer - Safeway’s three teams were led by high-mileage novices on Alameda Rough Riders (378 Points, 1150 miles) over the seasoned hammerheads on Alameda Cruisers (368 Points, 1870 Miles).

Attorneys - Wendell Rosen Black & Dean fielded four (4!) teams clad in spiffy jerseys.

Transportation - AC Transit, ACTIA, CH2MHILL, URS, heck even Caltrans fielded a few teams with respectable results!

Wit - Carrier Velo-City (Mattson Technology, Fremont): A manager, an administrator & an engineer walk into a handlebar...

Minutes

of the General Membership Meeting on May 20, 2008.
Rockridge Branch Library, Oakland

EBBC BOARD MEETING - 7:00pm

Draft for Approval

Board members present: Eric McCaughrin, Craig Hagelin, Steve Ardrey, Bill Pinkham, Tom Ayres, Leo Dubose, Ole Ohlson, Dave Campbell, Dave Favello (presiding), Robert Raburn (Exec Dir)

Treasury report

- An independent audit of EBBC (for ACTIA Bicycle Safety Class funding) certified our cash accounting processes.

Expenditures

- Rick advises us to wait before making payments for Bike to Work Day bills, to make sure receipts will cover payments.

- Motion to send \$1,250 as part of our commitment to the 4th Bore Coalition – APPROVED

Fremont Freewheelers Ride Leader Training Program

- The Major Taylor Bicycle Club is disbanding and has remaining funds they wish to use to contribute to a ride leader training program, loosely based on Street Skills. EBBC would act as the fiscal agent for the Fremont Freewheelers program. Proposal establish program: APPROVED

Valet Bike Parking contracts

- Temescal June 7, \$250, will need volunteers

- Berkeley Marina, July 4 (fireworks), \$400, will need lots of volunteers at the end when everyone leaves at once

- Oakland Jack London Square (fireworks), \$350, hopefully will hire a supervisor, also will need many volunteers at the end

Review Meeting for Contra Costa Countywide Bike and Pedestrian Plan – Issues and Options Report

- Ole, Dave F, and Robert will meet on May 28th to discuss in advance of the meeting with staff on the 29th.

REI grant application – May 22 deadline – Robert is working on this.

EBBC strategy on high speed rail

- TALC is urging its member groups to weigh in.

- Eric drafted a response – basically to

favor the concept of high-speed rail in California, but to point out that there are problems with the Pacheco Pass route and that that route would not offer any benefit to the East Bay.

- Proposal to adopt Eric's draft as the EBBC platform on this matter: APPROVED

adjourned at 7:30pm

EBBC GENERAL MEETING

7:30pm

Measure AA (East Bay Regional Park District)

- Polls suggest that this \$500 bond measure for the November ballot is likely to pass.

- EBBC board members have been present at a series of meetings around the East Bay, urging the East Bay Greenway project be added to the expenditure plan (cite economic and social justice for west of hills residents who lack bike-ways like Iron Horse Trail).

- Bay Trail connection at Point San Pablo is incomplete and overall Bay Trail funds are inadequate.

- On-road and/or path bicycle access to parks must be routinely considered. Vargas Plateau and Mission Peak Parks require access from both sides of the hills.

- EBBC discussion on single-track trail access leads to support for policy of access for all users, single-track access where appropriate (based on considerations such as erosion and sight lines).

- Extend paved path of Contra Costa Canal Trail to connect with Delta DeAnza and Bay Trails to complete network.

- Proposed for adoption and convey EBBC positions to EBRPD: APPROVED

ACTIA and Active Transportation 2010

- ACTIA is seeking to have Alameda County be one of the 50 communities/ areas that receives a sizable grant (perhaps \$50 million) in federal funds from the 2010 SAFETEA-LU reauthorization. ACTIA would devote the funds to

walking/biking to school, commuting by walking/biking to transit, and community access.

- Proposal to support ACTIA's efforts: APPROVED

Alameda County Bicycle Event Ordinance

- The Mt. Diablo Challenge was held successfully without obtaining a permit from the Sheriff's Dept. or City of Pleasanton as demanded.

- It appears that additional changes are being made in the proposed and long-debated ordinance, and that it is likely to emerge again in the near future. EBBC will watch closely.

Pedal Power

- Bill, Dave C, and Robert attended the annual CBC legislative lobbying event in Sacramento.

- Assembly Member Mark Leno (D-SF) gave an inspiring address on budget issues resulting from Gov's giveaway of \$6.5m in Vehicle License Fee each year. Leno is sponsor of AB1358 (Complete Streets). Assembly Member Mark Desaulnier (D-Martinez) is Chair of Transportation Committee and talked about his bill AB2971, Fair Share for Safety & Developer Fees for Bike/Ped.

Bike to Work Day reports

- It was estimated that there were 100,000 people on bikes in the Bay Area on our Bike to Work Day, May 15, 2008. This represents a notable increase over recent years, and shows the potential for a serious mode shift.

Measure DD in Oakland

- Rick is glad to report that projects funded by Measure DD are getting built. There will be grand openings at 66th Ave Bay Trail gateways/segments in the next few weeks (see our calendar).

- Lake Shore Ave., from 18th St. to Embarcadero, will be reconfigured with bike lanes; it was sent out to bid, and 5 bids were received. It is likely that Option B will be recommended rather than Option A; Option B has lower cost and a somewhat wider bike lane than A, although at the cost of less parkland.

Next general meeting: June 17, 7:30 pm, Rock Paper Scissors Collective, 2278 Telegraph Ave., Oakland

Submitted by Tom Ayres, EBBC Secretary

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Bicycle Trails Council of the East Bay
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Cherry City Cyclists Steve Yoder 510-357-3045
http://www.cherrycitycyclists.org
Delta Pedalers Dave Stoeffler 925-634-1793
http://www.deltaped.org
Diablo Cyclists http://www.diablocyclists.com
Different Spokes Derek Liecty 510-339-2345
Fremont Freewheelers Jeff Girard
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http://GrizzlyPeakCyclists.org
Oakland Yellowjackets 510-986-9011
http://www.oaklandyellowjackets.org
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Santa Rosa Cycling Club
Bill Oetinger srcc@metro.net
Strada Sempre Duro Rick De Gette 925-944-7049
Valley Spokesmen Jim Kohnen 925-828-3623
http://www.valleyspokesmen.org

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Bay Trail Project http://www.abag.ca.gov
Laura Thompson, Exec Dir 510-464-7935
BikeAlameda http://www.bikealameda.org
Lucy Gigli 510-595-4690
Bicycle-Friendly Berkeley Coalition (BFBC)
510-549-RIDE www.bfbc.org
CA Association of Bicycling Organizations
http://www.cabobike.org/index.htm

California Bicycle Coalition (CBC) www.calbike.org
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Cycles of Change www.cyclesofchange.org
Greenbelt Alliance www.greenbelt.org
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Transportation and Land Use Coalition
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Stuart Cohen, Exec Dir 510-740-3150
Urban Ecology www.urbanecology.org
Don Neuwirth don@urbanecology.org
Walk Oakland Bike Oakland (WOBO)
www.walkoaklandbikeoakland.org
Waterfront Action www.waterfrontaction.org

COMMUNITY REPS & ADVOCATES

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EAST BAY BICYCLE COALITION annual membership form

Keep current! Send your tax-deductible donation to **EBBC, PO Box 1736, Oakland, CA 94604**
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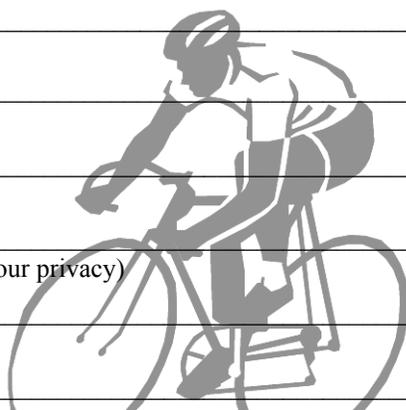
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E-mail Address (EBBC guards your privacy) _____

Workplace/City _____

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Last gasp of an auto-dependent empire

Inertia keeps transportation officials from adding bike lanes leading to every transit station in the East Bay.

Without a decree from a higher power, existing funding will continue to build planned projects that fail to accommodate bicyclists or offer transit for many years.

Later we will look back and wonder "what the heck were they thinking" ...when they left off the bike lanes on Telegraph Ave, West MacArthur, Fruitvale Ave, or (fill in the blank). Don't forget that the Caldecott Fourth Bore project will sap nearly one-half billion dollars--entirely for auto travel.

Sticking our heads in the sand is a national pastime.

Several years ago the *Economist* projected that oil would sell for \$100/barrel by 2010. They only questioned

whether oil would reach that plateau in a sudden catastrophic spurt, or at a gradual uniform rate. Now we know.

The price of fuel in most European counties is already over \$8 per gallon. Of course, most are better positioned than the US with transit and bicycling options to counter the loss of auto-dependency. A massive social-equity crisis looms on the US horizon.

The ice caps were already melting while Ford and GM continued to ramp up production of SUVs. Now used SUVs are being discounted to people who can least afford the fuel.

According to the EPA, vehicles produced in the US in 2006 had the highest weight and power ever--and lowest gas mileage!

The problem is global. The world's second largest oil supplier, Russia, is slated to exhaust their reserves in 17 years at current rates of extraction. But global consumption is growing.

Meanwhile, the Metropolitan Transportation Commission's (MTC) Regional Transportation 2035 Plan, now undergoing debate, is guaranteed to fund many auto-oriented projects. Inertia. A bold Climate Action proposal by the Bay Area Air Quality Management District will likely be gutted and only serve as window dressing.

What about health? The future is now in Abu Dhabi, UAR, flush with oil revenue making it the richest city in the world. It also leads the world in diabetes. Excess consumption and sedentary lifestyles result in nearly 20% of the population suffering from diabetes.

During the previous long-range planning by the MTC in 2003, Rev. Andre Shumake of the Richmond Improvement Association reminded the Commissioners, "If you always do what you've always done, you'll always get what you've always gotten."

Tens of thousands who pedaled on Bike to Work Day 2008 welcomed the mode shift. Our optimism can overcome inertia.

- Robert Raburn

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