



## YOU'RE INVITED

### TO AN EVENING WITH JEFF MAPES

🚲 **Musician David Byrne, writing in The New York Times book review, said Pedaling Revolution provides “great ammunition for those of us who would like to see American cities become more bike-friendly.”**

🚲 **Hosted by EBBC and the Institute of Urban & Regional Development/University of California Transportation Center - Free**

🚲 **Join us at 7pm, on July 20 at Wurster Hall**

Jeff Mapes, author of *Pedaling Revolution: How Cyclists are Changing American Cities*, will talk about his book at Wurster Hall on the UC Berkeley Campus, at 7 p.m., Monday, July 20.

Jeff's book is the first in-depth look at the fast-growing urban bike movement in America and what it means to the health, livability and environment of our cities.

Jeff Mapes is a senior political reporter for *The Oregonian*. He knows about the political hurdles that bicyclists face in getting government agencies to provide bicycle infrastructure. He has covered Congress, state



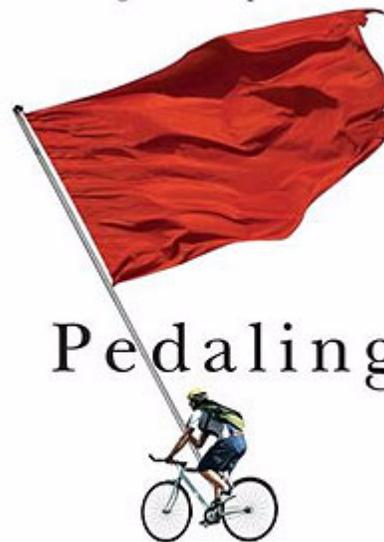
government, and numerous local, state, and national campaigns. He has won several journalism awards and is also the co-author of a book on Oregon history. He is also author of the

blog, *Mapes on Politics*. He lives in Portland, Oregon, where he is a longtime bike commuter, and his family's latest transportation purchase is a cargo bicycle rated to handle loads of up to 400 pounds (although

he admits never carrying anything close to that weight).

His thoroughly researched book has been well received by advocates in his home town where he was often seen with notebook in

Jeff Mapes



# Pedaling

## REVOLUTION

How Cyclists are Changing American Cities

hand. The chapter titled, “Portland Built it and they Came,” offers a benchmark for success. He spent considerable time examining the bicycling movement in many other cities across America and throughout the world (see chapter titled, “Learning from Amsterdam”).

From his experiences in various locales Jeff clearly comprehends the breadth of the bicycling demographic. His observations resonate with our own East Bay where bicyclists are everybody.

Don't miss this event. You can purchase a copy in advance at [www.ebbc.org](http://www.ebbc.org) to pick up at the event or office and the proceeds benefit EBBC.

**Next Meeting** EBBC's **General Membership Meeting** begins at 7:30pm on Tuesday, July 21 at the **Rockridge Branch Library**, 5366 College Avenue in Oakland. EBBC meets on the third Tuesday. **Contra Costa** bicyclists will want to attend to participate in drafting comments on the *Countywide Bicycle Pedestrian Plan (CBPP)*. We will also prepare comments for a public hearing on August 18 in Sacramento to amend the California Environmental Quality Act (CEQA) to permit installing bike lanes near transit stations and in congested urban districts to reduce greenhouse gas emissions. Be sure to check [ebbc.org](http://ebbc.org) for the full meeting agenda.



**EBBC Office** at 3301 E12th St, Suite 143, Oakland, next to the Fruitvale Bike Station. **Wayne Jefferson** (left) brightened our day recently when he celebrated his birthday with a ride from his home in El Cerrito to Fruitvale. Wayne established a new birthday tradition that we greatly appreciate and encourage others to adopt: he renewed his EBBC membership in-person. If you are next, we'll buy you a locally-made ice cream!

## Fruitvale Alive! bike lanes in \$2.6 million project axed at last minute

Oakland proposes to remove bike lane alternative from contract proposal and retain odd three-lane configuration on Fruitvale Ave between International Blvd and Foothill Blvd that is a barrier for bicycling and pedestrian safety.



High school students on summer break drop by EBBC's Fruitvale Village office during a Cycles of Change ride. They want bike lanes!

How ironic that Oakland Public Works proposed to eliminate the bike lanes proposed for Fruitvale Blvd on the very day (July 2) that US Transportation Secretary Ray LaHood visited Fruitvale Village to discuss future federal spending in the area!

EBBC and Cycles of Change will attempt to salvage the Fruitvale Alive! bike lanes during a July 14 hearing.

*"The overall goal of the Fruitvale Alive project is to create safe, accessible, walkable and comfortable street for pedestrians; a well-defined and safer route for bicyclists; and a thoroughfare for buses and automobiles where traffic flows in a slower but more consistent manner with less congested back-ups and blocked intersections."*

All is fine with the above statement until you get to "less congested." Oakland appears to have appended the federal goals for Transportation Enhancement funding--intended for non-motorized transportation--to

address automobile congestion. Greenhouse gas emissions were overlooked.

Even worse, Oakland proposes to prioritize auto traffic over bicycle and pedestrian safety on a section of Fruitvale Ave that includes a popular City Park & Recreation Center, an elementary school, and a large church that hosts many activities.

**WHAT WE WANT** - Retain the following description of Bicycle Amenities:

These amenities include providing a continuous "sharrow lane" along Fruitvale (east of Foothill) with the inclusion of a bike lane segment between E. 15th Street and E.18th Street; and ensuring a safe connection with the existing bike lanes from the Fruitvale Bridge and linking to the BART station. Key bicycle destinations along the corridor include the Fruitvale BART station and the 1-580 Fwy. Park and Ride lot for which added signage, kiosks and bike racks will be provided. The planned bicycle routes will help fulfill the City's Bicycle Master Plan and connect to new proposed stripping and bike lanes along MacArthur Boulevard, Foothill Boulevard and E.12th Street.

## BART Profile Survey shows Fruitvale BART as bicycling leader for entire system!

Fruitvale BART has the highest absolute number of bicyclists per day (544), representing about 10-percent of the mode split. Fruitvale BART station serves both Alameda and Oakland residents.

As well, the number of pedestrians, bicyclists, and transit riders at Fruitvale BART exceed the number of passengers who drive-alone!

## Smart growth, transit-oriented-development and the Bike Station all appear to be paying dividends!

The largest survey of BART riders ever conducted – like BART's version of the U.S. Census – reveals a treasure trove of data about how riders use and access the system that will help BART plan for the future.

The 2008 Station Profile Study is a massive compilation of statistics from a weekday survey conducted last spring to update data last collected in 1998.

More than 50,000 surveys were completed by weekday riders during the survey period between April 2 and May 8, 2008.

A major finding is that, compared to 1998, more customers are walking or bicycling from home to BART.

The rankings after Fruitvale finds 24th St Mission (423) and Ashby (387) in the top three BART stations for bicyclists. These are followed by MacArthur, Downtown Berkeley, 16th St Mission, North Berkeley, Lake Merritt, El Cerrito Plaza, Embarcadero, and West Oakland, which is rapidly ascending the rankings.

Overall, East Bay BART stations occupy the top echelon for bicyclists. However, lower numbers at BART Stations located east of the hills reflect BART's bicycle blackout policy. 🚲









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www.walkoaklandbikeoakland.org

Waterfront Action www.waterfrontaction.org

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-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

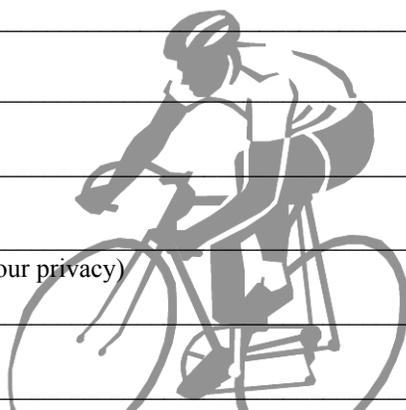
City, State, Zip

Phone/Fax

E-mail Address (EBBC guards your privacy)

Workplace/City

Commuter Utility Recreation Touring Transit User Other bicycling interests?



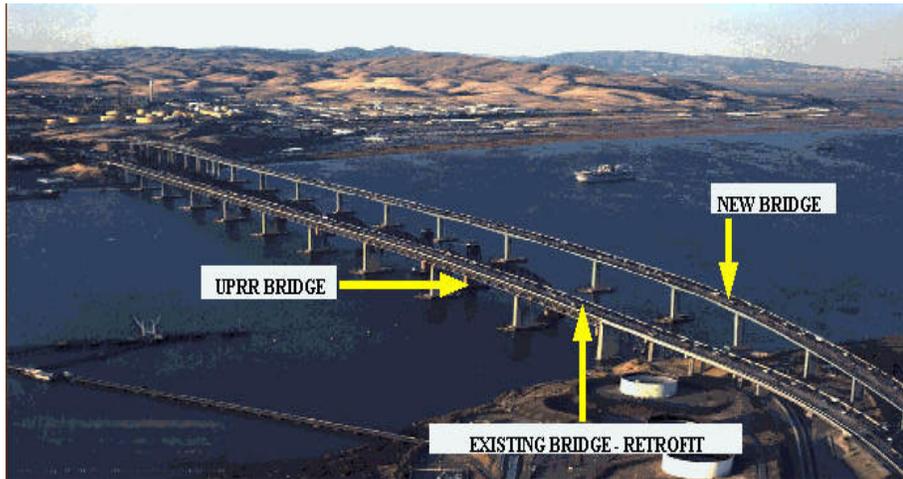
Membership Type

- 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

# Benicia-Martinez Bridge Path Dedication



The Benicia-Martinez Bridge Bicycle/Pedestrian Path is located on the west side of the old (1962) span. The \$37 million rehabilitation and seismic work, including the path, is nearly complete. The path dedication ceremony is scheduled for 10am on Saturday, August 29, 2009 on the Benicia side. East Bay bicyclists can ride to the ceremony from the Marina Vista Ave approach in Martinez beginning at 9am.

The dedication ends a sad saga of limited bicycle access since Caltrans dis-

continued the Benicia-Martinez bicycle shuttle in 2004.

**Congressman George Miller III** will be among the featured speakers at Vista Point on the Benicia side. The new \$1.2 million northbound highway bridge, opened in 2007, is officially named for Congressman Miller, while the retrofitted southbound bridge with 2-way path is officially named for his father: George Miller, Jr Memorial Bridge.

Regional Measure 1 (\$1 toll), passed by the voters in 1988, stipulated that all new State toll bridge construction offer public access. EBBC's former Vice Chair, **John Ruzek**, was involved in the early planning for the path beginning in 1995.

More recently EBBC has been involved in reviewing the path access approaches from Martinez off of Marina Vista Ave and from Benicia via Military East to Grant St to Park Road and turn right on Oak Road to the bridge path. 

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Newsletter Notes: *rideOn* is published monthly by the East Bay Bicycle Coalition, a non-profit tax-exempt organization dedicated to promoting bicycling as an everyday means of transportation and recreation throughout Alameda and Contra Costa counties since 1972. Logo design by Martha McNulty.



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