

Bigger, Better, Brighter Berkeley Bike Station

On July 13, a filled-to-capacity audience looked on as the ribbon was cut on the new Berkeley Bike Station. EBBC Acting Executive Director Rick Rickard was joined by Bob Franklin, BART Board Vice President, Assembly member Nancy Skinner, and Berkeley Mayor Tom Bates to speak on this celebratory occasion. Mayor Bates said, "This bike station is a significant addition to Berkeley, which is already recognized as one of the most bike-friendly, environmentally-committed cities in the nation."

The Bike Station represents the realization of more than two years of advocacy by the Bicycle Coalition and coalition partner Bicycle Friendly Berkeley Coalition (BFBC). The original Bike Station, opened in 1999 and run by BFBC until 2008, was a 400 square foot cage inside the downtown Berkeley BART Station. The new Bike Station at street level on Shattuck Avenue has an increased capacity - 3,550 square-feet, with parking for 268 bicycles – making it

the 2nd largest Bike Station in the country!

The Bike Station, a partnership between BART and the City of Berkeley, will be operated under contract by Alameda Bicycle. It's a collaborative effort, with funding from the Metropolitan Transportation Commission's Safe Routes to Transit Program, the State of California Public Transportation Modernization, Improvement and Service Enhancement account, Federal Transit Administration grant, and BART Capital funds. Read more about the Bike Station's amenities on page 3.

Beyond innovative bike parking, the site also houses the new office of the East Bay Bicycle Coalition. We've had a great 2 ½ years at our office in the Fruitvale Transit Village. Now we're excited to be conveniently located in downtown Berkeley - a hub for bicycling in the East Bay with a thriving commercial district, a nearby network of

Bicycle Boulevards, and a large student bicyclist population. Plus, we're pleased to have a number of partner bike shops as neighbors: the Missing Link, Velosport and Mike's Bikes are a stone's throw away.

In addition to a larger office, the community space in the Bike Station offers a much more comfortable and spacious place for our monthly volunteer nights. There's also a state-of-the art projector and sound system... stay tuned for fun events and educational activities. Please stop by our new digs, check out the multitude of bike racks, and celebrate a huge success! And if you can donate anything to fulfill our wishlist, please get in touch. We're looking for laptop computers, transportation books for our library and more.

See www.ebbc.org/wishlist

~Carrie Harvilla, Outreach Coordinator



EBBC Acting Director Rick Rickard, BART Board Vice President Bob Franklin, and Berkeley Mayor Tom Bates do a ribbon cutting with ceremonial scissors. Photo courtesy streetsblog.org

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Bicycling for Transportation to Recreation

We've all seen images from major bicycle races of a large peloton of ultra fit cyclists flying down the road in brightly colored tight clothing emblazoned with corporate logos. They are surrounded by an even larger group of internal combustion vehicles: lead cars, motorcycles, follow cars, and helicopters buzzing overhead. The corporate sponsors recognize the advertising value of paying to have their logo on a team jersey. Even in America, a great racer can capture the attention and imagination of an audience far wider than the group of hardcore cyclists.

What does bicycle racing have to do with bicycling for transportation or environmental reasons? For me, as for a number of others I've known, bicycle racing evolved from my use of bicycles for transportation and environmentalism, but the image of the elite bicycles surrounded by motor vehicles doesn't necessarily evoke enthusiasm from cycling advocates. Since I started racing in 1997, I've been looking for ways that bicycle racing and bicycle transportation can be compatible or even synergistic. It's important to me to stay true to the values that began my

journey as a cyclist: health, community, and the environment.

It's fairly straightforward to combine training to race and commuting to work, and most racers seem to commute primarily by bike. My commute is 14 to 16 miles each way, a route that consumes about two hours a day whether I ride, use transit, or drive in rush hour traffic. Commuting by bike is an efficient use of time. I can modify my pace and route depending on the day's training goal. Riding in traffic helps to develop responsive handling: it's challenging to maintain a smooth, efficient, and safe flow through traffic that lurches and stops suddenly and cuts me off unseeingly, and working with that challenge makes me a better rider. The racing discipline helps me maintain my cool, both physically and psychologically, in traffic situations that would otherwise be aggravating and scary. Since carrying weight on my back isn't applicable to racing, I am careful about how much I put in my backpack, especially when I plan to double or triple the distance and escape the traffic. People I meet during the day seem for the most part impressed

rather than put off by the racing bicycle (if they see it), particularly when I bring a stylish, comfortable, and waterproof backpack that contains an ironed and neatly folded set of professional clothes and use soap before the meeting. This morning on my way to work a man on the corner by Rockridge BART blurted out "That looks great" through a speech impediment and gave me a big thumb's up. I get a few such comments almost every time I ride.

~Emily Thurston, EBBC Member



Emily Thurston is a Category 1 racer who has won three elite national medals in road and track events and recently switched her focus to cyclocross. She races for the Missing Link/ 3rd Rail Team and Organic Athlete.

Looking for ways to better incorporate both transportation and recreation in your bicycling lifestyle? Make sure you have our latest maps for both East and West of the Hills, and explore new roads that are recommended for cycling!

Stop by your local supporting bike shop (see the back page) to purchase one, or ride over to our brand new office in the Berkeley Bike Station: see the new digs, renew your membership, and get a map!

Shared Streets: the Ultimate Public Realm

A famous Dutch traffic engineer Hans Monderman said, “a safe street is one that tells a rich story about its past, its context, and the future hopes of its residents.” Shared streets, or shared spaces, are a European concept that started in the Netherlands and spread to countries such as England, Sweden, Belgium, Denmark, and Germany. The Bicycle Coalition hopes to bring these wonderful concepts to Berkeley as part of Berkeley’s Downtown Streets and Open Space Improvement Plan.

A shared street is a street where everyone is considered equal: motorists yield to bicyclists, who yield to pedestrians, who yield to other pedestrians, who yield to bicyclists, who yield to motorists, who yield to.....you get the idea. Essentially, there are no rules, other than go at a human speed, be courteous and yield to others. It’s like the rules, or lack of rules, you find walking through a parking lot or within a BART station—no one has priority, for the most part. Traffic mixes and everyone makes their way, using eye contact and hopefully some courtesy and basic human interactions to get thru safely. It’s not always nice or polite, but often is, and either way it is part of life in the urban world.



And that is the foundation of shared streets—human interaction. As wonderfully explained at: www.shared-space.org, people do not generally think of streets serving a social or civic function—but they do. They help us understand who our neighbors are, what is around us, and provide us the ability to talk and interact with one another, buy and sell things, and enjoy our town. They give us a sense of place and history. Once upon a time, streets were as much about being a part of society as moving thru it. And there was a rather informal relationship between the social and the transport function of streets. Then the traffic engineers took over.

Shared streets de-emphasize the rigid lines between cars and people by eliminating paint markings, traffic lights, physical barriers, separations, excessive signage, etc., which everyone ignores

anyway. They introduce concepts of human-scale, social rules, communication and eye contact into the public realm of city streets. Yes, there may always be a need for high-capacity freeways—where predictability, simplicity, repetitiveness and linearity prevail. But what makes a road good public space is exactly the opposite—unpredictability, complexity, diversity and multi-purpose. In a word—culture.

Cities that have embraced shared space concepts have seen significant decreases in crashes and have also noticed that travel times improved. Where applied to arterial streets, they have also maintained traffic volumes. Properly designed, shared streets also safely accommodate persons with a disability. There were concerns, of course, when shared streets were first introduced, but after many years of experience and enjoyment, communities are embracing them, with Europe leading the way. It’s time for Berkeley and the entire East Bay to join them. *Check out videos at ebbc.org/sharedstreets.* Once you do, you may agree that shared streets give us hope that we can indeed bring back the public realm to our communities’ roadways.

~Dave Campbell, Program Director

Welcome to the Berkeley Bike Station!

~Bike Station Manager Jim Barakoff of *Alameda Bicycle*

The Berkeley Bicycle Station has moved upstairs to 2208 Shattuck Ave, about half of a block away from the BART station. We’re already enjoying natural light through big open windows while people with bicycles to park get to skip hauling them up and down the station steps!

There are some good quantitative reasons to be excited about the new location. We’ve been able to expand our free valet parking area, which is available on weekdays from 7am to 9pm, to hold 155 bikes. This will ensure more flexibility when people come out to events, and will allow our pool of daily users to expand quite a bit.

We have a new 24/7 self park area that will fit 113 bikes. A rechargeable \$20 BikeLink card (see www.bikelink.org) will get you between 500 - 1500 hours of parking (parking is 1 cent/hr overnight and 3 cents/ hr during peak times). It’s indoors, monitored by security cameras, and the door only unlocks for members who have verified their identities. In short, it’s a safe place to lock up your bike any time of day or night.



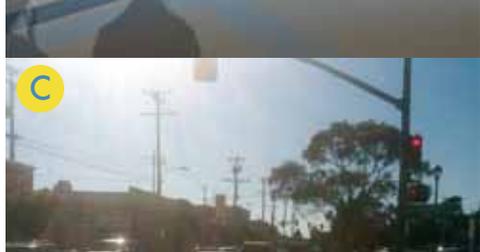
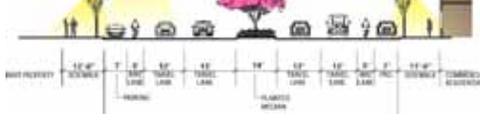
Soon we’ll start building a fleet of rental bikes. Our focus will be commuters and transportation cyclists; each of the bikes will be kitted out with a full range of important accessories, from locks to lights. We’re betting that commuters will be more excited about trying cycling if they get a chance to ride with all of the accoutrements without any big financial risk.

Moving above ground is also a great opportunity for us to connect with the community more. We’ll still be serving our core of BART commuters, but we’ll also be there for movie-goers, diners, students, and anyone else who wants their bike safe.

Big Bucks for Bikes & Peds: \$24.5 Million

The Regional Bicycle Program and Transportation for Livable Communities awards \$24.5 million to East Bay cities to construct bicycle and pedestrian improvement projects over the next two years. The East Bay Bicycle Coalition worked with many organizations over the past 10 years to create and fund these two important sources for bike projects, and cyclists continue to enjoy the fruits of this labor. Included herein is a brief project description and contact information for each project. **Because the funding is over two years, there is time to improve these projects**—for example, add bike lanes where sharrows are called for in the projects.

Please help us by following up with your local planners with any questions and ideas for improvements!

	Project Title	Description	Contact Info
 <p>(A) Downtown Berkeley BART Plaza Improvements: \$1.8 million</p>	<p>(A) Downtown Berkeley BART Plaza Improvements: \$1.8 million</p>	<p>Improvements include a new, larger bus transit shelter with improved lighting and seating; reconfigured bike parking to improve accessibility and security; improved sightlines for better security; improved access to the BART elevator; ADA curb ramps; programming in the plaza area to make it more welcoming to all users; and public art.</p>	<p>Kara Vukovich KVuicich@ci.berkeley.ca.us 510-981-7064</p>
 <p>(B) MacArthur BART Plaza Renovation: \$625,000</p>	<p>(B) MacArthur BART Plaza Renovation: \$625,000</p>	<p>A brand new bike parking cage and renovation of the entry plaza to the MacArthur BART Station at 40th St. Plans includes spaces for up to 200 bikes, with better lighting, cameras and security features.</p>	<p>Alan Lee aleel1@bart.gov 510-464-6121</p>
 <p>(C) Fremont Walnut Ave Streetscape: \$1.6 million</p>	<p>(C) Fremont Walnut Ave Streetscape: \$1.6 million</p>	<p>The project is located on Walnut Ave in the City's Central Business District/Midtown District. The Project will construct an inviting streetscape to encourage pedestrian and bicycling activity, improve connections to nearby transit, and serve as catalyst for TOD development in the area.</p>	<p>Rene Dalton rdalton@ci.fremont.ca.us 510-494-4535</p>
 <p>(D) Livermore Iron Horse Trail Connections to ACE station: \$1.566 million</p>	<p>(D) Livermore Iron Horse Trail Connections to ACE station: \$1.566 million</p>	<p>This Project will connect the Downtown Livermore ACE station, Transit Center, and Livermore's downtown parking garage to the retail and commercial uses in the heart of Downtown, through a pedestrian bridge that spans over Livermore Avenue and will run adjacent to the UPRR bridge. The trail will consist of 10' asphalt concrete, and 2' of graded/gravel shoulders.</p>	<p>Cedric Novenario CANovenario@ci.livermore.ca.us</p>
 <p>(E) Livermore Downtown Street Lights: \$175,000</p>	<p>(E) Livermore Downtown Street Lights: \$175,000</p>	<p>The Livermore Downtown Street Light Retrofit Project will replace existing decorative High Pressure Sodium street lights with energy efficient decorative street lights. Additionally, several new decorative street lights are planned to be installed to improve lighting in areas of Downtown that are poorly lit.</p>	<p>Cedric Novenario CANovenario@ci.livermore.ca.us</p>
 <p>(F) Oakland Foothill Blvd Streetscape: \$2.2 million</p>	<p>(F) Oakland Foothill Blvd Streetscape: \$2.2 million</p>	<p>In Fruitvale District, on Foothill Blvd from Austin St continuing to High St: Streetscape improvements including traffic calming, pedestrian amenities and landscaping.</p>	<p>Bruce Williams BWilliams@oaklandnet.com</p>
 <p>(G) Oakland MacArthur Blvd Streetscape: \$1.7 million</p>	<p>(G) Oakland MacArthur Blvd Streetscape: \$1.7 million</p>	<p>Along MacArthur Blvd from 73rd Ave to 76th Ave; 89th Ave to 90th Ave; and 106th Ave to Durant Ave: Streetscape improvements including pedestrian amenities, traffic calming and improved transit stops.</p>	<p>Bruce Williams BWilliams@oaklandnet.com</p>

<p>(D) San Leandro BART Streetscape: \$4.61 million</p>	<p>Improvements include wider sidewalks, bike lanes on San Leandro Blvd, enhanced crosswalks with pedestrian refuge areas, better signage, lighting, landscaping and street furniture.</p>	<p>Austine Osakwe AOsakwe@ci.san-leandro.ca.us 510.577.3486</p>
<p>(E) Buchanan Bicycle & Pedestrian Path \$1.7 million</p>	<p>Construct a multiuse pathway on the south side of Buchanan St from the intersection of San Pablo Ave to the Buchanan Bridge Overcrossing of the train tracks.</p>	<p>Aleida Andrino-Chavez achavez@albanyca.org 510.528.5759</p>
<p>Oakland Bike Lanes \$435,000</p>	<p>Broadway–38th St to Broadway Terrace; A. 12 St–14th to Fruitvale Ave; and Lakeshore Ave sharrows from Mandana to 580</p>	<p>Jason Patton jpatton@oaklandnet.com 510.238.7049</p>
<p>(F) Foothill Rd at 580 Interchange Bike Lane Gap Closure in Pleasanton \$708,000</p>	<p>A new traffic signal will be added to the eastbound ramps, and the project will include bike lanes on Foothill Blvd from the Dublin city line to Dublin Canyon Road, in both directions, with the southbound bike lane continuing to Muirwood Dr.</p>	<p>Mike Tassano MTassano@ci.pleasanton.ca.us</p>
<p>Union City Blvd Bike Lanes \$860,000</p>	<p>New bike lanes on Union City Blvd from Smith St to the point 600' south of Alvarado Blvd. (this is phase 1 of the bike lane project on Union City Blvd)</p>	<p>Henry Louie HenryL@ci.union-city.ca.us</p>
<p>(G) Central Ave & Liberty St Streetscape El Cerrito \$816,000</p>	<p>New sidewalks, high-visibility crosswalks, sharrows on Central Ave, speed tables, and other amenities.</p>	<p>Yvetteh Ortiz yortiz@ci.el-derrito.ca.us 510.215.4345</p>
<p>Rebuilt Willow Avenue in Hercules \$900,000</p>	<p>Willow Avenue will be completely rebuilt between the SR 24 freeway ramps and new intersection on SR 24 just east of Palm Avenue. Project will be an urban boulevard with pedestrian and bicycle improvements and new bus shelters part of a planned transit village.</p>	<p>Stephen Lawton slawton@ci.hercules.ca.us 510.799.8233</p>
<p>(H) Mt. Diablo Blvd Streetscape Improvements-Lafayette \$1.29 million</p>	<p>Mt. Diablo Blvd in downtown Lafayette from Oak Hill Rd. to Mt. View Dr. will get wider sidewalks, high-visibility pedestrian crosswalks, curb ramps, bike racks, sharrows, new bus shelters, lighting and seating.</p>	<p>Leah Greenblat lgreenblat@ci.lafayette.ca.us 925.299.3229</p>
<p>Nevin Avenue Streetscape Improvements \$1.217 million</p>	<p>Reconstruction of the east entrance to the Richmond BART Station, pedestrian and bicycle improvements for Nevin Ave, between the station and Richmond Civic Center.</p>	<p>Chadrick Smalley chadrick_smalley@ci.richmond.ca.us 510.412.2067</p>
<p>(I) Pittsburg: N. Parkside Drive & Willow Pass Rd \$900,000</p>	<p>New bike lanes on North Parkside Drive and Willow Pass Road, as well as new sidewalks.</p>	<p>Paul Reinders preinders@ci.pittsburg.ca.us 925.252.4822</p>
<p>Barret Avenue Bike Lanes-Richmond</p>	<p>New bike lanes and sharrows on Barret Ave, from Garrard Blvd to San Pablo Ave. This is a regional bike route.</p>	<p>Chadrick Smalley chadrick_smalley@ci.richmond.ca.us 510.412.2067</p>
<p>Monument Corridor Pathway Connector \$665,990</p>	<p>A new pathway will be constructed between Mayette Ave/May Court to Meadow Lane. This will be an alternate route for cyclists, who otherwise would travel along busy Monument Blvd. Additional phases will include a pathway connector from Monument Blvd to Mayette Ave, south of this project.</p>	<p>Danea Gemmell dgemmell@ci.concord.ca.us 707.816.0706</p>



Introducing Bonnie Wehmann, Education Director

Hello EBBC! My name is Bonnie Wehmann. I'm proud and excited to be working with the East Bay Bicycle Coalition as the Education Director. I have been a League of American Cyclists Certified Cycling Instructor for almost two years. For the last year, I've taught elementary school kids in Alameda, as well as classroom and road courses to adults in the East Bay. I really enjoy teaching bike safety. It's rewarding to share extremely valuable information with people who seem to really like and appreciate it. I like to make my classes fun and entertaining.

I'm an Alameda resident and love living on the little island of great biking. I take great pride in the work I've been doing with BikeAlameda as the program coordinator - for over two years I've been working to create a bicycle friendly city.

I didn't become a cyclist until my late twenties when I trained for and completed my first California AIDS ride. I rode a second one and then cycled a cross-country ride with my husband. It was then that I realized how wonderful our cycling conditions are here in the Bay Area. Most of my bicycling now consists of commuting rides, taking my two boys to preschool and elementary school. I'm enjoying teaching my kids to ride bikes!

As the new Education Director, I look forward to continuing the amazing work Jason Agar, outgoing Education

Director, has set in place. He taught me everything I know about good teaching and mentoring and I am happy to keep it going with our top notch group of instructors. See you in class!



Meet Matt Ayers, Bicycle Coalition Volunteer

What are you doing as a volunteer?

I am representing EBBC as a member of the Fourth Bore Coalition. In a lawsuit settlement against Caltrans for an inadequate environmental impact report, the City of Oakland received 8 million dollars for mitigation projects to improve bike, pedestrian, and public transportation access around the Highway 24 corridor leading up to the Caldecott Tunnel. The Fourth Bore Coalition is working with others to provide Oakland with a list of projects that we would like to see funded by the settlement. The first phase of this project, completed in July, consisted of three evening walking tours of streets

in the affected areas to come up with project recommendations.

What motivated you to volunteer?

I went to EBBC's New Member Party in April this year and after speaking with other EBBC members, I became interested in volunteering. The Fourth Bore project is particularly exciting as it is a chance for me to directly affect the bike route I take every day to work.

What are you learning?

I am learning a lot about bike safety, urban planning, and how local government interacts with the community.

Anything you're finding challenging or unexpected about the project?

I was initially surprised to see how many people are working hard and volunteering their time to improve our community, and I am finding that although we all have different interests and priorities, we are able to work effectively and amicably toward solutions we can all agree on.

Any particular mitigation that you're excited about?

As part of this project, there are many very dangerous streets and intersections that

are frequently traveled by bicyclists, specifically Broadway at Keith Avenue and Tunnel Road at Highway 13. I am hopeful that we will be able to improve the safety of these and other areas.

Does this volunteer project influence the way you see/experience your regular bike ride/commute? If so, how?

I have a deeper respect for the amount of time and effort required to establish bike lanes, routes, and other bike safety projects. During commutes and recreational rides, I am becoming more conscious of locations that need safety improvements, and consider ways they could be implemented.

What do you do when you're not volunteering - for work, and for fun?

I work as an Engineering Manager at an industrial filtration system manufacturing company in Emeryville. When not riding, I enjoy gardening and caring for my new chickens.

What's been the most satisfying aspect of your volunteer experience?

It's exciting to represent cyclists' interests during the planning of improvements around the Caldecott Tunnel. I'm feeling positive about the responses we've received from the City and others on EBBC's recommendations for the mitigation projects.



Matt and his wife on their honeymoon bike trip across Utah

UPCOMING EVENTS

For a full listing of bicycle-related events in the East Bay, please see www.ebbc.org/calendar

Saturday-Sunday, August 21-22, 12-6p.
EBBC Valet Bike Parking and Kids Bike Rodeo/Helmet Giveaway
Art & Soul Festival, Oakland*

Wednesday, August 25, 5-8pm.
Volunteer Night
EBBC office, Berkeley Bike Station

Wednesday, September 5, 8pm.
Volunteer night
EBBC office, Berkeley Bike Station*

Sunday, September 12, 10am-6pm.
EBBC and Albany Strollers & Rollers Valet Bike Parking at the Solano Stroll, Albany*

Wednesday, September 15, 7:30-9pm.
EBBC Member Meeting,
Rockridge Library, Oakland

Friday, September 17, all day.
Park(ing) Day in the East Bay
(various locations)*

Wednesday, October 13, 5-8pm.
Volunteer night
EBBC office, Berkeley Bike Station*

Wednesday, October 20, 7:30-9pm.
EBBC General Meeting
Rockridge Library, Oakland

**Volunteer at these events!
Contact carrie.harvilla@ebbc.org*

BIKE SAFETY CLASSES

~Traffic Skills Classroom Workshops~
Monday, August 23, 2010, 5:30-9pm.
Alta Bates Medical Center, Berkeley

Tuesday, September 21, 6-9:30pm.
Kaiser Oakland Medical Center, Oakland

Thursday, September 30, 5:30-9pm.
Dublin Civic Center Library, Dublin

Saturday, October 16, 1-4:30pm.
Albany YMCA Annex, Albany

Tuesday, October 19, 6-9:30pm.
Kaiser Oakland Medical Center, Oakland

~Traffic Skills Road Classes~
Saturday, September 25, 10am-4:30pm.
Lake Merritt BART, Oakland Saturday

~Family Cycling Clinic~
Saturday, Aug 28, 12-3pm.
REI Cycling Festival, Fremont.

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Education Coordinator. . . . Isaac Rodriguez
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510-339-2345 spoker@sbcglobal.net

AFFILIATED ORGANIZATIONS

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 Cycling 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.transformca.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.

Name _____

Address _____

City, State, Zip _____

Phone/Fax _____

E-mail Address (EBBC guards your privacy) _____

Workplace/City _____

Membership Type

Sustaining (\$25)

Household /

Half-century (\$50)

Century (\$100)

Introductory (\$12)

Endow (\$ _____)

New

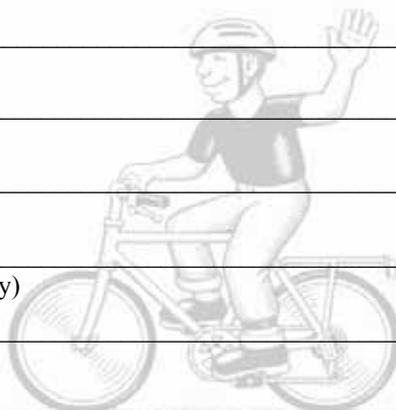
Renewal

Never share my name with others

Only share with EBBC affiliates

I'd like to save paper and read *rideOn* online.

I'm interested in volunteering!



We're extending a hearty welcome to the latest businesses to offer Bicycle Coalition member discounts! As a member, you can now receive discounts at the following bicyclist-supporting businesses

- Pyramid Alehouse: 10% off dine-in orders - enjoy lunch or dinner at this tasty brew-pub
Pedal Express: 10% off deliveries - transport nearly anything by bicycle
INNA pickle INNA jam: 10% off annual subscription - locally harvested and homemade jams & pickles delivered by trike
Rock the Bike: 10% discount - all items, up to 30 dollars off

~Membership pays for itself, thanks to all our supporting bicycle shops and businesses. Don't miss out!~

- Actual Cafe Oakland * Alameda Bicycle Alameda (and Fruitvale & Berkeley Bike Stations) * Alamo Bicycles Alamo *
Bay Area Bikes Oakland * The Bent Spoke Oakland * Bicycle Garage Fremont * Bicycles! Pleasanton Pleasanton *
The Bikery Oakland * Bikes 4 Life Antioch * Bikes 4 Life-OneFam Oakland * Brentwood Bike Company Brentwood *
B. Spoke Tailor Oakland * Cal Bicycles Livermore * California Pedaler Danville * Castro Valley Cyclery Castro Valley *
Clayton Bicycle Center Clayton * Crank2 Pleasanton * Cycle City Alameda * Cycle Sports Oakland * Cycle Path Pleasanton
* Cycles of Change APC Bike Shop Alameda * Danville Bike Danville * Dublin Cyclery Dublin * Eden Bicycles Castro
Valley * Encina Bicycle Center Walnut Creek * Hank & Frank Bicycles Lafayette * Hank & Frank Bicycles Oakland *
Hayward Bicycles Hayward * Livermore Cyclery Dublin * Livermore Cyclery Livermore * Manifesto Bicycles Oakland *
Mike's Bikes Berkeley * Missing Link Berkeley * Montano Velo Oakland * The Pedaler El Sobrante * Pegasus Bicycle Works
Danville * Pacific Coast Brewery Berkeley * Pioneer Bike Shop Oakland * Pleasant Hill Cyclery Pleasant Hill *
Recycle Bicycle Berkeley * rideSFO Oakland * Robinson Wheelworks San Leandro * The Roll Up Oakland *
San Leandro Cyclery San Leandro * Schwinn City Antioch * Sharp Bicycle Lafayette * Solano Avenue Cyclery Albany *
Sports Basement Walnut Creek * Stone's Cyclery Alameda * Tip Top Bike Shop Oakland * Traction Bikes Pleasant Hill *
Velo Sport Berkeley * Wheels of Justice Cyclery Oakland * wheelgirl Berkeley * Witts Bicycle Shop Hayward

find a complete listing, including details on all these discounts and more, at www.ebbc.org/shops

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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.



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