

Bicycle Commuters of the Year Selected

Alameda and Contra Costa Awards to be presented at "Bike Away From Work Party" on closed Hollis St in Emeryville

There were plenty of exemplary bicycle commuters to choose from this year. EBBC appreciates each nomination and we hope to see all nominees at the award ceremony and party on May 15 at Hollis and Park Streets in Emeryville. Below are the descriptions of the winners.

ALAMEDA COUNTY

Dave Jones - City of Alameda

Three years ago and 45 lbs. heavier, Dave Jones decided he wanted to live a full & healthier life. He took up triathlons as a way to get healthy and to appeal to his competitive nature. He has since adopted bicycle commuting and the bicycle lifestyle to its fullest.

Dave's daily routine begins with taking his four-year-old to pre-school, along with his 11-month-old baby on his bike and trailer. Around noon, his wife returns home from teaching school to look after the baby. He then commutes to Cisco in North San José.

According to Dave, he had occasionally used a bicycle to commute for over a decade prior to making a dedicated switch. He never drives to work. He notes that his commute is getting easier. He sometimes rides to BART and continues from Fremont through Milpitas to North San José on bicycle.

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Bike to Work Day will be bolstered by EBBC's participation in marketing on billboards throughout Alameda County. See article inside, p.2.

Smart Growth Paradox

Faulty analytical tools stall bike-way plans near Transit-Oriented Development (TOD)

"From an environmental perspective, a successful TOD is one where most trip purposes can be satisfied on foot."

-Prof. Elizabeth Deakin, Dept. of City & Regional Planning, UC Berkeley

One would think there would be symbiosis between TOD proposals and bicycle plans. Think again!

A Safe Routes to Transit (SR2T) plan to improve bicycle access to the MacArthur

BART station is threatened. Smart growth projections for North Oakland may prevent installation of continuous bicycle lanes serving the station.

Why? Projected population density increases at transit hubs cause traffic forecasts to discourage reconfiguration of roadways for bicyclists.

The widespread problem is caused by the countywide transportation model of the Alameda County Congestion Management Agency, and the Level of Service (LOS) thresholds used by the City of Oakland.

EBBC promoted a panel discussion on the Smart Growth Paradox at the April 5, 2008

"Paradox" continued p. 4

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Next Meeting

EBBC's next General meeting will be held on Tuesday, May 20 at the Rockridge Branch Library, 5366 College Avenue at Manila in Oakland. Bikes welcome (after hours), please use the elevator. A **Board of Directors Meeting** will begin at 7:00pm.

7:30pm - EBBC's **General Membership Meeting** agenda (see *ebbc.org*) will include reports from the six EBRPD Bond Expenditure Plan meetings and action on EBBC suggestions for the \$500 million plan for East Bay Parks and Regional Paths. Reports on State legislation from our Pedal Power lobbying in Sacramento.

EBBC Office

at 3301 E12th St, Suite 143, Oakland is a popular spot for visitors. In April we received a visit from a large group of Bret Harte Middle School students who were participating in a Cycles of Change ride. What a joy it was to look up from my desk to see over 20 smiling young faces peering through our glass-front office. The cow-bell is always ready to welcome visitors!

Cycles of Change is a partner of EBBC. Simply known as "bike club" to students, the program began in 1998 at Roosevelt Middle School in East Oakland and has grown to twelve public schools. www.cyclesofchange.com

Transportation, Health and City Partners Promote Bicycling Lifestyle

On April 28th, a new marketing campaign advocating bicycling as a lifestyle will be unveiled throughout Alameda County. The "Get Rolling -Live, Ride, Stride" campaign is focused on raising awareness and promoting bicycling as an everyday mode of transportation. The campaign also advances cycling for Bike-to-Work day, on Thursday, May 15th.

Ads will be prominently displayed on local billboards and bus shelters, on AC Transit and WHEELS buses, and in BART stations, featuring everyday people cycling for multiple purposes, commuting to work and school, shopping, for improved health, and just for fun. The campaign is supported by the Alameda County Transportation Improvement Authority (ACTIA), the East Bay Bicycle Coalition (EBBC), Kaiser Permanente, and cities throughout Alameda County. These ads can be found on the ACTIA site at www.actia2022.com.

In Alameda County, where over half of all adults are considered to be overweight or obese, and where driving creates 50% of the greenhouse gas emissions, bicycling can help improve the health of our residents and our planet. Bicycling just once a week - even for a

short trip to the store, a ride to a friend's house, or a ride to transit, can help meet the recommendation for 30 minutes of exercise on any specified day. And, given that 40% of all trips are 2 miles or less, bicycling is a viable fitness option.

To help folks "get rolling" this year, a

in traffic, the proper equipment, and crash avoidance. No bike is required for this class.

As an optional follow-up, the second class tests participants' knowledge of vehicular cycling skills. It is an on-road session that emphasizes emergency maneuvers and riding in various traffic conditions. Both classes are suited for experienced and beginning riders and are open to those 14 and older. For a complete schedule of classes, visit www.ebbe.org/safety.

Classes are funded in part by ACTIA. Other free skills events include a Hands-On Bike Repair class, Strollers-and-Rollers Bike Tune-up class, and a Kids Bike Rodeo. EBBC works with cities, counties, and other government agencies to promote cycling as an everyday means of transportation.

For those who are not able to ride their bicycle as part of Bike to Work Day, the simple act of slowing down and looking for cyclists improves safety for all. Everyone is encouraged to take EBBC's online Bicycle Safety

Quiz, and test their knowledge regarding the rules of the road as they apply to cyclists. Visit www.bikequiz.com.

VISIT www.ebbc.org for the complete list of Bike Month activities during May throughout the East Bay.



GET ROLLING! 15th Pancake breakfast served at Oakland City Hall.

number of resources are available to improve bicycle riding skills, including a free two-part Urban Bike Safety Course, offered by the East Bay Bicycle Coalition. The first four-hour safety class focuses on the basics of cycling, including how to ride

EBBC gratefully thanks all of our Bike to work Day sponsors and supporters:



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SHORT REPORTS

ENERGIZER STATIONS GALORE -

Great Goodies at Bike to Work Day Energizer Stations. There will be lots of good stuff out on the morning of Bike to Work Day for you this year. We even put on bow ties at the Valet Bike Corral at Oakland City Hall! Contributions are coming in from Camelbak, Numi Tea, Chipotle, Safeway, Badger sunblock, Ecolips lip balm, REI goodies, Clif Bars, New Belgium bottle openers, reflectors, bike lights, and EcoMetro coupon books. Also, Chipotle is offering a free burrito to any bicyclist who rides to a Chipotle burrito shop with their musette bag. Thanks Chipotle! 57 Energizer Stations will be located throughout the East Bay and staffed by over 100 volunteers. To help, and your help is needed, please contact **Dave Campbell** at dcampbel@lmi.net. Thanks.



COCOCO - EBBC members **Bill Pinkham**, **Bruce "Ole" Ohlson** and **Derek Liecty** serve on the Countywide Bicycle Advisory Committee. They reviewed 12 applications totaling \$1,481,485 for \$730, 375 in available funds from the State Transportation Development Act (TDA). Their recommendations include: the maximum amount (5%) for education (note that EBBC must often deny offering bicycle safety classes in CoCoCo because of a lack of funding); bike lanes on **Pittsburg's** Central Ave; gap closure of **Concord's** unpaved Galindo Trail to Ygnacio Valley Rd; bike lanes on Pomona St in **Crockett**; plus bicycle and pedestrian plans for **Pleasant Hill** and **Orinda**.

OAKLAND COUNCIL SUPPORT - EBBC members joined with Waterfront Action, League of Women Voters and Lake Merritt neighborhood proponents of implementing Measure DD at the April 3 City Council Hearing. We spoke in support of moving forward with the Lake Merritt Master Plan as approved by over 81% of the voters in 2002 (\$198 million bond). The Council agreed, unanimously,

to deny an appeal of the environmental review documents. Repaving of horribly rutted Lakeshore Blvd and restriping with bike lanes will occur over the summer followed by removal of the "world's shortest freeway" on E12th St Dam that severs the downtown from Eastlake and acts as a pedestrian barrier Lake Merritt BART.

PARK DISTRICT BOND - The East Bay Regional Park District (EBRPD) intends to place a \$500 million extension of the 1988 Measure AA Bond on the November 2008 ballot. EBBC campaign on the bond has helped shape the expenditure plan. However, there are several omissions that we seek to address before the EBRPD approves a final plan for voter approval. EBBC's preliminary concerns include: a need to create a shoreline Bay Trail past **Richmond's** Chevron facilities; the East Bay Greenway connecting **Oakland, San Leandro and Hayward** near BART; the East Bay Greenway from **Fremont at Niles Canyon** to Milpitas along the former SP right-of-way; and access to Mission Pass, Vargas Plateau and Mission Peak Parks from both **Pleasanton** and **Fremont**. For more information about the draft plan call 510-544-2003 or visit www.ebparks.org.

SEND LAWYERS... The annual stand-off with the Alameda County Sheriff regarding their demand for a parade permit to conduct the 39th Mt Hamilton Challenge Tour ended peacefully. The Tour enters Alameda County on Mines Road. Aside from our concerted calls for riders to abide by the vehicle code, most riders on April 26th were thankfully not aware of the Sheriff's scrutiny. In 2007 EBBC sent a crew of observers out on the road and had a court injunction ready to insure that innocent riders would not be molested. This year, EBBC and Pedalera Cycling Club communicated with the sheriff and Pleasanton Police Department to explain that bicyclists on tours are legally entitled to ride on public roads. The dispersed riders do not constitute a parade or race that requires road closures or special traffic controls.

The only incident during the day occurred when a speeding motorcyclist ran off the road. Pedalera's Mines Road crew radio-relayed a call to the CHP.

CALTRANS - EBBC's call for the local District 4 office to post notices of State highway projects met preliminary approval at the April 16 quarterly BAC meeting. Notice of so-called Project Initiation Documents (PID) would give the public an opportunity to inquire about how a project addresses bicycle or pedestrian access and safety. We look forward to project notices and other information being posted at <http://www.dot.ca.gov/dist4/shuttle.htm>.

TRANSBAY TRANSIT CENTER - The replacement for the Transbay Terminal in San Francisco is of interest to East Bay bicyclists who depend on transbay buses during the BART blackouts. At issue is the proposal to put the bus platforms 60-feet above the street! Escalators are not bike-friendly, and elevators are neither convenient nor energy efficient. EBBC wrote to the Transbay Joint Powers Board representatives **Greg Harper** and **Elisa Ortiz** to request that bicycle access be incorporated into the architectural design. Currently, bicyclists roll their bikes up broad ramps to the bus platform.

TRANSPORTATION 2035 - The Metropolitan Transportation Commission's public review of their investment trade-off decisions will continue at two East Bay Workshops: **Contra Costa County**, Monday, May 12, 6pm to 8pm, Civic Park Community Center, 1375 Civic Drive, Walnut Creek. **Alameda County**, Wednesday, May 14, 6pm to 8pm. Our message is to fully fund the Regional Bicycle Plan and to include funding for Safe Routes to Transit and Safe Routes to Schools programs.

BIKELINK eLOCKERS - New on-demand bicycle lockers have been installed at Lake Merritt BART. More East Bay BART stations are to follow soon. Get your BikeLink card at www.bikelink.org or at AC Transit's Ticket Office, 1600 Franklin Street, Oakland.

TEMESCAL FAIR - Telegraph Ave, between 51st and 45th Streets, will be closed to traffic for your enjoyment on Saturday, June 7. Free valet bike parking.

"Paradox" continued p. 1

Transportation and Land Use Coalition (TALC) summit. The panel consisted of **Jason Patton**, Oakland's Bicycle/Pedestrian Program Manager, **Michelle DeRobertis**, a Traffic Engineer, and **Dave Campbell**, an attorney and EBBC's SR2T Project Manager.

Jason commented that the paradox is an "esoteric but important topic." He showed how the year 2030 traffic projections for intersections on 40th St and West MacArthur would preclude installing bike lanes now, unless the City resorts to costly engineering to move curbs or environmental certification to remove traffic lanes.

Michelle noted that the spirit of the smart growth projects are undermined by a current requirements that are preoccupied with vehicle LOS. Bicycle and walking modes also need to be considered in a cumulative LOS model.

The panel reviewed five possible options: 1) redesign the project (i.e., compromise bicycle safety) to reduce traffic delay; 2) complete a statement of overriding consideration that requires council sanction of congestion in an EIR; 3) change the LOS thresholds of significance; 4) eliminate study of future year scenarios; and 5) modify the trip generation formula and/or include other modes.

TRANSDEF attorney **David Schoenbrun** suggested installing the bike lanes now, in what he calls a "mitigated cumulative solution," with the idea that they be removed in the horizon year [if traffic in 2030 truly warrants it].

Several papers presented at the January 2008 Transportation Research Board meeting also made a strong case to abandon the auto-centric measures for judging the impact of development on transportation.

Ronald Milamand Chris Mitchell, presented a report was titled, *Conventional Level of Service Analysis, Thresholds, and Policies Get a Failing Grade*. From their case study in Davis, CA they concluded, "the focus of transportation analysis should be on moving people and not solely on moving vehicles."

Richard Dowling, *et al*, measured user satisfaction for each mode--auto, bicycle, pedestrian and transit--in proposing a *Multimodal Level of Service*

for Urban Streets.

Another solid research effort, *An Alternative to LOS*, was presented by **Rachel Hiatt**, **Christopher Ferrell**, and **Niko Letunic**. The researchers note that the City of San Francisco currently uses the LOS intersection delay measure to identify transportation impacts. The San Francisco County Transportation Authority is encouraging the City to replace LOS with a measure based on the number of automobile trips generated by a proposed project. An auto trips generated impact measure would create consistency

between the City's implementation tools and its Transit First Policy, which recognizes that short term LOS impacts will occur as improvements to transit, bicycling, and walking are implemented.

Returning to the five options considered by the TALC panel, option #5 to modify the trip generation formula represents an approach that has strong professional support. The LOS issue is esoteric, but bicyclists have much to lose if we cannot build support to change how transportation impacts are measured throughout the region.

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)
- 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, Store 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.

“Commuters” continued p.1.

Other days he rides the bike-friendly Capitol Corridor train. He often rides home at night and relies on lights and reflective material on his clothes to be visible to drivers. He keeps his carbon footprint low by also tele-commuting when possible.

Dave’s dedication was tested recently when his bike broke down. He ran to BART then ran to his office, carrying a tire on his back to fix his bike.

Dave incorporates the bicycle into his everyday routines. He eschews the car—he bicycles to shop for groceries and rides to the ferry when he needs to go to San Francisco. The entire family rides all around Alameda and he a great example to his kids.

CONTRA COSTA COUNTY

Tricia Campbell - Antioch

Tricia is a teacher at Antioch Middle School and is also a dedicated bicycle commuter. She started about three years ago, commuting when the weather was nice. Now bicycling has become her default mode.

Rain, shine, wind or dark she pedals to and from school, taking her students’ papers for a ride through Antioch. Every day she exposes her 140-plus students to the possibilities of bicycling. She parks her bike in her classroom where her students can see it.

Tricia is aware that she is a cycling model for her students. She’s careful to obey traffic laws and doesn’t get on her bike without her helmet. She even makes a point of hanging her helmet on her bike’s handlebars in the classroom. She uses bicycle safety articles in her informational reading lessons. She encourages and inspires her students and co-workers to give bicycle commuting a try.

According to Tricia’s husband, Curtis Corlew, she influenced him and some of his colleagues at Los Medanos Community College to begin bicycle commuting.

In a community where riding a bicycle can mean you can’t afford a car, or aren’t allowed a drivers license, Tricia’s commuting is working to change attitudes and perceptions through a positive example.

EBBC applauds the positive examples that Tricia and Dave display. We know that there are thousands more of you



Dave Jones, Alameda County Bicycle Commuter of 2008 with Oskar (Oskey) and Annabel.

Family Cycling Clinic - May 17

Join Safe Routes to Schools: Alameda County (TALC & EBBC) for a day of drills, games and a neighborhood ride.

TIME: 9:30 - 12:30 pm

WHERE: Marshall Elementary School playground, 20111 Marshall Street, Castro Valley

BRING: Your bike, your helmet, adequate clothing for relaxed bike ride (4 miles) There are bikes to borrow, upon request.

RSVP: Space limited to 30 people: Parents and kids over 9 are encouraged to attend together. Snacks and admission are free.

PLEASE RSVP TO SUSAN at (510)740-3150, x332 : susan@transcoalition.org



Tricia Campbell, Contra Costa County Bicycle Commuter of 2008 arriving at work. She often hears “Hi Miss Campbell” on her way to school. Even students not in her classes know and respect Antioch Middle School’s “roll” model.

Minutes

of the General Membership Meeting on April 15, 2008.
Rockridge Branch Library, Oakland

EBBC GENERAL MEETING

Draft for Approval

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

Announcements:

- Ricardo Pedevilla introduced a new streamlined meeting sign-in sheet.
- BTWD posters and registration/prize drawing cards available at meeting for volunteers to distribute.
- Steve and Ole are working on design of portable racks for EBBC bike parking events.
- May meeting will be in Rockridge library; don't know yet about June and July meetings

Approval of draft minutes from Feb and March general meetings: APPROVED

Earth Day Events

- Bill will help Dave C with Berkeley Earth Day (4/19) bike parking.
- Bike Alameda will be parking bikes on 4/19 as well.

BTWD Events

- Dave C presents the posters. Ads will appear in bus shelters, bus tails, BART stations, neighborhood billboards, East Bay Express (including 4-page pull-out section on May 7).

Measure AA \$500 million EBRPD bond

- Robert Raburn
- Passed for \$225 m in 1988 by park district; various park lands were purchased and Bay Trail and other popular paths were partially built.
- Now proposing an extension for \$500 m bond, same rate as before but larger population contributing. 25% goes back to the cities in the EBRPD area (Alameda and CoCo counties) based on population; e.g about \$19 million for Oakland in next 20 years for their parks. The other component is a list of 66 projects in the expenditure plan for the designated \$375 million. At

this point there is a draft plan for these projects. Some changes in the plan may be desirable, including reducing costs of some very expensive projects, and introducing others such as connecting Bay Trail segments in the Point San Pablo area (a trail causeway across Castro Cove), the Greenway from Oakland to Hayward, park links and access in the Mission Peak - Vargas Plateau area, and work on the Delta Trail.

- EBBC will try to have representatives at the all six public meetings to gather public input. We will also encourage locally important bike-friendly projects.
- Robert solicits comments from EBBC members about the proposed expenditure plan projects and hopes to reach a consensus at next meeting (following the series of hearings) and then able to send a letter to EBRPD board with EBBC recommendations.

State Legislation Report and Pedal Power updates

- Pedal Power (Apr 31, May 1) - Dave C, Bill and Robert will attend the lobbying event in Sacramento.
- **AB 2971** (DeSaulnier), in March EBBC voted support for the bill to raise and allocate building fees to the construction of bicycle and pedestrian facilities (bridges and major thoroughfares); a recent amendment adds the **Fair Share for Safety** component - bikes and peds represent perhaps 10-11% of mode share for transportation but 20% of injuries, so we advocate having safety funds devoted proportional to our injury share. Some opposition is expected.
- **AB 2744** (Huffman), **Transportation Fund for Climate Protection** supported by EBBC in March would establish fees of up to \$0.10/gallon of fuel to be used to enhance transit options. Assembly Transportation Committee narrowly defeated the bill, but it may be reconsidered. Chevron and others have announced their opposition.
- Robert urges members to **write letters of support** for these two bills. Visit ebbc.org/legislation for suggestions.

RSR Bridge resolution by BCDC

- BCDC resolution (14-2) on April 3 in support of providing bicycle access on the bridge. Combined bike path/3rd lane project was deemed as meeting the McAteer-Petris Act mandate to offer the maximum feasible public access to the SF Bay. The movable barrier proposal was opposed by Caltrans. Robert suggests an inexpensive interim solid barrier until the 3rd lane is deemed needed for motor vehicles, then turn to movable barriers. Caltrans contends that movable barriers would be unsafe for motorists, but movable barriers were there during construction periods and crash rates actually decreased.

Transbay Transit Center

- New center will have buses at 60' up with tall escalators - thus no bike access other than elevators (rather than the current one, with 25' level for buses, and ramps to access). The main users are people coming from the East Bay, but EBBC has little clout on a project in SF. We intend to engage SFBC, Bay Rail Alliance, SVBC.
- **Motion Adopted** to support Robert preparing a letter to address our concerns about bicycle access needs, including issues such as the BART blackout period, the number of bikes expected to use the facility on a daily basis, and parking needs.

Albany June 8 Tabling

- EBBC has been asked to table at this event (not bike parking). There are needs for volunteers at a variety of events in the coming weeks and months. Ricardo suggests creating a web-based volunteer sign-up page.

Added Notes

- Bill reports an initial meeting of **Richmond BAC**; discussion of hiring a consultant as well as evaluating crash data.
 - Ricardo reports on a public meeting on **Estuary Crossing** project. Clif Bar pulled out of development project at Alameda Landing, problematic now without anchor tenant
 - Dave C reports on meeting of **Albany Rollers and Strollers**, they are keeping track of proposed projects in area.
- 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

EBBC OFFICERS & BOARDMEMBERS

Chair Dave Campbell..... Berkeley
510-701-5971 dcampbel@lmi.net
Vice Chair "BikeDave" Favello Walnut Crk
925-939-9462 davevelo@mac.com
Secretary Tom Ayres Kensington
510-528-4941 TJAyres@sbcglobal.net
Treasurer Rick Rickard Oakland
510-482-5968 rrick1@mindspring.com
Leo Dubose Oakland
Craig Hagelin Walnut Creek
Eric McCaughrin Berkeley
Mary Norton Oakland
Bruce "Ole" Ohlson Pittsburg
Bill Pinkham Richmond
Steve Ardrey Concord

EBBC VOLUNTEERS

Hazard Eliminations Ian MacDonald
510-832-6300 ian@roymcdonald.com
Membership Coordinator Mary Norton
510-655-9945 nortonbryant@sbcglobal.net
EBBC Map Distribution Derek Liecty
510-339-2345 spoket@sbcglobal.net
Web Eric McCaughrin webmaster@ebbc.org

COALITION PARTNERS

AFFILIATED RIDE CLUBS

Berkeley Bicycle Club www.berkeleybike.org
Bicycle Trails Council of the East Bay
510-466-5123 www.btceastbay.org
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
510-414-0114 http://fremontfreewheelers.org
Grizzly Peak Cyclists Al Forkosh 510-655-4221
http://GrizzlyPeakCyclists.org
Oakland Yellowjackets 510-986-9011
http://www.oaklandyellowjackets.org
Velo Raptors (Montclair)
Ron Scrivani scrivani@aol.com
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

AFFILIATED ORGANIZATIONS

Albany Strollers & Rollers 510-525-4841
Nick Pilch nicky@mindspring.com
Bay Area Bicycle Coalitions www.bayareabikes.org
Cole Portocarrero, Exec Dir 415-246-8078
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
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
jvleftcoaster@yahoo.com
Transportation and Land Use Coalition
http://www.transcoalition.org
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

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 mkjcal@hotmail.com
Eric McCaughrin meric@ebbc.org
Fremont Michael Graff 510-713-7441
michael.graff@pobox.com
Lamorinda 925-299-1522
Bart Carr Bart_Carr@yahoo.com
Livermore Amador Valley, Trails Council
TCLAV www.tclav.org
Martinez Dick Anderson 925 372-5889
Pittsburg Bruce "Ole" Ohlson 925-439-5848
bruceoleohlson@hotmail.com
West CoCoCo Bill Pinkham pinkhammar@hotmail.com

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 _____

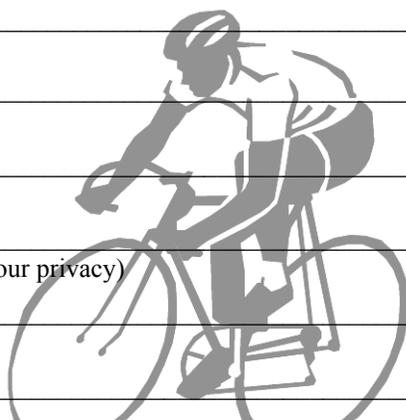
City, State, Zip _____

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



Mission Pass or Mission Impossible?

Part II. Continued from April rideOn

In the previous installment, **Mike Jones** and I had set out to explore the path of the mission padres over what is now known to motorists as the Sunol Grade. Bicycle access over Mission Pass was severed when the 5.4-mile segment of I-680 freeway between Route 238 near Mission San José and Route 84 near Sunol was dedicated on January 9, 1964. Before setting out we made a pact to not trespass on posted property. We had reached the yet-to-be-opened Vargas Plateau Park via the extremely narrow Morrison Canyon Road. Next we backtracked to the junction with Vargas Road and followed this ridge route south toward I-680. At Tecado Terrace we pushed a button to open the automatic cattle gate and

continued to a residential gate that we bypassed to begin our off-road trek. We followed a trail along the contour to a saddle where we encountered a locked cattle gate. While scouting the fence, we enjoyed views to the east of the hills surrounding the Vallecitos Nuclear Center. We continued by lifting our bikes over the gate. A short descent past an abandoned quarry over asphalt rubble (we hope) and we reached I-680. Again, we clamored over a locked gate and found ourselves on Mission Road at the Sheridan Road overpass. We had entered the forbidden road zone. We could legally ride laps around Mission, Sheridan and Andrade Roads. Yet these roads represented an island without legal access to external pavement for bicyclists. From near the clubhouse at the Sunol Valley Golf Course we were about 0.25 miles to the Sunol Water Temple on the other side of Alameda Creek. A "no trespassing" sign kept us from exploring one road and we

were not going to cut across the greens. Determined adventurers, we bypassed the clubhouse bar and returned to Andrade Road where an R-44 sign prohibiting "bicycles" was intact at the freeway onramp. The only way to cross Alameda Creek and reach Calaveras Road was on I-680. We were trapped!

The conclusion to this story is that we ate lunch in Pleasanton. You may now select from the following plausible means of travel:

A) We hitched a ride to Calaveras Road, 1-mile away, and counted 8 dangerous drain grates in the wide freeway shoulder that should be replaced if the route were to be opened to bicyclists.

B) We rode to Calaveras Road over Alameda Creek on the wide freeway shoulder.

We noted that at Calaveras-Paloma Road (Route 84), the northbound I-680 onramp permits bicyclists to travel the short segment of freeway to continue on Route 84 toward Livermore. Of course one could hitchhike, but that is risky.

- Robert Raburn

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