



# AT HOME EDITION

*Keeping  
cool, calm, & connected  
during COVID-19*

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Cover: Rene Dalton rides the newest improvements on Walnut Ave. in Fremont.

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# LETTER FROM THE SADDLE

Has biking kept you balanced over the past month? I know it has for me. If there's one thing the Bike East Bay community has shared, it is that despite having our daily lives upended by the coronavirus pandemic, biking remains essential for transportation, the environment, and our physical and mental health.

Over the past month, your advocates at Bike East Bay have been working hard from our homes to protect and expand access to biking. We confirmed early on that bicycling remains an allowable activity, and made sure that bike shops could stay open as essential businesses. To help you stay connected and informed during the shelter in place period, we rolled out online bike education classes, connected local leaders on rapid response issues, and convened decision makers in online town hall meetings.

More people are discovering the joy of biking and walking on streets in the East Bay than ever before. I have seen an unprecedented number of families with young kids riding and playing on my street. My neighborhood isn't the only one.

To respond to the demand for outdoor space while maintaining social distance, the City of Oakland rolled out the Slow Streets initiative in mid-April, designating certain neighborhood routes as low-traffic streets for people biking, walking, using wheelchairs, and driving to local destinations only. Slow Streets came after Bike East Bay and our partners at Walk Oakland Bike Oakland, Transport Oakland, and Transform requested the city to respond to concerns of drivers speeding through neighborhoods.

We are excited about Slow Streets, and concerned about the possible impacts on Oakland's most vulnerable communities. We recognize that not everyone has the privilege of staying at home. Bike East Bay received reports from people in East Oakland who were surprised and concerned that Slow Streets would bring more police and gentrification into black and brown communities. Everyone should be able to use the street without fear of harassment from the police or neighbors.

Let's emerge from this crisis more committed to better biking and walking in our neighborhoods. For our most vulnerable communities, this means leaning into the multilayered issues that impact how people want to get around town.

We imagine a new normal where neighborhoods are connected by networks of low traffic bike routes—and community bike shops that distribute bikes to people who can't otherwise afford one. In the new normal, we build resilience into the transportation network by installing safe, dedicated bicycling infrastructure on all major streets—and reinvest in accessible public transit.

Your support makes this new normal—and a better future for biking—possible. Although we are riding apart, we know the only way to get through is together. I especially thank the nearly 20 members who joined the Monthly Giving Circle or increased monthly gifts since shelter in place started. Thank you, and ride on.

Ginger Jui  
Executive Director



# LEARNING IN PLACE

## Bike knowledge goes online

By Eileen Rice

When the shelter in place order came down in mid-March, Bike East Bay Education Director Robert Prinz jumped into action. March is normally the bike education busy season: filled with people practicing bike skills in the spring sunshine, and upping their bike knowledge in interactive classroom workshops. This year, the shelter in place order meant turning an entire catalog of award-winning classes into online workshops at a moment's notice.

"Our classes warmly welcome all levels of riders and riders-to-be," explains Robert. "Especially with less traffic on the streets and bicycling deemed an allowable activity during shelter in place, we knew folks might be pulling out their bikes after a long

period of not riding. That's why having a variety of classes for all levels of riders is so important."

Robert and his team quickly canceled all in-person classes for March and April, and brought nearly the same number of free workshops and classes online—with some creative new offerings in the mix.

"The benefit of having in-person classes is that you get to connect with the bike community face-to-face. Some of our classes, like our learn-to-ride and on-bike skills classes can really only be done in person, so we had to get creative."

Classic workshops like Urban Cycling 101 and Biking After Dark were brought online within a week. Some new favorites joined the virtual world too, including Carrying Things by Bike, and Bike-Friendly Driver workshops. Since the shelter in place started, more than 150 participants have joined the online classes from around the Bay and beyond, with attendees joining from as far away as New Zealand!

Want to brush up on your bike knowledge without leaving your house? Check out the schedule for classes during shelter in place at: [BikeEastBay.org/BikeEdOnline](http://BikeEastBay.org/BikeEdOnline)



## Urban Cycling 101

Learn to ride in the city! Bike East Bay's Urban Cycling 101 starts in the classroom and then takes you on the road with League Certified Instructors.

Sign up for a free class today!  
[BikeEastBay.org/Education](http://BikeEastBay.org/Education)

### Quiz Time!

Test your bike knowledge with this quiz, and find a bonus version at: [BikeEastBay.org/BikeFriendlyDriver](http://BikeEastBay.org/BikeFriendlyDriver).

**Question 1:** When are drivers allowed to enter the bike lane? (choose all that apply)

- A. Before making a right turn at an intersection or driveway
- B. To quickly drop off passengers or cargo
- C. To enter or leave a curbside parking spot
- D. When stopping to make a phone call or look up directions

**Question 2:** When biking after dark, what does California state law require adult riders to have?

(choose all that apply)

- A. Brightly colored clothing
- B. Front light
- C. Rear light
- D. Rear reflector
- E. Bike bell or horn

Answers: Question 1: A and C. Question 2: B and D.

# WHAT'S IN A BRIDGE CONNECTION?

**Spoiler alert: it's about more than the Richmond-San Rafael Bridge itself**

By Eileen Rice

Since November, people walking, scooting, and riding bikes have been traveling from the East Bay to the North Bay and back. Not by magic, not through a complicated route involving bike, bus, BART, MUNI, and the Golden Gate Bridge, but by powering themselves directly across on the Richmond-San Rafael Bridge.

On opening day, thousands of smiling faces rode within Richmond neighborhoods and across the Bay for the very first time. We saw people connecting: laughing with total strangers and new friends. It was sheer joy celebrating this leap forward for people-first streets together.

But the first four years of this new path—the pilot—is not set up as transparently or equitably as it should be. Parameters for a successful pilot are not clearly defined. It is about so much more than the number of bike riders per day, so we asked: what would success actually look like for the new path?

Success is access across the Bay for two entire counties. Success is seamless in-town biking and walking networks that connect neighborhoods across highways. Success is building on Richmond's deep history of taking action against fossil fuels by reimagining how people travel. Success is thinking beyond the next four years and creating infrastructure with future generations in mind.



Gathering on opening day to celebrate the new path. Photo by Malcolm Wallace

Opponents of the bridge path say the lane should be used for vehicle travel. We say: that short-sighted idea won't solve the traffic problem. When a third lane on the lower deck of the bridge opened to vehicles in 2018, traffic congestion simply shifted from the bridge deck into North Richmond. The current pilot doesn't include provisions to study the environmental impact—air quality, noise, and safety—of moving a bottleneck of idling cars into Richmond neighborhoods. Holding the health and well-being of surrounding communities as a priority: that is what success looks like.

During more than two decades of advocating for this project, Bike East Bay worked with local partners like Rich City Rides to ensure the path would meet the needs of Richmond. Together, we successfully secured an additional \$750,000 for improvements including increased safety at highway on-ramps, and better access to trails and green space—vital

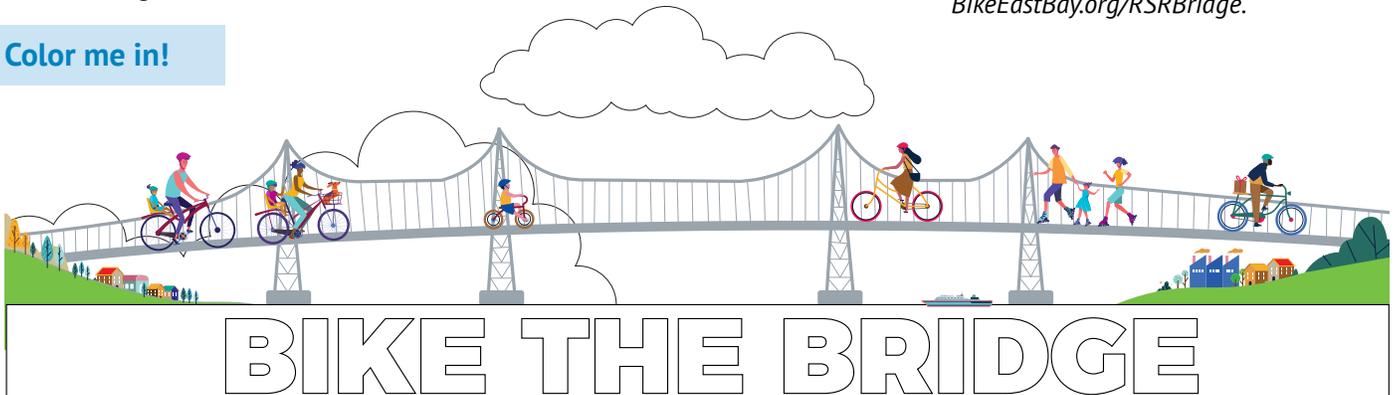
outdoor amenities that should be available to everyone. Future-focused infrastructure that builds stronger communities: that is what success looks like.

Through Sunday wellness rides, a worker-owned bike shop, and youth programs, Rich City Rides creates a sanctuary where anyone can come and connect to a community. The programs create a vision of the future that puts people first. "Bike infrastructure on the bridge and within Richmond is an extension of this space," says Paul Ehara of Rich City Rides.

Bike East Bay is here to make sure that, for the first four years and for decades to come, our communities will have access to streets built for people: whether it's connecting neighborhoods across the street, or across the Bay. We hold the new path on the bridge to these standards of success.

*Learn more about this campaign at: [BikeEastBay.org/RSRBridge](http://BikeEastBay.org/RSRBridge).*

Color me in!



# RICHMOND LEADS

## Feeding and building community when it's needed most



Kennedy and Richmond High School students running Grab 'N Go station at Rich City Rides.  
*Photo by Najari Smith*

By Susie Hufstader

“At first it was two people, then four, then a whole team helping out,” says Kennedy High School student Manny Funes. In the first two weeks of April alone, students from Kennedy and Richmond High Schools distributed more than 1,000 meals to families in Richmond, right outside the Rich City Rides shop. They are students and members of the local bike community, mobilizing to give back.

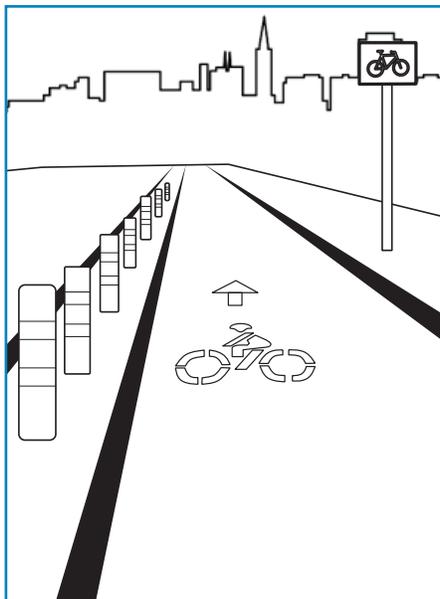
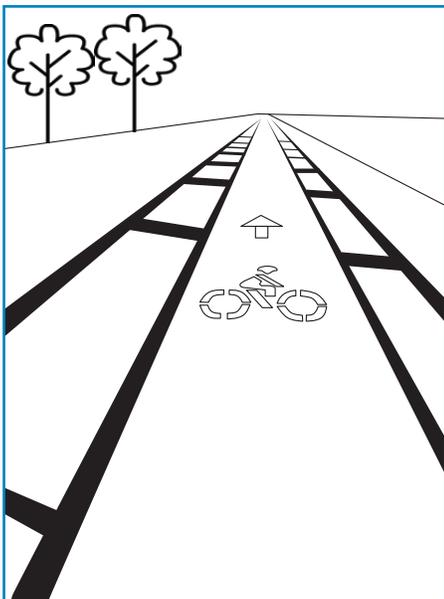
The COVID-19 shelter in place has prompted some big changes for local bike shops and organizations that thrive on in-person events and community rides. At Rich City Rides, the loss of Self Care Sunday and the high school bike club meetings prompted leaders of all ages to seek out new ways to support and serve their community. Rich City Rides staff are keeping the worker-owned bike shop open, and student

leaders from Rich City Rides’ Kennedy and Richmond High School bike clubs kicked off a Grab 'N Go meal pickup station at the start of April, in partnership with the school district.

Manny Funes, who led the Grab 'N Go meal pickup program, says the food pickup was “a chance to let the community know we are willing to help them.” The program has had to adapt to ensure safety and distancing requirements continue to be met for students and participants. As the shelter in place continues, Manny and his fellow bike club leaders are committed to serving their community. “We have the opportunity to grow as a group by spreading the word of what we’re doing, and I feel that could inspire more kids to join us and grow our family, not only as the bike club, but as Rich City Rides,” he says.

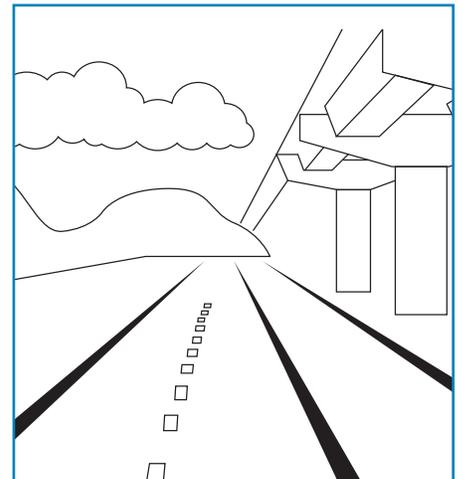
During the shelter in place and beyond, Rich City Rides is stepping up, always offering resources and human connection. For anyone considering getting more engaged in their local community, Manny has some advice: “Go for it. During these times we need more people willing to take the initiative to help their community.”

To connect and support Rich City Rides by volunteering or donating, reach out to [info@RichCityRides.org](mailto:info@RichCityRides.org) or visit them at [RichCityRides.org](http://RichCityRides.org).



### Color me in!

What's your favorite type of bikeway?



# FREMONT SETS THE STANDARD

## Swoon-worthy bike lanes along Walnut Avenue connect to BART

By Susie Hufstader

A new raised protected bike lane is open on Walnut Avenue in Fremont, and it's a beauty. Extending more than a mile from Paseo Padre Parkway to Mission Boulevard, the state-of-the-art bike lane features bus boarding areas, bike counters, and not one but four fully protected intersections. With direct access to the BART station, Walnut Avenue is setting a new standard for bikeways that are safe and accessible for riders of all ages and abilities.

Since adopting a Vision Zero policy in 2016, the City of Fremont has been working to implement both quick-build safety improvements as well as fully engineered infrastructure projects like the Walnut Avenue bikeway. While they have made great progress installing new bikeways quickly and at low cost, Walnut Ave. is the first project to rebuild multiple intersections. The raised and protected intersection design removes dangerous high-speed free right turn lanes, and will be a game-changing model for bike and pedestrian safety in our region.

As Public Works Director Hans Larsen explains, "the Walnut Bikeway Project was funded in large part by a grant from the Alameda County Transportation Commission with the intention to be a demonstration for other communities to experience and learn from. This is a great service to Bay Area civil engineers, and it avoids them having to justify a travel tour to Copenhagen or Amsterdam—they can now come to Fremont instead!" Bike East Bay is working to make sure local designers are learning from each other, facilitating field visits and opportunities to learn more about Walnut Avenue's design features.

The changes have already made an impact on local families. Monica-April Skinner is a mom and bike rider from Niles, and goes out of her way to use



Fremont residents, advocates, and city staff show some love for the new Walnut Avenue bike lanes.

the new bikeway on Walnut Avenue. "I make an effort to go to Walnut because it's the safest way for me to get into the downtown area for my errands," she says. "We bought a cargo bike and we actually sold our second vehicle!" Monica-April loves the new bikeway and would like to see more safe infrastructure in her community, particularly on Mission Boulevard to connect Walnut Ave. to the Niles area.

While Fremont has done a great job of building out its bike network, there has been some pushback on bikeway projects. With a lot of work still to do, City Council needs to hear ongoing support for bikeways and upcoming protected intersection projects to keep the momentum going. While the Bike Month ribbon cutting and celebration rides have been postponed due to COVID-19, local riders can celebrate by visiting the new facility solo or with family.

Help us all feel the Fremont bike love by posting your pictures on social media and tagging @BikeEastBay, and plug into the latest with Bike Fremont: BikeEastBay.org/Fremont.

### Color me in!



# MAY 2020 IS VIRTUAL BIKE MONTH

Bike to Work Day is postponed until September 24, 2020 but we're still celebrating Virtual Bike Month this May! We'll have online and do-it-at-home activities, plus giveaways each week! Color in the calendar below with your plans, tag us in your neighborhood rides (@BikeEastBay), and sign up to get all the details at [BikeEastBay.org/BikeMonth](http://BikeEastBay.org/BikeMonth).

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Pledge to celebrate: [BikeEastBay.org/BikeMonth](http://BikeEastBay.org/BikeMonth)

## Bikey Word Search

Accessible  
Bike Boulevard  
Bike Month  
Buffer  
Civics  
Cycle  
Cycle Track  
Everyone  
Free Class  
Fun  
Healthy  
Learn to Ride  
Local Leaders  
Membership  
Monthly Giving  
Protect  
Sharrow  
Sustainable

I	D	F	R	E	W	K	G	P	D	E	H	P	A	N
S	P	J	G	D	C	Y	C	L	E	T	R	A	C	K
H	X	B	C	R	M	D	F	I	P	N	M	Z	C	L
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M	E	M	B	E	R	S	H	I	P	C	V	P	Q	E
S	U	S	T	A	I	N	A	B	L	E	I	A	W	R
Q	Z	G	R	K	D	J	I	V	A	K	N	L	R	S
R	D	F	R	E	E	C	L	A	S	S	G	Y	H	D



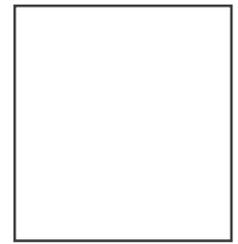
## Tag us in your adventures!

How are you celebrating bike month?

Exploring your neighborhood by bike? Learning new bike skills online? Filling out bikey word search puzzles?

Tag us in your adventures!  
@BikeEastBay





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**At-home activities: inside!**

## Ambitious Projects Start Today

- A connected, protected San Pablo Avenue
- Pedestrian paths on the Bay Bridge to San Francisco
- In-town biking networks in your neighborhood
- And more!

[BikeEastBay.org/MonthlyGiving](https://BikeEastBay.org/MonthlyGiving)

Let's move forward.

