CALL FOR BRIDGE TOLL TO COMPLETE BAY BRIDGE PATH

Congestion tolls on the Bay Bridge could pay for West Span Bicycle-Pedestrian-Maintenance Path

The current toll increase proposals are essential, but fail to address needed transportation improvements. Now is the time to address funding the West Span Bicycle-Pedestrian-Maintenance Pathway and expand transbay transit capacity.

The three toll options considered by the Bay Area Toll Authority (BATA) represent a $160million/year surcharge to fund seismic retrofits of the Antioch and Dumbarton Bridges, make up revenues from declining traffic, and pay for increased debt financing.

We ask you to join our campaign for transportation improvements on the West Span by speaking out in support of the following proposal to “bridge the gap” between San Francisco and the Treasure Island neighborhood under development.

Modified “Congestion Pricing” Toll Option #3 to generate revenue needed to build the West Span Bicycle-Pedestrian-Maintenance Pathway & Transbay Transit Improvements:

- Set non-peak SFOBB tolls to $5 to match tolls for other six bridges;
- Maintain the $2 congestion pricing differential by establishing a $7 peak toll.

EBBC’s resolution supporting the completion of the path to connect with the new East Span path has already been adopted by Emeryville, and next goes before the Berkeley City Council.

We are calling for a large turnout at 10am on Jan 27, 2010 for the Bay Area Toll Authority meeting MetroCenter Auditorium, 101 Eighth St, Oakland.

The special presentation will focus on Bicycle Sundays with a review of the world-leading Bogotá Ciclovía project that draws about a million inhabitants to 130 km of closed streets each Sunday. A new and less ambitious program, Buenos Aires de Domingo, offers another example for the East Bay.

Andrew Campbell, at the Fruitvale Bike Station with part of the fleet of shared bikes ready for delivery to Caltrans District 4 headquarters for use by employees.
Welcome New Board Members

EBBC is pleased to welcome four new Directors:

SYLVIA PAULL, from Albany, is a high-tech publicist for companies like Ask.com, CNET, and Wired magazine. She also does pro bono PR for nonprofits like the EBBC. Sylvia volunteers for Albany Strollers & Rollers, and you can often find her selling their bicycle lights at local events.

SUSAN STEWART, from Oakland, is an Exercise Physiologist in Cardiac Rehabilitation at Alta Bates Summit Medical Center. She works with patients who had have heart attacks, valve repair/replacements, stents, by-pass surgeries and transplants. Susan is a member of the Veloraptors Bicycle Club and vice president of their board. She just finished a year as a member of the Ultra Marathon Cycling Association and completed 13 centuries in 2009.

JUSTICE BAXTER, from Oakland, is the owner of Wheels of Justice, an EBBC partner bike shop in the Montclair neighborhood of Oakland. Justice leads group rides and teaches basic bike repair and handling. Through Wheels of Justice, he donates time doing repairs for kids bike rodeos and Bike to Work Day, and his shop has a unique kids bike upgrade program which results in bikes donated to local charities.

MORGAN KANNINEN recently moved from Fremont to Oakland. Her current work includes collaborating on a report for TransForm on household transportation costs, and doing communications and outreach for the Sustainable Transportation Center at UC Davis. Over the past year, Morgan has taken the lead in organizing a bilingual (Spanish & English) bike collective in the Fruitvale area of Oakland: El ColectíVelo un Centro Comunitario de Bicicletas.

Imagine a country where the health care is free, the freeways are not, and cities restrict traffic entering the downtown. That country is Italy.

I recently spent ten weeks in Italy and Germany studying Land Use and Transportation policy courtesy of a German Marshall Fund fellowship. You’ll have to read about healthcare somewhere else, but I have been asking questions about many issues besides my narrow topic of land use density, parking and traffic impact studies. Here is a quick overview of some of the things I’ve learned about Torino, Genova, Milano, Stuttgart, Freiburg and Hamburg. More can be found about most of these topics on my blog at http://cittastadt.wordpress.com.

In Italy, Autostrade (freeways) do not come into the city as a general rule, they stop at the perimeter. Additionally, Autostrade were built under contract from the government as a user-fee funded enterprise, hence you pay to use them.

Rome was the first city in Italy, and maybe Europe, to restrict traffic—beginning in 1986 with the concept of Traffic Limited Zones (ZTL). ZTL are different than congestion pricing because you can't buy your way in. You cannot come in with a car during certain hours unless you live there. Other cities, large and small, have their own versions of this general concept. Technology in the last ten years has significantly improved implementation and enforcement: morphing from gates and guards to video cameras and electronic sensors. Torino, being the motor city that is it, adopted the ZTL concept later than other Italian cities. Now they have an inner ring where no one can enter between 7:30 and 10:30 (unless you live there) and an outer ring where only cars rated cleaner than Euro 2 can enter (see blog). Torino is changing in January 2010 to just having one big outer ring where both rules will apply.

In Stuttgart, Hamburg and Torino there are familiar Class II bike lanes, just a plain white stripe. There are other bike-way types as well. For example, Torino had offered generous right of way in their many wide medians and dual “medians” on almost every arterial. Now, Torino's efforts to improve bicycling depend heavily on bike paths in medians. Don't scoff. I am a big fan of median bike paths when cross traffic is controlled and there are no buses, no right-turn hooks, no car doors, and no double-left turn lanes. It is great to ride in a tree-lined and serene place within a congested city.

In sum, European city planning reflects a commitment to the density they want, where they want it, and a strong commitment to public transportation with frequent service and single ticket policies.

We can learn a lot about creating our own Transit Oriented Developments and livable cities in the Bay Area by emulating the strategies employed in the relatively car-oriented European cities I examined.
**SHORT REPORTS**

**VOLUNTEER - EBBC** had a great season of events in 2009 and the biggest holiday party ever, thanks to a large number of volunteers who made the events both productive and enjoyable! Visit www.ebbc.org for details on the events in the coming month:

**WED Jan 13 EBBC Volunteer Night** Help us prepare a mailing to members who need a reminder to renew in 2010. Food, beverage and wacky fun, 5pm to 8pm at Fruitvale Village.

**SAT Jan 23 EBBC Retreat** EBBC staff, board, members and coalition partners will gather to discuss our campaigns and strategies for the coming year. Attending the annual retreat is a great way to get an in-depth look at our advocacy efforts, share your ideas for the future direction of EBBC, strengthen your ties to the bicycling community, and find out how you can get involved in making bicycling better in your town. 10am to 4pm at the Jack London Aquatic Center, 115 Embarcadero, Oakland. Please RSVP to Carrie Harvilla, 510-533-7433

**MARK PENDLETON** was the victim of a hit-and-run crash on McEwen Road a half-mile north of Highway 4 the evening of Nov. 24, 2008 when a large SUV crossed into his lane and struck him. Investigators credited the unrelenting pressure of family, Martinez Councilmember Mark Ross who posted a $25,000 reward, ride partners with the Contra Costa Wells Fargo racing team, and EBBC’s ghost bike led to the arrest of Harold Brown on June 2. He has since been free on bail. Over fifty family members and bicycling friends attended the Dec 21, 2009 arraignment hearing. Mark’s widow Denise stated, “Brown had to stand cuffed for several minutes then was taken away in cuffs, that did my heart some good!” Brown’s bail was raised $85,000.

**SAN LEANDRO BICYCLE PLAN** - With receipt of State funding, San Leandro will prepare a bicycle plan update in 2010. We encourage citizen participation to insure that the plan meets local needs. Furthermore, ongoing involvement of these volunteer stakeholders, in the form of a Bicycle Advisory Committee, is the best way to get the plan implemented. Contact Reh-Lin Chen at (510) 577-3438.

**DANVILLE** - A popular route to Mt Diablo’s South Gate approach has been improved. Fresh pavement and bike lanes greet bicyclists on Green Valley Rd between Stone Valley Rd and Diablo Road. We still need decent shoulders on Diablo Rd and repavement of the dangerous potholes on Mt Diablo Scenic Blvd, a poorly maintained private road that is an easement to the Mt Diablo State Park entrance.

**CLIMATE CHANGE** - The stalemate in Copenhagen demonstrated that the political resistance to reducing fossil fuel consumption is unchanged. Despite strong encouragement from European leaders, especially Germany’s Angela Merkel, the US and China will literally drive the world to destruction. Venezuela’s Hugo Chavez had the best line: “If the climate was a bank, we would have already rescued it.”

**EMERYVILLE** - On November 17th the Emeryville City Council approved an additional $680,000 in local expenditures to design the “Interstate 80 Pedestrian Bicycle Bridge.” The bridge, if funded, is projected to cost from $11-26 million, and connect from the end of 65th Street to the Bay Trail. Another option to build a structure integrated with the current and future Ashby interchange was not pursued by City Council. That option was projected to cost around $3 million.

**DUMBARTON BRIDGE** - The seismic retrofit project slated to begin in 2011 will disrupt bicycle travel, but no more than it will disrupt other vehicles thanks to EBBC. The construction permit from the Bay Conservation & Development Commission also stipulates that regional bikeway signage be installed between Union City and Fremont BART Stations, through Newark and to Menlo Park on the other side of the bay. The Caltrans District 4 BAC invites local staff and BAC to discuss the project at 1:30pm on Jan 20 at 111 Grand Ave.

**RUMBLE STRIPS** - EBBC is urging Caltrans staff to not install shoulder rumble strips on State highways in the East Bay. Addition of rumble strips degrades the safety of bicyclists and reduces the usable shoulder area for bicycling. The California Complete Streets Act calls for all roads to consider the needs of bicyclists. The initial project proposed is Sonoma SR121. The item will be discussed at the Jan 20 Caltrans District 4 BAC.

**SAFETY IN NUMBERS** - We have noted that bicyclist safety is statistically enhanced where bicyclists are most numerous. Additional evidence comes from London. *The Economist* “World in 2010” reported that since 2000 London has had a 107% increase in cycle journeys and a 21% drop in casualties.

**NEWARK** is soliciting firms to prepare their first ever Bicycle / Pedestrian Master Plan. The Newark City Council intends to form a citizen-based BPAC by March 2010 and we encourage bicycling residents and employees to volunteer by calling Soren Fajfeau (510) 578-4589.

**SAVING THE DUMBARTON BRIDGE** - The seismic retrofit project slated to begin in 2011 will disrupt bicycle travel, but no more than it will disrupt other vehicles thanks to EBBC. The construction permit from the Bay Conservation & Development Commission also stipulates that regional bikeway signage be installed between Union City and Fremont BART Stations, through Newark and to Menlo Park on the other side of the bay. The Caltrans District 4 BAC invites local staff and BAC to discuss the project at 1:30pm on Jan 20 at 111 Grand Ave.

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CEQA Amendments Adopted 12/30/2009

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

(For more information about this victory see: rideOn, Nov 2009)
Erik Jensen

Home: Berkeley
Occupation: EBBC Intern

Erik recently moved to Berkeley from Omaha, Nebraska. EBBC first met Erik at a new member meet and greet, and we got to know him as he volunteered doing valet bike parking. For the past three months, Erik has interned at EBBC, volunteering his time and smarts for a variety of projects. Our gratitude goes out to Erik - Thanks for helping to keep EBBC rolling!

HOW DO YOU USE YOUR BICYCLE?
As a means of daily transportation, whether I'm heading into work or off camping.

WHY DO YOU RIDE?
The experience of bicycling as a means of human-paced harmonious transportation within the built and natural environment is inspiring and addictive.

HOW DO ACQUAINTANCES WHO DON'T RIDE VIEW YOU?
They worry about my safety; I worry about theirs.

WHAT BICYCLE IMPROVEMENT WOULD YOU MOST LIKE TO SEE IN THE EAST BAY?
An equitable distribution of funds for bicycle, pedestrian, transit, and automotive projects.

WHAT’S YOUR FAVORITE PLACE TO RIDE IN THE EAST BAY?
Any of Mt. Diablo’s many firetrails. [Ed. note: Erik’s stamina for the cold is quickly becoming legend as he heads for the summit even in Nebraska-like winter conditions.]

IS THERE ANYTHING THAT YOU DON’T LIKE ABOUT BICYCLING?
Stereotypes are too common, both outside and within our mode of transportation.

HOW MANY BICYCLES DO YOU OWN?
Three.

WHAT WORK HAVE YOU BEEN UP TO AT EBBC?
First, the member survey (see p.8)! I am also studying the MTC’s routine accommodations checklist and its ability to promote consideration of complete streets throughout the East Bay; working on various website elements; and helping with outreach.

WHAT HAVE YOU ENJOYED MOST ABOUT VOLUNTEERING AT EBBC?
I love being able to tap into the shared wealth of knowledge and experience possessed by our staff and EBBC volunteers. Not only have I explored effective bicycle advocacy practice, I have developed a deep appreciation for how the bicycle can serve to catalyze meaningful transformations as we struggle to face the significant challenges of our epoch. Also, pizza.

“Safe Routes to Transit” cont. p.8

One of the more interesting projects is a bike sharing program to be launched by the Valley Transportation Authority in Santa Clara. A bike sharing pilot project will start at 3-4 Caltrain stations to be determined by an initial study. Each station gets several bike-share pods from which bikes can be “rented.” If successful, the project may be expanded to BART.

Another innovative project will stripe several new bikeways to the Glen Park BART Station in San Francisco. The project includes counter-flow bike lanes on Lydell Street, a bicycle cut through on San Jose Avenue, the reduction of travel lane widths and removal of parking spaces to make room for bike lanes.

EBBC has been coordinating the Safe Routes to Transit Program since 2005 and is seeking additional funding for the program in the next Regional Transportation Plan. MTC is limiting proposed new funding to “evaluation” of the program, rather than new capital projects. Please check out our website for the latest details on how you can help.
Draft for Approval

Board members present: - Dave Campbell (Chair), Steve Ardrey, Tom Ayres, Bill Pinkham, Ole Ohlson, Leo Dubose, Rick Rickard, Dave Favello

Staff: Robert Raburn, Carrie Harvilla

Also: Hal, Eisen, Erik, Ian McDonald,

The Board & General Membership Meetings on Nov 17, 2009. Rockridge Branch Library, 5366 College Ave

EBBC BOARD OF DIRECTORS

Board members

Steve, Mary, Eric, and Dave C are stepping down.

4 nominees (proposed by sub-committee, contacted, found to be willing and interested) – Susan Stewart, Justice Baxter, Morgan Kenninen, and Sylvia Paul

Rick will continue as treasurer, Tom as secretary, Bike Dave as Vchair

For chair: Tom volunteers to take this on if someone else will be secretary – remains to be worked out.

Treasurer

No report this month because our bookkeeper just had a baby. Rick is working on getting access to the accounts with quickbooks. For 2010, he assumes we will have 2 offices (increased expense), but possibly only 4 newsletters per year (reduced cost).

Budget for Bike to Work Day – Dave Campbell

Presents a budget – generally the same as BiWD 2009, with ~$10k extra from ACCMA (Alameda CMA). Notes that memberships received at the Bike Away from Work Party are not listed as income in the budget, since those relate to the ongoing growth of the EBBC, even though a number of memberships are obtained at that time. Several people agreed that income should not be included in the BiWD budget, but we will track the amount of income involved so we can evaluate the financial impact of the event. Suggestion was made to make the Bike Away from Work Party a separate event, for budgeting, with costs and income to be considered separately from the rest of BiWD.

Motion to authorize Dave to begin spending on BiWD on the current temporary budget, to be revisited later: APPROVED

Maps

Robert reports that we have received 2 pallets of the new 2009 revision of West of the Hills. We have paid the last portion of the contract. For the future, we will be looking into a digital project. Robert would like approval for Greg Tanaka of Valley Mapping to begin work on that project, with up to $3k to begin. APPROVED

SHORT REPORTS

T-shirts – Carrie requests ~$1k to print up new t-shirts – Beautiful Machine – says a prototype she has worn to summer events was well received. Motion to authorize - APPROVED

Assistant Education Coordinator – Dave C says we are reviewing resumes to hire someone to work on a part-time basis on bike safety classes, etc. More on this in January.

Retreat Jan 23 – Save this date for our annual retreat – details forthcoming.

Third Wed Meetings in 2010 – In the coming year – at least for the first 2 months - we will have our meetings on the 3rd Wednesday, rather than our long tradition of 3rd Tuesday. Feedback will be appreciated. Rick notes that this change will need to be addressed in a change to the by-laws.

GENERAL MEMBERSHIP

Introductions (n=30)

Board elections

Slate of 11, including Tom Ayres as Chair, Sylvia Paul as Secretary, Rick Rickard as Treasurer and Dave Favello as Vice Chair – ELECTED. Thanks to the ad hoc sub committee that identified and vetted potential nominees.

Bridge toll increase and West Span Bicycle/Pedestrian/Maintenance Path campaign

Robert reports. The Bay Area Toll Authority hopes to raise $160 million per year for seismic retrofits (Antioch & Dumbarton) etc. They are considering various types of toll increases. One of the options includes a congestion pricing scheme, with the auto toll on the SF Oakland Bay Bridge at $6 in peak hours, $5 weekends, $4 non-peak. A modified option would use $5 as the non-peak toll and $7 peak.

The Caltrans feasibility study in 2001 found the best solution for bike/ped/maintenance access would be to put outboard paths on both sides of the west span. BATA has funded an update of the 2001 study for engineering designs and cost estimates. A big push of support will be needed in the next several months to get the go-ahead for the path. Motion for EBBC to support the modified 3rd toll option, in order to generate revenue for the WSBPMP (along with the other 3 projects): APPROVED

Calaveras Road closure and EBBC suggestions

Construction of the dam in 2011 will stir up asbestos, closing the Calaveras Wilderness for 2 years. The Calaveras Road will be closed during weekdays because of heavy equipment. Robert notes that the road will need to be maintained (e.g., swept) so that it will be safe for bicycles when the road is open on weekends; we also urge that it be available for the Prima- vera Century (Fremont Freewheelers) and for the Amgen Tour of California (which comes through on a weekday). Finally, Robert notes that we don't have access over Sunol Grade; there is no access except by freeways. We need a bridge over Alameda Creek on Paloma Road, giving access to Andrade, Sheridan, and Mission Pass roads. Funds would come from contingency set-asides for mitigation.

Motion to support mitigation for these 4 needs: APPROVED

Save Safe Routes to Transit funding

Janel Sterbentz (Bay Area Bicycle Coalition) says we are seeking $50 million for Safe Routes to Transit – to facilitate non-motorized access to transit stations. This is funding that had been promised by the Regional Transportation Plan of the MTC for the next 5 years. A petition of support is available at the BABC site – there is a link at the EBBC site – all are urged to send letters. Supporters are encouraged for the Dec 9 meeting of the MTC, or submit comments (savesrt2@bayareabikes.org).

Velo Wonderland Dec 4

Carrie urges all to attend this EBBC party, with friends, including folks who are not (yet) EBBC members. There will be bike-themed and recycled art, a DJ, beer, snacks, deserts. Volunteers are needed to help make this a success. The beer will be from the Linden St. brewery, which has a special cargo bike to deliver kegs; they are making a batch of Velo Wonderland Winter Lager for the event.

State Park access

Robert reports that California State Parks Foundation is sponsoring an $18 per car fee, giving access (free parking) at state parks, with funds to go to support keeping the parks open. In the meantime it appears that parks critical to cycling in the east bay are still likely to be open, so the state park access issue is not directly relevant to the EBBC.

- Secretary Tom Ayres

January 2010
CONTACT EBBC
www.ebbc.org
Fruitvale Village, 3301 E12th St, #143
MAIL: PO Box 1736, Oakland 94604
Executive Director ........ Robert Raburn
510-533-7433 robertraburn@ebb.org
Outreach Coordinator .... Carrie Harvilla
510-533-7432 carrie.harvilla@ebb.org
Program Director .......... Dave Campbell
510-701-5971 . . . . . . . d campbell@lmi.net

EBBC OFFICERS & BOARDMEMBERS
Chair Tom Ayres ............. Kingston
510-528-4941 . . . . . . . . . . . . . TJ Ayres@sbclglobal.net
Vice Chair “BikeDave” Favello Walnut Creek
510-295-9462 davevelo@media.com
Secretary Sylvia Paull ............ Albany
510-547-1116 . . . . . . . . . . . . . . whoisylvia@aol.com
Treasurer Rick Rickard ............ Oakland
510-482-5968 . . . . . . . . . . . . . rick1@mindspring.com
Leo Dubose ..................... Oakland
Craig Hagelin .................... Walnut Creek
Susan Stewart .................... Oakland
Morgan Kenninnen ............ Oakland
Bruce “Ole” Ohlson ............ Pittsburg
Bill Pinkham .................... Richmond
Justice Baxter .......... Oakland (Montclair)

EBBC VOLUNTEERS
Hazard Elimination Reports Ian MacDonald
510-832-6300 . . . . . . . . . . . . . ian@roymeldonald.com
EBBC Map Distribution Derek Liecty
510-339-2345 . . . . . . . . . . . . . spoker@sbcglobal.net
Web Eric McLaughlin webmaster@ebbc.org

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)
- 4hr Pledge ($6)
- Endow ($______)

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

COALITION PARTNERS
CA Association of Bicycling Organizations http://www.caobc.org/index.htm
California Bicycle Coalition (CBC) http://www.cabike.org
David Hoffman, Exec Dir 415-576-5982
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
Richmond BPAC www.richmondbpac.org
Trans Form 510-740-3150
Stuart Cohen, Exec Dir 510-740-3150
Urban Ecology www.urbanecology.org
Walk Oakland Bike Oakland (WOBO) www.walkoaklandbikeoakland.org
Waterfront Action www.waterfrontaction.org

COMMUNITY REPS & ADVOCATES
CoCoCo Reps:
Dave Favello (Chair) davevelo@media.com
Craig Hagelin chagelin@astound.net
Alameda Co Reps:
Mike Jones mkjcal@hotmail.com
Janel Sterbentz janel@bayareabikes.com
Brentwood Dave Steffler 925-634-1793
Fremont Michael Graft 510-713-7441
Lamorinda 925-299-1522
Bart Carr Bart Carr@yahoo.com
Martinez Dick Anderson 925-372-5889
Pittsburg Bruce “Ole” Ohlson 925-439-5848
bruceoleohlson@hotmail.com

You can help in any of 33 cities in the East Bay.
$4.2 Million Programmed for Safe Routes to Transit

Improved bike/ped access is coming to the San Leandro BART Station, bike lanes are going to be striped on 40th Street/41st Street and W. MacArthur Blvd leading to MacArthur BART, Nevin Avenue in Richmond is getting an overhaul that will connect Richmond BART to the city’s new civic center, bicycle kiosks are coming to Berkeley, Bayfair BART will be made safer for pedestrians and new bicycle signage and wayfinding signs are to be designed for West Contra Costa County. It’s all part of the 3rd cycle of Safe Routes to Transit funding.

In December 2009, the Metropolitan Transportation Commission approved $4.2 million for 11 projects throughout the Bay Area. 35 applications totaling $14 million were reviewed by the East Bay Bicycle Coalition and TransForm last Fall. The 11 approved projects received the highest scores and can receive their money immediately.

The MacArthur BART Station project received initial neighborhood push back on the idea of narrowing the median on 40th Street to make room for bike lanes. Oakland staff has modified the project to address this concern by proposing to reconfigure turn pockets and thereby expand the overall planted areas in the medians. Sidewalk tree plantings are also proposed. Additional public outreach will occur this Spring on the alternatives being considered for 40th Street.

“Safe Routes to Transit” cont. p.2