

Meet the Bike Commuters of the Year

We are happy to announce Louis Sandoval of San Pablo as the 2010 Bike Commuter of the Year winner for Contra Costa County, and T.D. Fisher of Oakland as the 2010 Bike Commuter of the Year winner for Alameda County. The Bicycle Coalition coordinates the Bike Commuter of the Year Awards to honor one resident from each of the East Bay counties who is committed to doing routine commutes by bike. The selection process, facilitated through peer nominations, targets avid cyclists who epitomize and actualize the

health, environmental, social, and economic benefits of bicycling.

Alameda County

T.D. Fisher, an Oakland resident, works as an orthotist, assessing and designing orthopedic and prosthetic devices that encourage growth, rehabilitation and medical comfort. Her clients include children, youth and adults, with conditions like cerebral palsy, scoliosis and Spina bifida. After ten years of commuting to

work by car, Fisher decided a year and a half ago to go green - biking instead driving - declaring that she could not drive to her job another day. Although her commute from home to office is short, she sometimes uses BART but often bikes 25 to 35 miles roundtrip on a single client visit. She frequents work sites in Oakley, Antioch, Lafayette and Oakland.

Fisher recalls that the transition to biking was a challenge, because she had to determine how she would effectively haul the tools of her trade via bike. As an orthotist, she routinely carries quite a load along on client visits, including electric grinders, saws, braces, scissors, cutters and an occasional prosthetic limb. The problem was solved when a friend gave her a kids' bike trailer to use in conjunction with her old mountain bike.

This fix worked, all until her bike broke due to the heavy load. Then the Missing Link Bicycle Co-op in Berkeley set her up with a Specialized Rockhopper mountain bike. Now she uses a combination of folding metal racks, duffle bags and panniers to carry all of her gear. "It works great! I

(continued on page 6)



T.D. Fisher of Oakland



Louis Sandoval of San Pablo

Changes afoot for *rideOn*

Beginning this summer, EBBC will move from a monthly paper newsletter to a quarterly mailing of *rideOn*. You'll still get a high-quality newsletter chock-full of articles featuring important advocacy actions, stories of local bike heros, event listings and reports on our work to make the East Bay safer, easier and more enjoyable.

Why the change? There are lots of benefits to moving to a quarterly newsletter. It's more environmentally friendly. With the decrease in paper processing, we'll reduce our carbon

dioxide emissions by 7,871 pounds (that's equivalent to taking a car off the road for an entire year) and emit 23,855 gallons less wastewater.* Plus, the Bicycle Coalition will save on printing and mailing costs, allowing a greater portion of your membership dues to go toward making the East Bay more bike-friendly.

The Bicycle Coalition will continue to keep you up to date with the latest advocacy news, bicycle events and more through our website, www.ebbc.org, and twice-a-month email news. Not receiving the EBBC email news? Contact Carrie

Harvilla, Outreach Coordinator, at carrie.harvilla@ebbc.org or 510-533-7433 and make sure we have an accurate email address.

Starting in June, new and renewing members will get a membership card in the mail (in lieu of the address label on the back of the newsletter). You can expect your next issue of *rideOn* in August, 2010. And if you want to save even more resources, you can choose to receive *rideOn* electronically - just email optout@ebbc.org with your name and address.

*Environmental impact estimates were made using the Environmental Defense Fund Paper Calculator. For more information visit <http://www.papercalculator.org>.

Bike To Work Day Inspires Rehabilitation

Two years ago, she lay unconscious in a hospital bed -- broken hip, tailbone, shoulder, rib, multiple pelvic fractures, and multiple brain hemorrhages. She spent one month in the hospital and rehabilitation center (nursing home). As a lifelong athlete and an active young professional, the most difficult impact Keonnis Taylor experienced from the car accident that almost took her life was having to, literally stop--stop working, walking, dancing, running, snowboarding (which she had done for the first time just days before the crash), hanging out, shopping, or really doing much of anything outside of her 25 hours per week of doctor visits... and every type of rehabilitative therapy one could imagine.

After five uphill months of transitioning from a wheelchair, to a walker, to crutches, and eventually to a cane -- Keonnis was walking on her own again, and back at work at the Alameda County Transportation Improvement Authority (ACTIA), where she works in public affairs. ACTIA is a sponsor of Bike to Work Day, and Keonnis had worked on the team developing the Bike to Work Day publicity campaigns, among her various duties there.

Although her work at ACTIA had included work with the Alameda County Bicycle and Pedestrian Advisory Committee (BPAC) she had never owned a bicycle as an adult. After her accident, unable to run

or play many of the high-impact sports she loves, Keonnis decided that biking would be a great way to rebuild her strength, and keep active while her body continued to heal. On her long-awaited return to work, she began working on the Authority's Active Transportation campaign to increase federal funding for "non-motorized" transportation -- walking, biking, transit access -- and felt compelled to do her part as she worked to share with others the many benefits of leaving one car in the garage.

Last May, with her colleagues excitedly forming teams for Bike to Work Month's Team Bike Challenge and work progressing on the Active Transportation campaign (and a 20-lb deficit to her already-small frame), Keonnis was inspired to buy a bicycle, and join the competition. After doing her research, she found Waterside Workshop, a Berkeley-based non-profit that uses proceeds from the sale of rehabbed bicycles to fund a training program that teaches local community members to repair them.

She began biking the 2 miles to her Oakland office, and now one year later, continues to aim to leave her car at home a few

times a week. Today, Keonnis sums up her recovery very simply, "110%". "I can definitely see the benefits of biking! Even a little makes a difference. I feel much stronger, and it's a great way to get some fresh air and sunshine before I start my day in the office." She considers her inspiration to begin biking one of the many gifts that have come out of her recovery. She says, "Bike to work Day was the perfect starting point for me. It was such a simple and healthy and accessible solution. I'll definitely be riding on May 13th!"



Ride On Keonnis!

Even in a Down Economy, East Contra Costa County is Humming

Advocacy Update by Ole Ohlson, Pittsburg Resident and EBBC Board Member

In conjunction with the widening of Highway 4 from four lanes to eight, BART is constructing train tracks east from the Bay Point BART Station approximately 10 miles. The half-billion-dollar project is called "eBART" and will be standard railroad gauge and operated with diesel powered engines.

Recently, the Antioch eBART station area design planning task force accepted bicyclists's input. EBBC asked for a ped/bike bridge across the freeway (open 24 hours, not requiring entering the paid area

of the station to cross the freeway). This request was denied. As part of the widening of Highway 4, some of the Hillcrest Avenue ramps will be closed and reconstructed from Slatten Ranch Road. Cyclists and pedestrians are very concerned about having to cross these busy ramps when walking/biking on the only access road to the station. A meeting with the consultant who is designing the interchange is scheduled, which in and of itself is a step forward for local transportation activists.

Pittsburg, which is getting the only other station on the eBART line, is preparing for the start of service (planned for 2015) by striping bike lanes on arterial streets in the vicinity of its soon-to-be-built station.

The City of Pittsburg has "hired" a planning intern to write the application to the League of American Bicyclists for the Bicycle Friendly Communities designation. Over the past 10 years, the City has increased the miles of bike lanes and multi-use paths within city limits by more than tenfold.

From “Flexible Parking” to “Parklets” Creative Use of Parking Space Helps Return Streets to People

What else can you do with an on-street parking space, besides storing cars? Most people would give you a blank look – parking spaces are a precious commodity in our California car culture, and it’s an article of faith that there are never enough of them – but in San Francisco “flexible parking” trials are showing the way to reclaiming of a bit of precious public space for the greater public good, offering answers that are more healthy, happy, and even business-friendly than old-fashioned car storage.

Through a partnership of city agencies and community groups, and inspired by PARK(ing) Day, where hundreds of parking spaces across the world become parks for a day (keep plugging the meter and it’s your real estate to do with as you like), as well as successful programs in Mountain View and other cities, San Francisco has embarked on a series of trial conversions of curbside parking spaces into “flexible parking” areas. Two or three parking spaces are cheaply fitted with low (removable) platforms that bring the street

level up to sidewalk height, and simple edge treatments like planter boxes define and enclose the mini-deck. Chairs, benches, and tables are brought out and voila, a new neighborhood gathering place is born, for conversations, coffee, checkers, community.

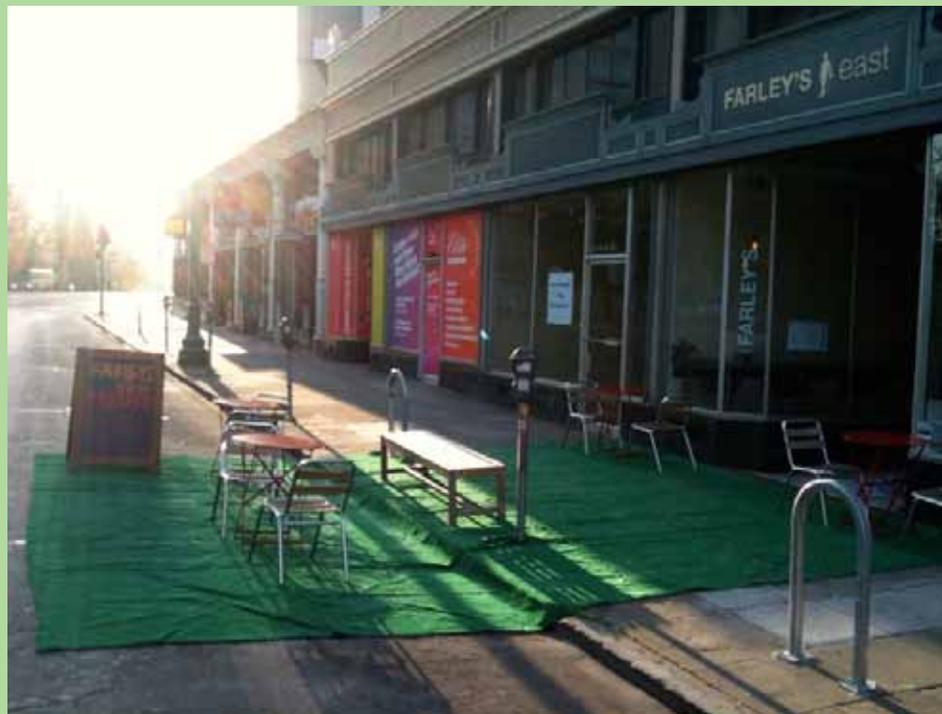
Such a “parklet” in front of Mojo Bicycle Café on Divisadero Street is a perfect example. It’s been in place only since March, but it’s already proving to be a popular destination for neighbors and visitors. The owners of Mojo don’t seem to miss the two parking spaces, though in theory they could be restored without much effort by removing the platforms – indeed, the parklet has proved to be a boon to business, with Mojo bringing on two new staff to handle the increased commerce!

More parklets are in the works in other districts of San Francisco, as well as other “pavement to parks” trials and innovations in growing and nurturing the public realm.

You can learn more about parklets and the SF Bicycle Coalition’s Great Streets Project at SFgreatstreets.org.



Written by Andy Thornley, Program Director for the San Francisco Bicycle Coalition



Reclaiming Streetspace in Front of Farley’s East, Oakland

~Flex Lanes in the East Bay~

Farley’s East Cafe on Grand Avenue in Oakland knows about Flex Lanes. The parking space out front was converted to table seating for the April Art Murmur. Patrons enjoyed great food, the outdoor air, a comfortable warm carpet of green astro turf and curious art aficionados passing by. We at EBBC are inspired enough by Farley’s expanded seating and the encouraging news from San Francisco that we are doing a “flex lane demonstration project” in Old Oakland as part of Oaklavia on June 27. Stop by Washington and 9th and discover a new way to enjoy G.B. Ratto & Co, Tamarindo Antojeria, Cafe 817 and others to learn about more about how your neighborhood streets can be reclaimed. And get there early, as the outdoor seating is sure to be popular.

\$10 Vehicle Registration Fee to Pave 'Good Roads' for Bicyclists?

By Olivia deBree, TransForm

The Contra Costa Transportation Authority (CCTA) will place a \$10 Vehicle Registration Fee (VRF) on the November ballot in order to generate critical funds for underfunded transportation needs. Transit--be it on foot, on rail, or on 2, 4, or more wheels--is hurting. Bus service is being cut all over. Transit operators are discussing fare increases. Budgets for local jurisdictions have dropped--precipitously in cities like Antioch--leaving no cash to fix potholes or restripe bike lanes. Because cyclists suffer when any of these things happen, supporting a VRF should be a no-brainer if you ride a bike. But with only \$8.5 million generated annually by a potential VRF, only a few transportation items will get money. So the question is which underfunded areas deserve VRF funding the most.

In Contra Costa, you certainly cannot expect that VRF revenue will be spent on ped, bike, or transit needs automatically. CCTA is currently taking input from the public and each region of the county regarding which projects to fund. Without

a serious push from ped, bike, and transit advocates and activists, expect to see most if not all of the money devoted to improving Local Streets and Roads for cars only.

TransForm and the EBBC believe an ideal expenditure plan must have two elements. First, it should direct a major chunk of money to transit service, as transit decreases congestion on roads and is often the sole source of travel for low-income people, seniors, youth, and people with disabilities. A fair expenditure plan will also require any funds used for Local Streets and Roads to take substantial steps toward or make reasonable improvements in the direction of "good roads." By "good roads," we mean streets that are safe for people to ride bikes on and safe for pedestrians to cross. This would be a major step forward from the status quo in Contra Costa County. Currently, jurisdictions are only "required to consider" routine accommodations for pedestrians and bicycles. This weak language often translates into no pedestrian and bike improvements when

roads are maintained.

On May 24th at 6:30pm, CCTA will hold a public hearing on the VRF's draft expenditure plan. The Authority needs to see a room filled with bicycle, pedestrian, and transit advocates that evening if we are going to get the improvements we need for bus and BART users, pedestrians, and cyclists. In a recent poll, only 54% of likely Contra Costa voters said they would support a VRF. While this represents a majority of likely voters, it also means getting a VRF passed at the polls is not a slam dunk in Contra Costa. CCTA needs broad support for the expenditure plan in order to pass the measure in November. For this reason, your voice will matter on May 24th. Speak up for transit, bicycle, and pedestrian funding at the public hearing on May 24th. It will be held at CCTA's offices at 3478 Buskirk Road, Suite 100 in Pleasant Hill (near the Pleasant Hill BART station). For more information, contact Dave Campbell (dave.campbell@ebbc.org) or Olivia deBree (olivia@transformca.org or 925.550.0940).

EAST BAY BICYCLE COALITION'S



Bike-in

Interviews

sun | may 16 | 1-230pm
all showings
alameda theater

thu | may 20 | 730pm
the oak park story
return of the scorcher
swan's courtyard

fri | may 21 | dark o'clock
most dangerous man in america
trumer brauerei berkeley

sat | may 22 | dark o'clock
quicksilver
linden street brewery

plus the usual unexpected things
bring fm radio to outdoor showings

In partnership with; Bicycle-Friendly Berkeley Coalition, Albany Strollers & Rollers, Walk Oakland
Bike Oakland, East Bay Asian Local Development Corp, City of El Cerrito, Bike Alameda.

Spoketacular Richmond

by Terri Saul

"I grew up in Baltimore. Biking saved my life, got me out of my neighborhood," says **Brian Drayton**, 40-year-old executive director and cofounder of Richmond Spokes. Drayton believes an immersion in bicycling culture can help counteract a poverty of action among teens. A youth training hub located in Richmond, CA, Drayton's program paves the way for young entrepreneurs to create businesses through hands-on training. "When you give a youth a bike they have mobility," says Drayton. They get outside of their dumb boxes, video games and TVs. They learn to be self-sufficient and sustainable.

Drayton's first long ride was 43 miles to his uncle's farm. Wanting to share the experience he brought his cousin along. Youth riding in solidarity with other youth—like the Scraper Bikes in Oakland—brings people from disparate neighborhoods together. Whether it's for safety, visibility, to protest violent gang killings, or to celebrate a journey or the taking of a lane, "You can actually change the world through cycling, rapidly!" Drayton says, "Critical Mass became a global phenomenon in under a year."

Derriante Relanzo Sims, a 16-year-old spokesperson for Richmond Spokes, born and raised in Richmond, tells me about his first five-mile ride to meet up with Spokes at the North Richmond Shoreline Festival.



He discovered his lung capacity and a spacious park nearby that he'd never seen. "I've never in my life rode five miles—the breathing thing, the lightheadedness," Sims says. "I was so tired."

Drayton is on the Bicycle Pedestrian Advisory Committee. He's also working with the county health department on obesity and mobility. Drayton lists the mayor's office, and Urban Tilth as some of his partners.

His education component uses the build-a-bike model. "That's the key; when you take something apart you're learning," he says. "So, when you have 15 things to take apart, you're learning really well. By

the time you take 20 things apart you can build it yourself."

Richmond, California, originally home to the Ohlone Indians, is known for its association with Rosie the Riveter, and for having more waterfront than any other Bay Area city. Richmond is, Drayton says, "a town full of the hardest working, most down home, friendly people in the Bay." The city is currently preparing a Community-Driven Pedestrian Plan and Bicycle Master Plan, starting with a series of workshops this month.

The Richmond area is also home to 2010's Bike Commuter of the Year for Contra Costa County, Louis Sandoval, a 45-year-old math teacher. Sandoval encounters dozens of fellow commuters every day, including Fred Rodriguez, three-time US National Professional Cycling Champion who interrupted his training to visit with Sandoval's youth program on a ride along the Bay Trail. "The kids were thrilled. We cyclists feel a great kinship towards one another," Sandoval says. "I think its strength is directly proportional to the passion any one of us might feel toward bicycling in general."

"Commuting by bike is empowering, healthful, and economical," says Sandoval. "It could change your commute from one more part of your day you rush through, to a part of your day you actually savor!"



Bike Commuters of the Year *(cont. from page 1)*

bike to work routinely and I am so much happier since I stopped driving my car,” says Fisher. “People often notice and stop to talk to me about all the stuff I carry.”

Fisher’s love of biking has led her to become a top fundraiser for the Bay Area Outreach and Recreation Program (BORP), an organization that assists people with disabilities in riding bikes and doing other sports activities. Fisher also engages friends on occasional “bike toodles,” bike outings that focus on deterring fear, making bicycling seem less intimidating. “I have so many friends with bikes who are afraid to ride. So I take them on guided tours around town.” Fisher assures, “There is no place in the East Bay that cannot be accessed via a flat route.”

Contra Costa County

Louis Sandoval is a consummate bicyclist. He lives in San Pablo and commutes by bicycle to his part-time job as an adult education mathematics teacher for the West Contra Costa Unified School District. He commutes on his Bridgestone bicycle between two job locations in Richmond and San Pablo and has done so for more than 5 years. “My Bridgestone is a real beater,” Louis says. “It’s a tank of a bike, but has a real bike rack and a pannier, and does the job of carrying my books, groceries, everything,

rain or shine.”

His commutes also include jaunts into Hayward to visit his mother and to take classes at Cal State East Bay. “Even at 11pm at night you can find him on the street making his way home from Hayward, via Oakland, Emeryville, Berkeley, Albany, El Cerrito and Richmond,” says Raul Ramirez, a principal at WCCUSD. When needed Louis utilizes BART to transport his trusty steed and himself around the Bay to appointments and classes. Louis says that it’s not the distance. And “it’s not the weather or the terrain. It’s the traffic that is sometimes the toughest part.”

Louis has ridden bicycles since childhood. He participated in BMX races as a boy. He is absorbed by bicycling e.g. easily identifying bicycles and equipment at a glance, their engineering and history. He favors steel-frame bikes (doesn’t everyone?). And when he rides, Louis is a consummate rider.

About nine years ago, Louis and a girlfriend of his had a “lover’s quarrel” and she drove off down to her brother’s in Santa Monica for a Thanksgiving celebration that Louis was supposed to attend with her. Not having a car, Louis

rode over to the train station in Emeryville and took the train to Hanford. From there he rode to Santa Monica and arrived in time for leftovers and a reconciliation. Luckily his girlfriend drove him back home.

He teaches mathematics to adults pursuing a GED and is going back to San Jose State University this Fall to get his own degree in biomedical engineering. Louis dropped out of high school many years ago and realized in his twenties a need for education. He went back to school attending Contra Costa College and San Jose State University where he earned a degree in Engineering. During his studies at SJSU he participated in a short internship with bicycle legend “Phil Wood” and then did a much longer apprenticeship with custom bicycle frame builder Dale Saso in San Jose that really stoked the fire of Louis’ love for bicycles! “Dale was a great teacher and I learned a lot from him,” Louis says.

Looking ahead, Louis says he is looking forward to riding south everyday to San Jose State along the Bay Trail past the Oakland Airport and across the new San Leandro Slough Bridge. From there, the Bay Trail extends down to Union City. The new San Leandro Bay Trail Slough Bridge opened on May 7, and was a hit on Bike to Work Day!

Bus Rapid Transit Slowed by Berkeley City Council

On April 27, the Berkeley City Council could only muster enough support to study the “Reduced Impact Alternative B” option for Telegraph, which is essentially what is currently running on Telegraph, minus various upgrades. The alternative proposal includes calming the east side of Shattuck Square, making it more pedestrianized, and several features to speed up bus service while at the same time having buses share lanes with vehicles. The big problem with this proposal is that minimizes the loss of parking. The result will be keeping many left turn pockets and eliminating boarding aisles, which both necessitated removal of parking. This

alternative jeopardizes bike lanes. Berkeley City Council member Kris Worthington (in whose district sits Telegraph Avenue) is pushing for an employee transit pass for businesses on Telegraph, in order to gain more support for Bus Rapid Transit. Worthington’s proposal holds much more promise for bike lanes. Additional features of the approved alternative are NextBus realtime schedules, proof of payment, priority signalization, elevated boarding platforms and queue jump lanes for buses when needed. More details coming soon on bike lanes and Telegraph Avenue.



Artist rendering of the proposed BRT design

UPCOMING EVENTS

Sun, 5/16, 1-4pm. Bike-in Movie: Alameda Theatre (benefiting BikeAlameda)

Wed, 5/19 7:30pm. EBBC General Meeting, Rockridge Library

Thur, 5/21 7:30pm. Bike-In Movie: Swan's Market, Oakland (Benefiting East Bay Asian Local Development Corporation)

Fri, 5/21 8pm. Bike-In Movie: Trumer Brewery, Berkeley (benefiting Albany Strollers & Rollers and Bicycle Friendly Berkeley Coalition)

Sat, 5/22 all day. Bike to Market Day. Discounts for bicyclists at farmers markets and grocery stores throughout the East Bay. See www.ebbc.org/market for a full listing

Sat, 5/22 8pm Bike-In Movie: Linden Street Brewery, Oakland (benefiting Walk Oakland Bike Oakland)

For more detailed information and a full listing of bicycle related events in the East Bay, visit www.ebbc.org/calendar

BIKE SAFETY CLASSES

~Family Cycling Workshops~

Saturday, May 16, 9-11:30am
REI, Berkeley

Bicycle Safety Class for Parents Only

Tuesday, May 25, 7-9:30pm
Edison Elementary School, Alameda

~Traffic Skills Classroom Workshops~

Saturday, May 29, 2010, 2:30-5:30pm
Congregational Church of Alameda Social Hall, Alameda

Wednesday, June 2, 2010, 6:00-9:30pm
Main Library, San Leandro

Saturday, June 26, 2010, 1:00-4:30pm
Hayward Public Library, Hayward

~Traffic Skills 101 Road Classes~

Saturday, June 19, 2010, 10:00am-4:30pm
Malcolm X Elementary, Berkeley

~Oaklavia Bicycle Safety Festival~

June 27, time t.b.d.
Harrison & Grand Avenue, by Lake Merritt
festival includes
How-to-Ride-a-Bike Classes
Kids Bicycle Rodeo

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Albany Strollers & Rollers www.albanystrollroll.org

Bay Area Bicycle Coalition www.bayareabikes.org

Bay Trail Project <http://www.abag.ca.gov>

BikeAlameda <http://www.bikealameda.org>

Bicycle-Friendly Berkeley Coalition (BFBC)
www.bfbc.org

CA Association of Bicycling Organizations
<http://www.cabobike.org/index.htm>

California Bicycle Coalition (CBC) www.calbike.org

Cycles of Change www.cyclesofchange.org

Greenbelt Alliance www.greenbelt.org

Richmond BPAC www.richmondbpac.org

TransForm <http://www.transcoalition.org>

Urban Habitat <http://urbanhabitat.org>

Walk Oakland Bike Oakland (WOBO)
www.walkoaklandbikeoakland.org

Waterfront Action www.waterfrontaction.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.

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E-mail Address (EBBC guards your privacy) _____

Workplace/City _____

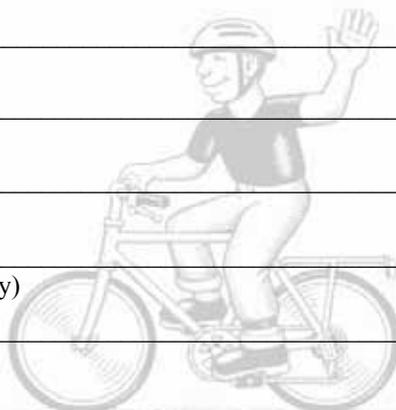
Commuter Utility Recreation Touring Transit User Other bicycling interests?

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



Bike to Market Day

Saturday, May 22

10% discounts at many markets
goodies, coupons and giveaways for all
cyclists shopping by bike

participating markets:

- Alameda Natural Grocery
- The Foodmill
- Safeway
- Berkeley Bowl
- Pacific Coast Farmer's Markets
- Farmer Joe's
- Monterey Market
- Whole Foods Market
- Grocery Outlet

let's show 'em how we shop by bike!



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Newsletter Notes: rideOn is published 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.



EBBC membership card

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