

rideOn

NEW BERKELEY BIKE STATION COMING IN 2009!

Berkeley Bike Station Expansion saved by outpouring of supporters representing progress between the City of Berkeley, BART, & Advocates

Local advocates and BART officials successfully defeated a proposal by Berkeley staff on December 8, 2008 that would have caused a setback in the Bike Station expansion plans and resulted in the loss of over \$1 million in funding committed to the project.

The location now known as “The Spot” on Shattuck Ave adjacent to the entrance to the Downtown Berkeley BART Station will provide guarded parking for up to 300 bicycles.

Mayor **Tom Bates** reminded the council members and public in the packed Council Chamber that the highly visible, street-level Bike Station will provide encouragement for many commuters and shoppers to use a bicycle. “The City of Berkeley is taking action toward reducing greenhouse gas emissions,” he said.

District 3 BART Director **Bob Franklin** urged the council to take action to commit up to \$300,000 over the next five years toward the operation of the Bike Station, or risk the



Jubilant supporters assembled in the Berkeley City Hall lobby following unanimous council action to prioritize the Bike Station Expansion.

loss of \$497,000 in Safe Routes to Transit (SR2T) funding and \$505,000 in BART commitments to the project. He was followed by **Robert Raburn**, Executive Director of the East Bay Bicycle Coalition, who invited the council to join the bicycling community in prioritizing the Bike Station Expansion.

Raburn provided a history of how the Bike Station Expansion was carefully vetted by an independent body of SR2T reviewers in 2005. He also noted the Sierra Club support for the project (**Kent Lewandowski** had to leave early).

“Bike Station” continued p.5

Next Meeting EBBC's **Board Meeting** begins at 7:00 pm immediately prior to the **General Membership Meeting** at 7:30pm on Tuesday, January 20 at the San Leandro Public Library, 300 Estudillo Avenue, San Leandro. Items for discussion on the General Meeting agenda will include final plans for the January 31 Retreat, West Span bridge report, Richmond-San Rafael bridge report. Check ebbc.org for the agenda and other details.

EBBC Office at 3301 E12th St, Suite 143, Oakland, located next to the Fruitvale Bike Station. We will only operate on Tuesday and Friday afternoons until Jan 19. Visitors over the past two months have included Oakland Police **Officer Bustamonte**, who dropped by while on patrol to thank us for providing “a great Bicycle Safety Class.” San Leandro bicyclist **Will Sayo** overheard that the current “proj-

ect bike” we’re building needed shifters. Sayo contributed valuable vintage thumb shifters to the commuter conversion project. EBBC will offer the bike as a prize at a 2009 event to entice new members.

Annual Retreat will be January 31, 2009 at Hidden Villa in Los Altos. All interested are welcome to attend. We will review our campaigns for the year, and will discuss possibly hiring one or more people to help staff EBBC. Member lodging will be subsidized, but all attendees must register at ebbc.org.

Membership Clout East Bay Bicycle Coalition is stronger than ever before. We exceeded our membership goal of **2009 members in 2009**. We are primed to push for needed bicycling improvements on your behalf in 2009!

Report Hazards Our most successful grassroots advocacy program empowers YOU! Visit “Hazards” on ebbc.org to fix potholes or other dangerous conditions.

Bicycle Commuter Benefits Act Passes Congress

\$20/month benefit for bicycle commuters still lags far behind \$115 for transit users or \$210 subsidy for car parking

Effective January 1, 2009 the Bicycle Commuter Act allows employers to offer a fringe benefit of \$20 per month for employees for the purchase of a bicycle and any bicycle improvements, repairs, or storage costs.

How the Legislation Works

- Employees who regularly commute to work by bicycle, employers may offset the costs of bicycle purchase, improvement, repair, and storage at the rate of \$20 per month. Based on how the employer choose to offer the benefits, the employee may bring receipts to be reimbursed, may sign up for regular monthly payments, or adopt a voucher system with their employer.

- Bike commuters are not allowed to receive transit or parking benefits in addition to the bike benefit. If you ride to BART you can receive the larger (\$115) transit benefit.

- The bike commuter benefit can be provided by employers beginning January 1, 2009.

How Employers Benefit

Employers of all sizes--from a single person office to large corporations--can save all Federal and State income and payroll taxes on the amount provided to the employee commuter benefit. Employers can offer the savings to employees and reap the rewards from keeping employees happy and healthy. Bicycle commuting builds morale and contributes to a better environment that, in-turn, attracts motivated employees.

How to Get Started (voucher)

According to Accor Service USA, "Commuter Check is ready with a product that makes the bicycle benefit a breeze to administer." Visit <http://www.accorservicesusa.com>

Thanks to Rep. Blumenauer (D-OR)

For seven years the League of American Bicyclists (and EBBC) have promoted to Congress this simple, equitable provision that puts bicyclists on the same footing as people who take transit or drive to and from work.

The initial benefit bill proposed by **Congressman Earl Blumenauer** was

for \$80/month, 25-percent below the existing \$115 transit benefit. Compromises with other congressional leaders led to the \$20 figure.

The opportunity for passage arrived when the US Senate attached this relatively tiny \$1 million/year benefit (compared to the \$4.4 billion/year spent on parking and transit) to the massive \$850 billion Wall Street

bailout package that the President signed into law on October 3.

"Ironically, the final passage of the bill came in legislation that neither Blumenauer nor Wyden voted for!" according to **Andy Clark** and **Walter Finch** with the League of American Bicyclists (www.bikeleague.org).



How the Statute Reads:

Section 132 of the tax code excludes from gross income certain fringe benefits offered by employers to employees, including transportation benefits. Under the new law, qualified bicycle commuting reimbursements are included within the definition of transportation benefits. Here's the new law:

26 U.S.C. §132

(f) *Qualified transportation fringe*

(1) *In general*

For purposes of this section, the term "qualified transportation fringe" means any of the following provided by an employer to an employee:

(D) *Any qualified bicycle commuting reimbursement.*

(2) *Limitation on exclusion*

The amount of the fringe benefits which are provided by an employer to any employee and which may be excluded from gross income under subsection (a)(5) shall not exceed - (C) the applicable annual limitation in the case of any qualified bicycle commuting reimbursement.

(5) *Definitions*

For purposes of this subsection

(F) **DEFINITIONS RELATED TO BICYCLE COMMUTING REIMBURSEMENT-**

(i) **QUALIFIED BICYCLE COMMUTING REIMBURSEMENT-** *The term "qualified bicycle commuting reimbursement" means, with respect to any calendar year, any employer reimbursement during the 15-month period beginning with the first day of such calendar year for reasonable expenses incurred by the employee during such calendar year for the purchase of a bicycle and bicycle improvements, repair, and storage, if such bicycle is regularly used for travel between the employee's residence and place of employment.*

(ii) **APPLICABLE ANNUAL LIMITATION-** *The term "applicable annual limitation" means, with respect to any employee for any calendar year, the product of \$20 multiplied by the number of qualified bicycle commuting months during such year.*

(iii) **QUALIFIED BICYCLE COMMUTING MONTH-** *The term "qualified bicycle commuting" means, with respect to any employee, any month during which such employee--*

(I) *regularly uses the bicycle for a substantial portion of the travel between the employee's residence and place of employment, and*

(II) *does not receive any [other transportation fringe] benefit*

SHORT REPORTS

OVER 2009 IN 2009 - EBBC's membership topped 2009! We can thank the efforts of a tremendous crew of volunteers who signed-up **new members** at events, plus the strong surge in membership **renewals** over the last few months. Another factor is that many multi-bicyclist **households** are joining EBBC.

CYCLES OF CHANGE - In November we reported the EBBC/Cycles of Change proposal to establish **Neighborhood Bicycle Centers** had met unexpected opposition. The good news is that the Alameda County Congestion Management Agency voted on December 11 to endorse our proposed use of Lifeline Transportation Funds. The bad news is that the State Transit Account has become a victim of the budget crisis. It could turn out that none of the top-ranked projects receive funding. Also impacted is BART's proposal to improve bicycle parking at Ashby Station. The State's economic crisis seems to fall mainly on the shoulders of the most disenfranchised.

BART STING - BART Police reported at the Dec 1 **BART Bicycle Advisory Task Force** (BBATF) meeting they received 113 bicycle theft reports in October through November. We suspect that fewer than half the thefts get reported. "Directed enforcement" using a \$400-value bicycle as bait is their new way to capture thieves. Members of the BBATF applaud the long-awaited enforcement. Meanwhile, police also continue to tag and remove the skeletal carcasses of bicycles that have been abandoned after losing valuable parts. Visit ebbc.org and click on "theft" to learn how Tauscher your bike!

BART BIKE PARKING - The BBATF encouraged BART staff to move forward with a grant proposal for high-density double-deck bike racks. Overcrowded racks at **North Berkeley** BART represent an obvious candidate for replacement. The most exciting prospects are for installations of double-deck racks inside the paid fair areas at **19th Street** BART and **Dublin/Pleasanton** BART Stations.

EAST-WEST CONNECTOR - The Draft EIR for the **Union City-Fremont** project on Decoto-Paseo Padre-New Road to Mission Blvd was released in December. In the preferred alternative,

routes in Union City will be widened while the Fremont portion will be a new alignment between Paseo Padre and Mission Boulevard. **Michael Graff** reports that "*for the most part, the on-road cycling designs are about what we'd expect* [following years of advocacy to retain bicycle access]. *Wide bike lanes and/or shoulders, with through bike lanes on the correct side of right turn lanes at every major intersection.*" The path to Fremont's Arroyo Park will be closed during construction and replaced with a path alongside the 1.3 mile New Road.

REGIONAL BICYCLE PLAN - In July 2008 advocates succeeded in garnering \$1 billion to fully fund a regional bicycle network. Now the *Draft Regional Bicycle Plan* needs careful scrutiny by advocates in each of the nine Bay Area counties. In **Alameda Co** the biggest omissions occur between south county and the tri-valley area where gaps exist over Mission Pass and Niles Canyon. EBBC's lengthy comments also question the reliance on circuitous sections of the Bay Trail in lieu of direct on-street routes suited for commuters. **CoCoCo** is overly dependant on off-street paths that are closed at night. It is not acceptable for bicyclists traveling to or from BART Stations to be stopped by police for riding on paths designated as regional routes with a curfew. Comments are due to the Metropolitan Transportation Commission by Jan 31 www.mtc.ca.gov.

COCOCO PLAN - The *Draft Countywide Transportation Plan* will be released on Jan 21 for review. The plan will prioritize specific **projects** (Mokelumne Overcrossing?), **programs** (bike safety education as in Alameda County?), and **policies** (night-time access on paths that are intended to connect to transit or serve a transportation function). You can download a preliminary report, "Looking to the Future: Issues and Policy Options," at www.ccta.net or by calling the Contra Costa Transportation Authority at (925)256-4720. Plan adoption is slated for April 15, 2009.

BICYCLE EVENT PERMITS - We thought we could take a breather following July 2008 when a hearing in Alameda County did not go well for the Sheriff and Supervisor Scott Haggerty, both are proponents of regulating bicycle events. Supervisor Nate Miley had indicated that he did not want the proposed ordinance to apply

to rural roads in his district. In November the Silicon Valley Bicycle Coalition was surprised to see a similar ordinance being proposed by the Sheriff in neighboring Santa Clara County. Please support your local coalition to stave off regulation of lawful events that have never needed special traffic control measures.

MT DIABLO SCENIC DR - The dangerous rutted approach to the State Park's Southgate entrance past Athenian School is a private road. Getting the pavement maintained has been one of the most vexing issues for EBBC. Recently we have heard from the unincorporated Community of Diablo that they are now willing to contribute half of the costs to resurface the route. Please let CoCo Supervisor Mary Piepho know that this easement to the State Park deserves to be safe for the thousands of bicyclists who travel the route each week.

OAKLAND OAK TO NINTH - A public hearing is slated for January 20 before the Oakland City Council following judicial findings that the environmental documents for the proposed mega project along Embarcadero were inadequate. EBBC seeks to protect bicyclist safety and improve access in the vicinity of the proposed development. The revised documents include many "traffic mitigations" that would only serve to conduct more cars and trucks to the Oakland Waterfront and thereby worsen bike/ped access and safety, creating an auto-dependant ghetto. The project is close to numerous jobs and schools. Nevertheless, safe bike/ped access across I-880, ramp traffic, and the main-line Union Pacific Railroad will not be built.

UNION CITY BLVD - From speedway to bikeway? The City completed a Lane Configuration Study of Union City Boulevard from Smith Street to the South City Limits. One major recommendation from this study was to install bicycle lanes. The overall project is \$8 million, but EBBC encourages the bikeway to be implemented as a low-cost initial phase.

Please renew in advance to keep your EBBC membership current

Check your address label

Prospects improve for access on two bridges No stimulus here

Back in April 2008 the Bay Conservation and Development Commission (BCDC) voted 14-2 to support providing public access on the **Richmond-San Rafael Bridge**. Caltrans provided the only objection!

At the time, the proposal was for a \$48 million movable barrier and a plan by Caltrans to allow three lanes of car traffic during peak hours. The Bay Area Toll Authority had approved the design and funding.

EBBC has since uncovered toll data that show traffic on the RSR Bridge to be in decline since 2002. A movable barrier is hence unnecessary at this time.

A new proposal for a pilot project that would use solid barriers to create a wide path on the upper deck of the bridge would cost a fraction of the original design. BCDC has scheduled a **public hearing** on the proposal for 1pm on February 5 at the MTC Metrocenter. Advocates from Marin and the Bay Area Bicycle Coalition (BABC) will make a concerted appeal with EBBC.

Another glaring gap is the **West Span** of the San Francisco Oakland Bay Bridge (SFOBB). Progress is being made to complete the East Span replacement by 2013, including the Alexander Zuckermann Path. Planning, however, for the **West Span Bicycle-Pedestrian-Maintenance Path** concluded with the completion of a CH2M Hill feasibility study.

Recent discussions about raising the bridge tolls have spurred advocates to remind the Metropolitan Transportation Commission that now is the time to move forward to **“Bridge**

the Gap!”

Leaders from San Francisco Bicycle Coalition and BABC will join EBBC in a meeting with the MTC to discuss the next steps to reach Treasure Island and the East Span from San Francisco. 

In November we speculated on possible bicycling candidates for Transportation Secretary. President Obama’s choice turned out to be Senator Ray LaHood (R-IL), a man with no transportation or environmental credentials! We don’t want a federal stimulus for motorways and leaves transit and bicycle facilities unfunded!

EBBC MEMBERS GET DISCOUNTS AT OVER 40 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
- **Crank2** 5480-9 Sunol Blvd., Pleasanton (**new in 2009**)
- Cycle City 1433 High St., Alameda
- Cycle Sports 3530 Grand Ave, Oakland
- Cycle Path 22510 Foothill Blvd, Hayward
- Cycle Path 337 Main St, Pleasanton
- **Cycles of Change APC Bike Shop**, 650 W. Ranger Ave, Alameda (**new in 2009**)
- 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
- **B. Spoke Tailor** 895-1/2 55th St, Oakland (**was Joy Rider clothing**)
- Left Coast Cyclery 2928 Domingo Ave, Berkeley
- Livermore Cyclery 7214 San Ramon Blvd, Dublin
- Livermore Cyclery 2752 First St, Livermore
- Manifesto Bicycles 421 40th St, Oakland
- Mike’s Bikes 2161 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
- 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 1615 University Ave, Berkeley
- 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

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.

State Lands Commission denies Chevron Long Wharf lease without Bay Trail Public Access

Compelling arguments to close a Bay Trail gap at the Chevron Long Wharf in Richmond swayed the powerful California State Lands Commission (CSLC) on December 3, 2008 in Sacramento.

Bay Trail supporters were led by Richmond **Mayor Gail McLaughlin**, City Manager **Bill Lindsey**, and newly elected **Assembly Member Nancy Skinner**. Three EBBC members addressed the CSLC Chaired by **State-Controller John Chiang**.

The CSLC deferred approving the EIR and 30-year lease agreement with Chevron until a funding package is in place to construct the Bay Trail over the pipelines between the refinery and the Long Wharf.

Lt Governor John Garamendi acknowledged the barrier presented by Chevron operations and stated, “*the ability of the public to traverse land between low and high water needs to be compensated.*” He continued, “*more time is needed to put this deal together,*” and recommended that “*we take this up at the next hearing [Jan 29 in Santa Barbara] to learn how the Bay Trail will be financed.*”

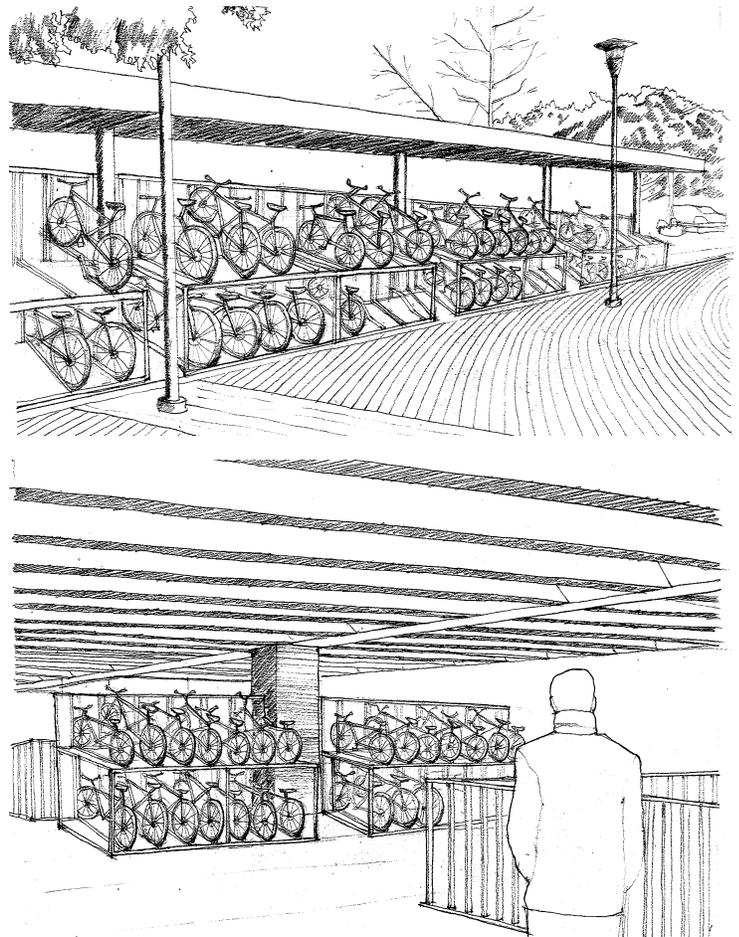
BACKGROUND

In addition to Chevron, funding sources mentioned during the hearing included the Association of Bay Area Governments, the East Bay Regional Park District's successful Measure WW, and Caltrans' Prop 1B,

The *Contra Costa Times* 11/29/08 reported on the advocates' goal to complete the paved path through the Long

BART double-deck bicycle parking proposals

North Berkeley Station (top) & 19th St Station interior



“*Bike Station*” continued p.1

A long line of speakers, including Bike Station operator **Gene Oh**, pointed out the many merits of the project. The new facility will replace a cramped cage with only a 77-bicycle capacity. The cage lacks even a counter for patrons to sign-in and receive a claim check. As well, Gene emphasized that the expansion will enable the Bike Station to offer repairs and sell accessories, and thereby become financially sustainable.

Council Member **Max Anderson** acknowledged appreciation for the speakers and their compelling comments. Bicycle advocacy in Berkeley is influential and the City can look forward to serving as an example for the West Coast when the new Bike Station opens!

A few days later we witnessed the final phase of the agreement. The Safe Routes to Transit (SR2T) evaluation committee was convened by TransForm & EBBC on December 17 to decide whether to grant an extension for the 2005 grant funds. (EBBC SR2T Coordinator **Dave Campbell** recused himself from the process.)

APPROVED! ☺



Raburn crosses out “at-risk” from the funding chart used during the Council presentation. **Photo Credit: Jason Meggs**

Minutes

of the General Membership Meetings on November 18, 2008. Rockridge Branch Library, Oakland

ANNUAL BOARD MEETING - 7:00pm

Draft for Approval

Board members present: Dave Campbell, Dave Favello, Craig Hagelin, Ole Ohlson, Rick Rickard, Mary Norton, Leo Dubose, Tom Ayres, Steve Ardrey, Bill Pinkham, Eric McCaughrin

Election of board members and officers

Suggestions were made for bicyclists who may be good board members, now or future. Several current members are willing to step off the board to make room for new board members, perhaps mid-year. A suggestion to have 4 rather than 6 board meetings per year will be discussed at the annual retreat.

Motion for the current board members to continue: APPROVED.

Motion for officers to continue: APPROVED.

Funds for database transition

Robert reports we have \$3k from the East Bay Community Foundation (EBCF) earmarked for the database transition; Hal Keenan has been working for several weeks, reviewing the old records, and next will work with new database. Robert wants approval to spend up to \$3k for this work.

Funds to translate safety class materials into Spanish

Proposal is to translate Street Skills presentation and new League of American bicyclist's Road 1 book; Dave Campbell has talked with Preston from LAB on partnering. EBBC has up to \$3.5k from EBCF for this work.

Retreat planning

We will look into renting Hidden Villa (Los Altos), if arrangements can be made. Possible dates are Jan 17 or 31 – settle on 31st Motion for EBBC to cover up to \$750 of costs for the retreat: APPROVED

Agenda items will include considering the board meeting schedule, update on membership issues, and hiring staff. We discussed hiring for volunteer coordinator, membership coordinator, administrative office work, valet parking coordinator, etc. Board members generally favor further consideration of at least a part-time paid position. Robert is interested in someone

to relieve him of bike parking responsibilities, but also says growing our membership is key to our strength. There are comments that it may be difficult to find properly-qualified people to hire.

Treasurer's report

Rick Rickard distributed monthly and year-to-date financial reports.

GENERAL MEETING – 7:30pm

Note: Our first EBBC new member meeting began at 6:15, and ran concurrently with the board meeting. Approximately 30 new members were present, more than twice the number who had RSVP – congratulations to the membership committee! Ian led presentations on the history and activities of EBBC, and introduced various board members and other volunteers. Many stayed for the general meeting, adding to the discussions.

Minutes from October general meeting – APPROVED

Grant application to ACTIA

We are preparing a grant application (due in December) to ACTIA for bicycle safety and neighborhood bicycle centers (with Cycles of Change). The decision will be made by the Alameda County Bicycle Advisory Committee. Robert explains that Measure WW (that just passed) will provide funds to Oakland for its parks; we have asked that some of those funds be used to set up neighborhood bicycle centers for classes, repair services, and other activities. Further discussion will be needed regarding budget issues.

Bicycle Transportation Account applications

Robert described the Alameda County Union City Blvd proposal for bike lanes on a key regional connection. EBBC is reluctant to support one application over others without full discussion of East Bay priorities and constituents.

We are not aware of applications from Contra Costa County.

Segway HTs on EBRPD Class 1 paths

Lincoln, CA has NEVs – neighborhood electric vehicles – these are essentially golf carts, which are proposed for hav-

ing access to bike lanes and paths, statewide. Locally, it has been proposed that 10 Segway HTs and 10 electric bikes be allowed, as part of a pilot project, on the Iron Horse Trail and the DeAnza trail for Contra Costa Center employees. Robert explains that concerns have been expressed about allowing motorized vehicles on these paths, and about setting a precedent for expanded use.

Discussion of issues included safety, access for people who may use electric vehicles to enjoy trails they could not otherwise use, difficulty of making clear distinctions, encouraging use of alternative transportation as long as safety issues can be addressed, distinguishing between smaller (e.g. electric bikes and HTs) vs. larger (e.g. NEV) devices, issues of vehicle weight and size, noise from motorized issues, the lack of training for users of electric vehicles, interpretation of multi-use trails. There is no clear consensus on any of these issues yet; we may be able to agree on exclude golf-cart-type vehicles on paths, and to consider weight and size limits for other vehicles.

Motion to oppose the pilot project: 13 yes, 11 no, 7 abstain

2009 Legislative Agenda Priority

Robert reports that several bills didn't get through – one to allow cyclists to continue on crosswalks that are extensions of bike-ways; cyclists get cited for riding there. We will pursue this again in the coming year. Our top priority will be to exempt bike lanes near transit from CEQA.

Richmond-San Rafael Bridge & BCDC

Our current proposal, for about \$10-15 million, would be for a solid barrier (rather than the \$40 million movable barrier proposed earlier). The meeting has been rescheduled to February 5.

Regional Bicycle Plan

The plan is available, linked from our website. Members are urged to review the plan, particularly for their own county.

Guest speaker – Grey Kolevzon, co-founder of Cycles of Change, presented A Decade of Community Involvement leading to Neighborhood Bicycle Centers.

*Respectfully submitted by Tom Ayres,
EBBC Secretary*

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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
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http://www.hikanbyke.org
Oakland Yellowjackets 510-986-9011
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Strada Sempre Duro Rick De Gette 925-944-7049
Valley Spokesmen Jim Kohlen 925-828-3623
http://www.valleyspokesmen.org

AFFILIATED ORGANIZATIONS

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Bay Trail Project http://www.abag.ca.gov
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BikeAlameda http://www.bikealameda.org
Lucy Gigli 510-595-4690
Bicycle-Friendly Berkeley Coalition (BFBC)
510-549-RIDE www.bfbc.org

CA Association of Cycling 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
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TransForm http://www.transcoalition.org
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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
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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

-Grassroots "Spokespeople" Wanted -

EAST BAY BICYCLE COALITION annual membership form

Keep current! Send your tax-deductible donation to **EBBC, PO Box 1736, Oakland, CA 94604**
EBBC's accounting methods assure that your early payment will extend your membership by a year.

Name _____

Address _____

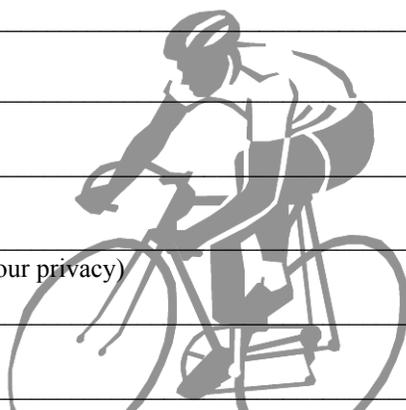
City, State, Zip _____

Phone/Fax _____

E-mail Address (EBBC guards your privacy) _____

Workplace/City _____

Commuter Utility Recreation Touring Transit User Other bicycling interests?



Membership Type

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

- New
- Renewal

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



“State Lands” continued p.8

Wharf area.

Robert Raburn noted that Chevron’s proposed contributions were hardly benevolent. In fact Chevron was not obligated to provide a single cent until others contributed funds to construct the \$7 million path.

Raburn also pointed out that the CSLC staff report greatly inflated the value (\$3m) for just the path easement. A 2001 study showed that the easement for the right-of-way was assessed at only \$280,000! CSLC staff agreed with to remove the erroneous reference from their report to the commission.

EBBC comments focused on: 1) legal nexus between the tidelands lease and the need for public access benefits; 2) the existence of the 2001 Questa feasibility study showing a viable path option; and 3) the inade-

quacy of the proposed agreement that would not result in path construction. We also reiterated **Bruce Beyaert’s** (TRAC) compelling argument: the cost of the path is inflated as a direct result of not being able to follow a shoreline route past the Long Wharf.

IN SUM, it is too early to declare an outright victory, yet the direction of the CSLC gives us optimism that a funding package will be identified to complete the Bay Trail. The CSLC statements support to our efforts to gain approval for the **Richmond-San Rafael Bridge** path at the February 5, 2009 meeting of the BCDC.

Thanks to go to **Bill Pinkham** and **Derek Liecty** who traveled to the State Capitol to represent bicyclists. The tenacious efforts by the Trails for Richmond Action Committee (TRAC) also deserve our acknowledgement. 

Fourth Bore Coalition Lawsuit Please Contribute

Your contributions to the Fourth Bore Coalition (FBC) lawsuit are needed to pay attorneys. By the time you receive this issue, a judicial decision will be available at:

<http://apps.alameda.courts.ca.gov/domainweb/html/index.html>

and entering the **Case Number:** RG07355832

Members of the FBC are the North Hills Phoenix Association, Parkwoods Community Association, Rockridge Community Planning Council, Claremont-Elmwood Neighborhood Association, FROG Park, and East Bay Bicycle Coalition.

The financial strength of FBC, coupled with our proven legal representatives--Stuart Flashman and Antonio Rossmann--make us heard! Your tax-deductable contribution to support the lawsuit can be sent to

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