

## Caltrans Says NO!

*Richmond-San Rafael Bridge pathway scuttled as the Bay Area Toll Authority was prepared to approve long-sought project.*

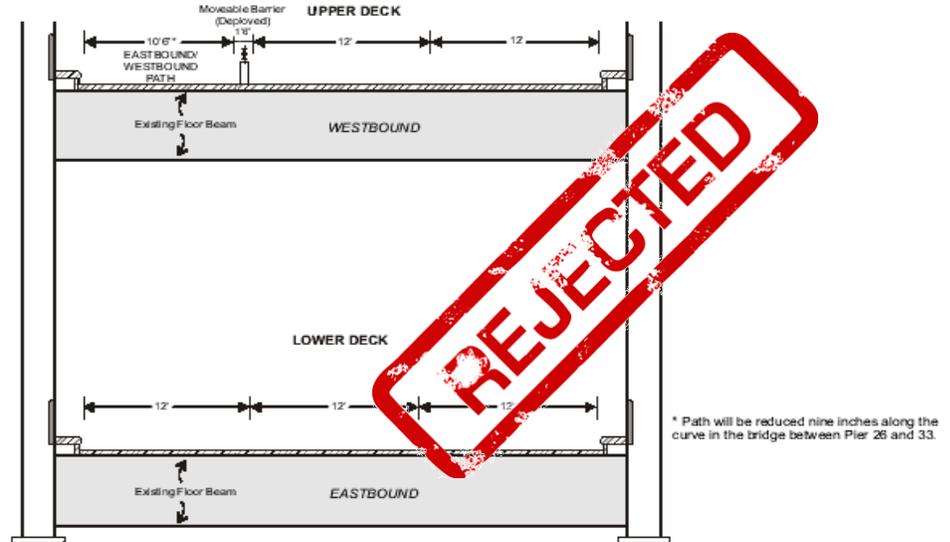
In an unexpected maneuver, Caltrans rejected the preferred proposal to accommodate bicyclists, along with a third traffic lane, on the RSR Bridge at the February 13, 2008 Bay Area Toll Authority (BATA) meeting.

Public access by ferry over the Bay was severed soon after dedication of the Richmond San Rafael Bridge in 1957. Now Caltrans is blocking a plan to continue the Bay Trail across the RSR Bridge.

Three studies and over ten years of work were wasted as Caltrans simply says "No!"

The most recent study resulted from the Bay Conservation and Development Commission's (BCDC) 2002 permit to allow Caltrans to seismically retrofit the bridge and replace the deck. EBBC Director Robert Raburn commented to BATA, "we should have been on the bridge at the completion of the deck replacement in 2006."

*"Caltrans Says No!" continued p. 4*



*Section through bridge looking east with barrier deployed on upper deck to provide two-way path outside of AM weekday peak and all day on weekends. From preferred Alternative 1B(2) "combined Non-Motorized Access and Third Lane on RSR Bridge."*

## SR4 Bypass Authority Says NO!

*CHP suddenly restrict access on future freeway plus it severs path*

Here is the exchange from 2/18/08:

To: Dale Dennis, SR4 Bypass Authority

Please verify bicycle access status on SR4 Bypass between Lone Tree Way and Sand Creek.

-Robert Raburn, EBBC

To: Robert Raburn  
Robert,

Bicycle access is no longer permitted on the SR4 Bypass between Lone Tree Way and Sand Creek Road, now that Segment 1 is opened to traffic.

Thanks,  
//Dale

It gets worse. When Dave Stoeffler from the Delta Pedaler's reported that he was stopped by the CHP on his way to a club

*"SR4 Bypass" continued p. 5*

**Next Meeting** EBBC's next Board and General meeting will be held on Tuesday, March 18 at a location to be determined. The half-hour Board meeting will start at 7pm. Please visit the Event Calendar at [ebbc.org](http://ebbc.org) for location details.

7:30pm - EBBC's **General Membership Meeting** will include items on the agenda (see [ebbc.org](http://ebbc.org)) to review plans for numerous April events (races, rides, Street Skills, and Earth Day events). Advance plans for May Bike to Work Day activities will also be covered.

8:30pm - Bring your laptop to learn how to post notices on [ebbc.org](http://ebbc.org) to promote your Bicycle Advisory Committee, ride club, or advocacy organization. Join us!

**EBBC Office** at 3301 E12th St, Suite 143, Oakland received a call from internationally renown cartoonist Andy Singer from his home in Saint Paul, Minnesota where he draws and somehow finds time to study, and where his wife, Cara Anthony teaches. Andy reported that they will not be returning to his East Bay roots in the near term. He was inspired by our quest for bicycling improvements in the Caldecott Corridor and sent a large contribution to our Fourth Bore Coalition (FBC) lawsuit. Thanks to Andy and many other contributors, the FBC will be able to pay our two attorneys for up to three years.

For a sample of Andy's **NO EXIT** work, or to order one of his books please visit: [www.andysinger.com](http://www.andysinger.com).



## Tips for safe riding behavior with youth

### Join Safe Routes to Schools' Family Cycling Workshop - March 22

Safe Routes to Schools offers a great workshops teaching families to bike together, here are a few tips for biking with youth. Please join teachers from Safe Routes and the East Bay Bicycle Coalition for a hands-on family workshop that works on these skills with three hours of fun on-the-bike drills, rides and games! Read on for more details!

#### 1. Where do I ride?

It is best to ride in back of your children. You can see what they are and are not doing. Riding in back of your child can shield them from traffic and allows you an opportunity to coach them through intersections. If your child is riding in front of you, make sure they are riding outside the door zone (or watching for drivers opening their doors!) Teach them to ride predictably by not swerving and by using hand signals.

#### 2. Make sure you and your kids know the rules of the road.

STOP: look left, right and left before entering ANY intersection. You can also start practicing right of way at two and

four way stop intersections. Consult the DMV driver's booklet for basic rules of the road: cars and bikes must follow the same rules

#### 3. Provide clear instruction

Communicate with your children by providing clear instruction about where they must wait for you. This prevents them from getting too far ahead but provides them with a sense of independence. (i.e.: "you can go ahead but wait for me.") If your kid has shown erratic and impulsive behavior or is inconsistent with following instructions, keep them close by!

#### 4. Be Prepared

Before leaving for a bike ride, do the ABC quick check (air, brakes and chain) Always bring a snack and some water and a colorful band aid for quick 'ouchy' fixes.

#### 5. Have FUN and remember to BREATHE!

WHO? This training is for parents and kids and is ideal for kids who can bike over 1 mile between grades 2-5th grade.

"Family Workshop" continued p. 6

## Spring 2008 Bicycle Safety Classes

### FREE Urban Bike Safety Classes

Gear-up in April and May whether you plan to lead club rides or participate in Bike to Work Day for the first time.

#### 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.

**San Leandro**, Monday, April 14  
6-9:30pm, San Leandro Main Public Library, 300 Estudillo Ave

**Dublin**, Thursday, April 17  
6-9:30mm, Dublin Library, 200 Civic Plaza

**Oakland**, Thursday, May 1  
6-9:30pm, Kaiser Medical Center, 280 W. MacArthur Blvd, 12th floor

**Hayward**, Date TBD  
6-9:30, Burbank Elementary School, 353 B Street.

Please check [www.ebbc.org](http://www.ebbc.org) for announcements and details under "safety"

#### Day Two: Road I Instruction

6-hour Road I 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.

**Pleasanton**, Saturday, May 3  
10am-4pm, Pleasanton Tennis and Community Park Meeting Room, 5801 Valley Ave

**Fremont**, Saturday, May 24  
10am-4pm, Family Resource Center, 39155 Liberty St, a few blocks from Fremont BART Station

Sign up via email: Dave Campbell [dcampbel@lmi.net](mailto:dcampbel@lmi.net) or at the Berkeley Bikestation: (510)548-7433.

## SHORT REPORTS

**NILES CANYON & I-680** - The news has been bleak lately, but we are reminded that “every dog has his day.” Especially if backed by a large snarling pack! At a Feb. 21 meeting with MTC to review revisions to the *Regional Bicycle Plan*, EBBC protested the omission of long-range plans for bicycle access on Hwy 84 through Niles Canyon and over Pigeon Pass, along with overlooking a future connection next to I-680 to cross Mission Pass. Both bikeways are included in the *Alameda Countywide Bicycle Plan* (2006), but were not in that plan’s fiscally constrained priority list. Because the regional plan update considered such “gap closure” projects in all eight other counties, the MTC agreed to adopt EBBC’s suggestion.

**INEQUITIES IN REGIONAL PLAN** - The current update of the *Regional Bicycle Plan* (RBP) is needed to faithfully project the funding needed to implement the plan. These values go into the MTC’s overall Transportation 2035 Plan. At least \$1 billion is needed to build the RBP network. EBBC’s review of the RBP, however, shows that major discrepancies exist. CoCoCo has not updated their plan since 2003. For example, the 137 miles of unbuilt regional bikeways in CoCoCo are only projected to cost about \$25 million. In comparison, Alameda County’s 159 miles of unbuilt regional bikeways are projected to cost \$144 million. CoCo County’s cost-per-mile is a suspiciously low \$180,000, in comparison to a value of over \$900,000 per mile for Alameda Co bikeways, or \$1 million per mile in Santa Clara County. Let your elected officials know you want to see CoCo County’s outdated plan revised.

**ALAMEDA ISLAND** - Some rare and exciting things have been happening in Alameda. To close gaps in two bikeways, the City installed a new segment of bike lane and sharrows! Thanks to BikeAlameda’s hard fought advocacy, Central Avenue between Walnut and Oak was repaved with a bike lane while the diagonal parking was converted to parallel parking. Plus, Oak Street between Lincoln and Encinal was striped with Alameda’s

first-ever sharrows to encourage bicycling on that corridor and safer driving!

**BAY TRAIL** - Valentine’s Day was a sweet occasion for the San Francisco Bay Trail project in Richmond. Two government agencies recommended award of grants worth \$639,000 to the Port of Richmond to build 2.4 miles of new Bay Trail. EBBC’s Leo DuBose, who sits on the Bay Trail Steering Committee, reported supporting the applications written by Trails for Richmond Action Committee to build new paved paths from Canal Boulevard near Seacliff Drive around the western perimeter of Point Potero Marine Terminal to the Whirley Crane and SS Red Oak Victory.

**RICHMOND** - A plan to spend \$6 million on MacDonald Ave stiffed bicyclists, despite the route appearing on both the Countywide and Regional bike plans as part of the regional bicycle network. EBBC has written to council members and is engaged with staff to see that a bikeway to Richmond BART, either on Barrett or MacDonald, is treated to accommodate bicyclists.

**CASINO TRAFFIC STUDY** - EBBC’s \$3000 contribution to the traffic analysis in West Contra Costa has led to a listing of needed road improvements for bicycle and pedestrian access and safety. #1 in our crosshairs is the dysfunctional intersection of San Pablo Dam Road and Amador on the I-80 bikeway.

**ROAD DIETS** - Bay Area traffic engineers, planners, and others interested in Road Diets are invited to attend an MTC Technology Transfer seminar from 10am to 2pm on March 19. Road diet projects often entail the conversion of four-lane undivided roads into three lanes (two through lanes plus a center turn lane). The fourth lane may be used for bicycle lanes, sidewalks, or on-street parking. This seminar will look at examples of road diets in San Leandro, Oakland, and Sunnyvale. RSVP to Sean Co at [sco@mtc.ca.gov](mailto:sco@mtc.ca.gov) 510-817-5748.

**PARADOX OF SMART GROWTH** - A recent SR2T proposal to improve bicycle access to MacArthur BART using the overly generous six lanes on West MacArthur Blvd met resistance. Traffic projections for 2035 show that Transit Oriented Development will impact the Level of Service on nearby

roadways. Absurd, yet it is an issue to contend with. EBBC has organized a panel discussion on the “Paradox of Smart Growth and LOS” at the Transportation and Land Use Coalition (TALC) Summit on April 5. For more info please visit: [www.transcoalition.org](http://www.transcoalition.org).

**MARTINEZ** - EBBC’s valet parking crew will be on hand all day on April 5 as Martinez Celebrates Cycling. Come watch exciting criterium races on a downtown circuit, and check out the Live-healthy Fair. EBBC will also be soliciting input for the Community-based Transportation Planning Over 40 bike-friendly Amtrak California trains serve Martinez each day.

**LAKE MERRITT** - March 7 is the long-awaited day when the contract to reconfigure Lakeshore Blvd with bike lanes will be issued. It is a small component of the Measure DD Lake and Estuary improvements that EBBC successfully campaigned for in 2002. Next up, E12th St Dam (AKA the “World’s Shortest Freeway”). Please let Council Member Pat Kernighan know you appreciate her dedication to the project!

**PASADENA** - Since that day when the Pasadena freeway was closed for walkers and bicyclists (June 15, 2003). The event was a catalyst for Robert Gottlieb’s latest book, “Reinventing Los Angeles: Nature and Community in the Global City” (2007). Join him on at 6:45pm on March 12 at the Prevention Institute, 221 Oak St., Oakland. For more information: [www.preventioninstitute.org](http://www.preventioninstitute.org).

**BRENTWOOD** - The BAC reviewed plans to improve access to the Marsh Creek Trail (a paved multiuse path) with new curb cuts on the north side of Balfour, on the south side of Sunset Road, and 3 additional points along Armstrong Way. New directional signs for the Marsh Creek Trail and other city paths have also been funded and are in the design stage. The BAC also is reviewing proposed bike lanes leading to the proposed shopping center, The Streets Of Brentwood. There will also be access from the Old Sand Creek Rd. Trail, at the back of the project. The BAC meetings are posted at [ebbc.org](http://ebbc.org).

### Caltrans Says No! continued p. 1

About \$1 billion has been spent on the structure. The access component of the proposed \$55 million project represents under five percent of the overall seismic retrofit costs. Note that \$55 million includes the car traffic lanes on both decks, along with a moveable path barrier and path operations costs for 20 years. We have a proposal that is feasible from both financial and engineering perspectives.

Since the drought in 1977 led to taking a traffic lane for a water pipeline, the bridge has had two traffic lanes in each direction, with the third lane serving as a wide shoulder that bicyclists have eyed. Starting in 1997, EBBC organized "feasibility rides" to the bridge. In 1998 Caltrans sanctioned a feasibility ride across the bridge. Caltrans also worked with the MTC and advocates to complete the first voluminous bridge access study that called for sharing the 12-foot shoulder with emergency breakdowns, enforcement, and maintenance. Caltrans rejected that study.

Caltrans claims that the superfluous traffic lane will be needed for vehicle travel in the future.

Since BCDC's 2002 requirement that a new plan accompany the bridge work, advocates have bent to Caltran's demands for solid barriers and

provisions for vehicle use of the third lane. In fact, the current moveable barrier proposal resulted from the marriage of the path access study with a third-lane study to increase the vehicle capacity of the bridge.

After five years of careful examination, we had narrowed the options to a proposal that represented the fewest trade-offs, but without compromising the safety of the users. The movable barrier would offer access in a 10-foot lane on the upper deck, except during the peak morning weekday

commute from 6-9am when the lane would be used by motorists.

Until February 13th, we were counting on garnering support from the BATA committee. However, Caltrans is the operator of the State toll bridges and has an influential seat at the table.

Next steps are to follow-up on suggestions from BATA and prepare a report to BCDC. The BATA committee suggestions included forming a BATA subcommittee and consideration of interim access. 

### 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.



Ferry operation shown on 1956 cover of CA Highways & Public Works magazine.

“SR4 Bypass” continued p. 1

ride, he was riding between Sand Creek Road and Lone Tree Way. The restriction extends over 2.5 miles from Balfour Road to Lone Tree Way. Plus, as the photo at right indicates, the bike lane on Balfour Road has also been compromised.

In 2001, EBBC negotiated an agreement to vacate the wide shoulders on SR 4 Bypass when: 1) SR 4 Bypass no longer serves as a full access highway; and 2) an alternate Antioch-Brentwood bikeway is provided.

Neither of these conditions exist. The Segment 1 Mr. Dennis refers to is north of Lone Tree Way. Segment 2 remains an dual-lane undivided highway with broad shoulders.

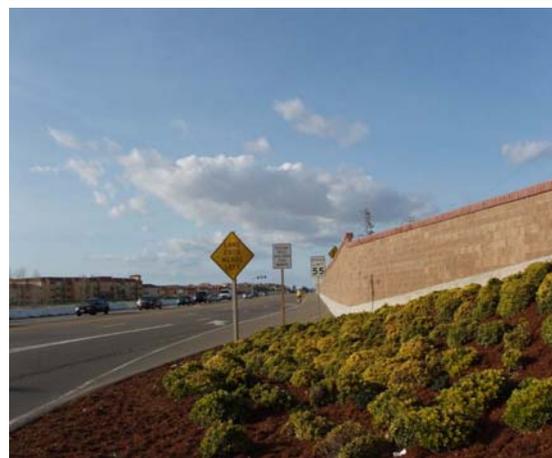
Getting to the alternate parallel route, on Shady Willow Lane and Overview Avenue, would hardly qualify as a Safe Route to School. Bicyclists must traverse future freeway interchange madness on Lone Tree Way. “Suicidal” is the way seasoned cyclist Dave Stoeffler describes another parallel option, the shoulderless Deer Valley Road to the west of SR4 Bypass.

The Antioch to Brentwood bikeway--the paved multiuse path of the Mokelumne Aqueduct Trail--abruptly ends at SR 4 Bypass.

Contra Costa County and the SR4 Bypass Authority have not had success at identifying a source of funds to build the Mokelumne Aqueduct Trail overpass. A shortfall of \$1.5 million exists for the \$4 million project.

*The suggested solution for the short term is to keep the interim shoulder access open on SR4 Bypass between Lone Tree Way and Balfour Avenue.*

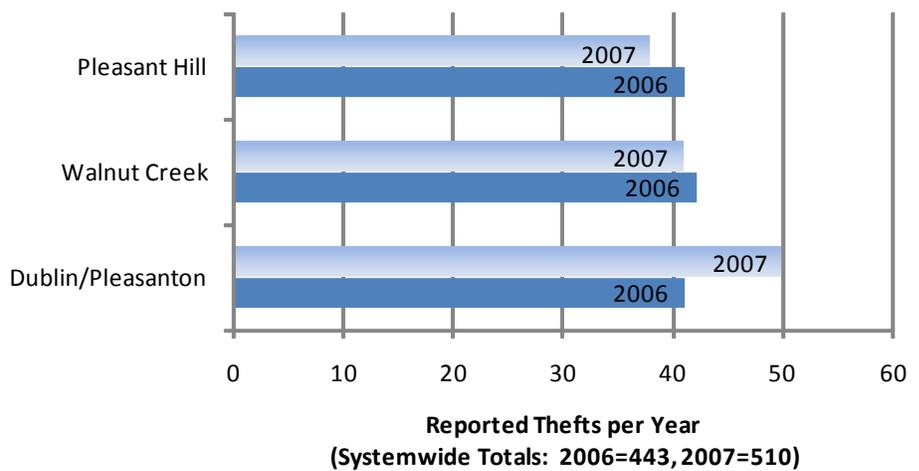
Meanwhile, EBBC and Delta Pedalers will continue to work with the East Bay Regional Park District the MTC and others to identify funding to build the Mokelumne Aqueduct Trail overcrossing of SR 4 Bypass as required by the Environmental Impact Report. Join us!



Above - Bike lane closure on Balfour Road approaching SR4 Bypass.  
Right - Image of SR4 Bypass with newly installed “bicycles prohibited” sign in distance.  
Below - Example of R-44 sign.  
- Photos by Dave Stoeffler, Delta Pedalers Bicycle Club



### Leading BART Bicycle Theft Stations



Many readers were surprised by the “risk in the suburbs” we published in February, so here is a spiffy graphic. Note the BART Bicycle “blackout” effects each of these stations.

## Minutes

of the General Membership Meeting on February 19, 2008.  
Rockridge Library, Oakland

### EBBC GENERAL MEMBERSHIP Draft for Approval

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

Chair Dave Campbell called the meeting to order at 7:30pm. Ian MacDonald filled in to take minutes in the excused absence of Secretary Tom Ayres.

#### Announcements:

Eric - Tri-City BPAC meeting on Feb. 4 (Emeryville, Berkeley & Oakland) - discussion of Woolsey bike blvd. to cross I-880.

Ole: Technical Advisory Committee meeting tomorrow, Ole will attend.

Leo reported on ABAG Bay Trail grant allocations.

**January Minutes** - motioned by Craig, Rick Secoded, all in favor to approve.

**Membership Committee Report:** Leo said 5 present last week at membership mtg. Discussed how to get members involved (tabling, parking etc). Want EBBC database and website set up in such a way to highlight opportunities and volunteer sign-ups. Need to train volunteers before April events. Need volunteer coordinator. Mary offers to solicit food for mtgs. Idea to put tag on parked bikes as "handout" met group concern for littering. Campaign: 2009 by 2009. Use graph of rider pedaling uphill to show progress.

Trial memberships thru other clubs? Next mtg 3/10 at Whole Foods. Need web access.

Eric said that before setting up new computer system we need to discuss what we need in database, then once we see what is needed then we can then implement. There is capability on server for various tasks to be signed up online. Get gen'l membership to go online to do that.

Robert - membership retention is key - lost 50 last month. Renewal highlighting party to be scheduled.

**Map Committee** - first routes submitted to cartographer. BTWD will have big stacks!

**Alameda County Bicycle Event Ordinance:** Tom Ayres had earlier suggested one word in bicycle event definition be changed. Any of following items 1) advertised, 2) registration fee, and 3) event traverses unincorporated. Changed from "any" to "all." Still, the ordinance is getting more convoluted w/

each action. It still proposes to regulate lawful use of public streets and mandates signing a "hold harmless clause" and requires insurance certificates.

Jeff Kurtok asked about the history that led to regulatory proposals. Dave cited rural residents' complaints about public urination, hazardous traffic conditions on narrow roads, and need for notice (residents don't know riders are coming).

Regulation would be not limited to Mines Rd, but could be applied to other "event" rides in a draconian fashion.

Leo noted need for more clubs to participate in this discussion.

No action taken.

**April 5:** Three concurrent events (see website). All good for growing membership. Need more volunteers and we may need to hire staff for VBP Parking at TALC and Martinez. Cinderella Century is volunteer tabling event.

**RSR Bridge:** news is not good: after 10 yrs of work, latest MTC plan to meet Bay Conservation & Development Commission request for access rejected by CALTRANS. Movable barrier on upper deck & conversion of both decks to 3 travel lanes: \$55 million. Well w/in 10% range for any project (RSR retrofit cost \$1 billion). Caltrans concerned for motorist safety crashing off barrier. But others noted we would have same issue w/3 lanes. Bay Area Toll Authority was supportive of option and was surprised at Caltrans' "no".

Hoping to come back with acceptable interim option. Raburn suggested a permanent barrier to be removed when/if 3rd traffic lane is ever needed.

**Closure of SR 4 Bypass:** John Coker confirmed that closure extends from Lone Tree Way to Balfour...best way to get between Brentwood to Oakley has been "right to use a lane until route completed". This past weekend cyclists were surprised to be stopped by CHP and appearance of "no bicycling" signs, in spite of the agreement. EIR requires bike bridge but went by the wayside with CalTrans due to lack of funding. Total access is supposed to be necessary aspect of project. Could look at legal action. Park District looking at sharing public Measure AA funds. Dave F said adding the mileage to detour could be added to make more powerful.

**T2035 Plan** request to CoCo Transporta-

tion Authority meeting (2/20/08) on County-wide proposals for long-range transportation funding. Raburn asked board members to review draft letter and respond with comments by Wed morning. A similar letter emphasizing shortfalls in funding for the Countywide Bicycle & Pedestrian Plan and absence of SR2T programs was previously delivered to Alameda County.

**BTWD May 15** - Dave Campbell reports we receive \$7k to coordinate BTWD events in each county (\$14k total). Experience in Alameda County has demonstrated our capability to deliver, but we note that the workload greatly exceeds the funding and we expect the addition of CoCoCo to follow this pattern. New promotional campaign will target bicyclists and non-bicyclists in 2008 with \$79k budget. Request for budget approval. Dave Favello motioned, Dick Secoded and all approved.

**Sunday Salon on May 11** - Bike Month event at Parkway Theater will include short films, discussion, and also serve as venue to announce Bike Commuter of the Year.

**Guest Speaker** John Cover presented Images from Munich. Features of Munich cycling - 3 rings around city with spoke connectors. Ubiquitous integration of public transportation, bikeways, and secure bicycle parking. Young and old ride to shop, work, and play. Bike parking images included scenes from an old-folks home, beer garden, shopping districts, and transit stations.

*Submitted by Ian MacDonald, in lieu of EBBC Secretary*

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#### **"Family Workshop," continued p.2**

Parents and kids over 8 years of age must attend together.

TIME: Saturday, March 22nd 9:30-12:30

LOCATION: Washington School, 2300 MLK, Jr Way near downtown Berkeley.

BRING: Your bike, your helmet, adequate clothing for relaxed bike ride (2 miles) There are bikes to borrow if needed.

**RSVP:** Space limited to 30 people: HOLDING FEE OF \$10 REQUIRED TO SAVE YOUR SPOT! Snacks provided

CONTACT US! (510)740-3150 x332 : sr2s@transcoalition.org. Please send check to Safe Routes to Schools 405 14th Street Suite 605 Oakland, CA 94612

CONTACT EBBC

510 533-RIDE (7433)
www.ebbc.org

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

EBBC OFFICERS & BOARD MEMBERS

- Chair Dave Campbell
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
Strada Sempre Duro
Valley Spokesmen

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

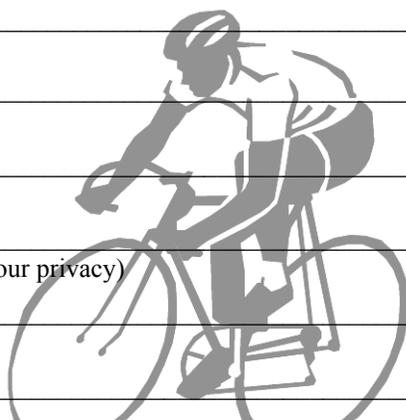
City, State, Zip

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



# “That’s your job!”

Don’t expect the transportation officials in the East Bay to be benevolent toward bicyclists in allocating regional funds.

When it comes to watching out for bicyclists’ interests, Dennis Fay, Executive Director of the Alameda County Congestion Management Authority (CMA) said, “that’s your job!”

During a brief chat following a CMA meeting, Dave Campbell joined me to ask Mr. Fay if he could arrange a meeting to discuss the review process for the Routine Accommodation (RA) checklist. The RA checklist queries transportation project managers about how each project will accommodate bicyclists and pedestrians. It is set to take effect throughout the Bay Area.

Neither the CMA nor the Contra Costa Transportation Authority (CCTA) can be expected to act as partners by

prioritizing implementation of their respective countywide bike plans.

Both public agencies seek to lock up all available Transportation 2035 funds for their Local Streets and Roads and Transit Capital programs. We agree that both programs benefit bicyclists, but they fail to prioritize our needs. The CMAs’ strategy would offer a trickle of funds to close gaps in bikeways and implement Safe Routes to Transit (SR2T) and Safe Routes to Schools (SR2S) programs. Mr. Fay said, “bicycle facilities are a need, not a high priority.”

Bob McCleary, Executive Director of the CCTA, holds similar sentiments. He emphasized the “economic reality” of funding and his perceived mandate to enhance “mobility” (e.g., build freeway capacity) during a presentation to the Bay Area League of Women Voters on February 21.

Stuart Cohen, Executive Director of the Transportation and Land Use Coalition

(TALC), responded, “people don't want more mobility, they want accessibility.” Cohen said, “housing prices reflect this demand for access.”

Mr. McCleary's presentation omitted any mention of “safety.”

My own presentation called for SR2T to become a regional program in the Transportation 2035 plan. Coupled with SR2S, these programs address access and safety for all--from youth to seniors.

Campaigns for both programs by TALC and EBBC have had mixed results to date. Safety enhancements are far down the list of priorities in Alameda County, buried under “Vision Elements” (i.e., unfunded Tier 4 projects and programs), while in CoCo County safety is not even on the radar screen!

Round One of the Transportation 2035 planning process goes to the CMA directors of the Bay Area. The CMAs’ “business as usual approach” ignores public desires and State mandates to reduce greenhouse gas emissions.  
- Robert Raburn

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