

LANDMARK SUCCESS TO FUND REGIONAL BICYCLE PLAN!

*\$1 billion allocated to fully fund plan to close gaps in regionwide bicycle network
EBBC's Safe Route to Transit brainchild also prioritized with \$10 million/year!*


A tremendous coalition succeeded in convincing the Bay Area's Metropolitan Transportation Commission (MTC) to fully fund completion of the *Regional Bicycle Plan*--less remaining bridges.

After hearing from 30 public speakers on July 23, 2008, the MTC adopted a \$223 billion, 25-year investment plan referred to as Transportation 2035.

Commissioners were convinced to complete the bicycle network by a growing chorus of voices calling for transportation alternatives, health and clean air. Rising fuel prices and California's Climate Change mandate to reduce greenhouse gases certainly helped sway the elected officials.

EBBC's campaign on T2035 also pushed for the most cost-effective action to be taken immediately. The adopted spending package included \$10 million/year for the initial five years to be allocated to Safe Routes to Transit (SR2T). Our compelling statistics from Bike-to-Work Day participation at transit stations led to broad support for investment in SR2T.

Safe Routes to Schools (SRTS) received support from many organizations as a way to combat childhood obesity and traffic congestion during the school year while encouraging youth to adopt sustainable transportation patterns. The MTC agreed and allocated \$10 million/year for the initial five years.

EBBC's next challenge is to guide the spending to propel the mode shift. 



It takes a coalition! Top L-R: Scott Gee, Kaiser Pediatrician, supported bicycle funding to combat the "shocking number of youth with hypertension and high cholesterol." Nora Cody added that "SRTS reaches two generations at once" and encouraged "free range kids!" Center L-R: Nancy Baer, Contra Costa Public Health, noted that "obesity, asthma, and injuries need greater commitment." Carli Paine, and Stuart Cohen (L) from TALC, called for re-evaluating the \$191 billion in funds committed to highways projects. (more p.5)

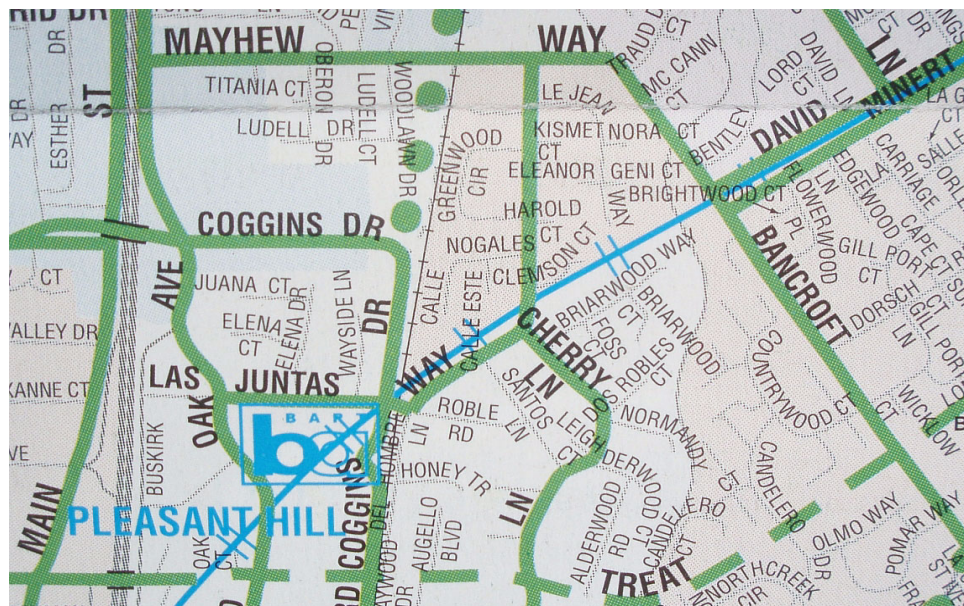
Photo Credits: Catalina Alvarez, MTC.

Next Meeting EBBC's next **General Membership Meeting** will begin at 7:30pm on Tuesday, August 19 at the Rockridge Branch Library, 5366 Manilla Ave. Please see ebbc.org for the agenda.

At 8:30pm we will welcome special *Cycles of Change* guest, **Grey Kolvezon**. Since 1997, Grey has worked to make the program a model for repair skills training and rides that has spread to 12 middle schools throughout the East Bay. Grey will present images and share stories of youth adventures. Please join us to learn about *Cycles/EBBC* proposal for Neighborhood Bicycle Centers.

EBBC Office at 3301 E12th St, Suite 143, Oakland is located next to the *Fruitvale Bike Station* where EBBC paid \$280 to have mechanic **Mike Nichols** completely refurbish a donated Cannondale R600. We awarded the beautiful bike to lucky new member **Rosa Lúa** at *Lake-fest on Lakeshore* on August 3. Rosa was one of 81 new members who joined EBBC during the weekend. What stands out is that she did own a bike! Her friends loaned her money to join. Even volunteer **Riccardo Pedevilla** was surprised at his effective sales pitch!

Shortcut Path to Pleasant Hill BART denied by Walnut Creek City Council



Shortcut Path proposal would connect Las Juntas Way with Bancroft Road along the BART alignment that follows the Walnut Creek border.

- Image from EBBC East of the Hills Map

The Walnut Creek City Council voted on July 15, 2008 to not help shoulder the cost of building and maintaining a key bikeway connection between Concord and Pleasant Hill BART. A few neighbors added to the opposition.

Don't give up hope, Contra Costa County is seeking support from Concord, whose residents would benefit by removing about 1-mile of out-of-direction travel. **We ask Concord residents to urge your City Council to support the Shortcut Path.**

The cost to build the preferred Option B, a 10-foot path with a bridge over Walnut Creek would cost up to \$2.6 million for a lighted and landscaped multiuse path. EBBC promotes path lighting for night-time access and personal security.

The Contra Costa County Redevelopment Agency is contributing \$620,000. In addition, the County received a \$300,000 Safe Routes to Transit (SR2T) grant for this project.

EBBC and the Transportation and Land Use Coalition administer SR2T funds. This was one of 20 priority projects that succeeded in applying for funding support since the voters approved Regional Measure 2 in 2004. Projects that cross multiple jurisdictions are encouraged by the SR2T application process.

Bikeway funding is always a problem in Contra Costa County. The Countywide

transportation sales tax, Measure J (2004), only allocates 1-1/2 percent to bicycle and pedestrian projects. By contrast, Alameda County allocates 5 percent to bicycle and pedestrian improvements. Recent approval of regional bikeway funds may eventually help in Contra Costa County.

EBBC's appeal to the City Council buttressed the staff position to support the proposal. We typically see a sequence of local opposition evolve into support following completion of multiuse paths. Most paths become matters of local pride!

The *Contra Costa Times* covered the story and published the following letter to the editor on July 21, 2008 from Mike Ceaser, an EBBC supporter from Walnut Creek:

Dear Editor,

The Walnut Creek City Council's decision not to fund construction of a bike path to Pleasant Hill BART is very unfortunate for the region. While the project carries a price tag, it is tiny compared to the many millions of dollars spent routinely in the Bay Area on highways and freeways - which mean more air pollution and deepen America's unsustainable dependence on fossil fuels imported from overseas dictatorships.

"Shortcut Path" continued p. 6.

Free Street Skills courses scheduled in Alameda Co.



Popular Street Skills classes equip urban bicyclists with essential information to negotiate traffic, improve confidence, and reduce risk.

It is not true that bad Street Skills students must write on the board 100 times, "I will not ride the wrong way in traffic."

EBBC's League of American Bicyclists (LAB) certified bicycle safety classes start up in September. Learn how to "drive a bike" - that is, safety share the road with other traffic. Classes are free and open to the public. Please encourage your bicycling friends to sign up.

Day 1 Street Skills classes:

OAKLAND: Thursday, September 18, 6-9:30pm. Conference Room G65A Fabiola Building, Kaiser Medical Center

ALAMEDA: Saturday, September 20th 2-5pm, Crosstown Community Center

DUBLIN: Thursday, October 9, 6-9:30pm, Dublin Civic Center

ALAMEDA: Saturday, October 11th 2-5pm, Crosstown Community Center

OAKLAND: Wednesday, October 22, 6-9:30pm. Conference Room 1200A Main Hospital, Kaiser Medical Center

More classes to be scheduled throughout Alameda County, check ebbs.org.

Day 2 Road 1 class:

OAKLAND: Saturday, November 22, 10am-4pm, Joseph P. Bort MetroCenter (Lake Merritt BART Station), 101 8th Street at Oak

Details at www.ebbc.org. To sign up, call the Berkeley Bikestation at 510.548.7433 or send an email to EBBC chair Dave Campbell at dcampbel@lmi.net.



SHORT REPORTS

GOOD NEWS - BART Police continue to make arrests of bicycle thieves following appeals for protection from the BART Bicycle Accessibility Task Force in early June. A parolee with prior convictions for theft was arrested at Dublin/Pleasanton BART on July 18 and he matches the description of a bicycle theft suspect in an earlier report. Three teen suspects were also arrested at Dublin in June.

BAD NEWS - Pleasant Hill and Walnut Creek lead all BART stations in reported bicycle thefts.

ALAMEDA CO BPAC - You can make a difference! Get involved! The Bicycle Pedestrian Advisory Committee advises County officials on the development and implementation of bicycle and pedestrian programs, including a grant program. Appointments are for a two-year term. To apply or find out more please visit www.actia2022.com or call Keonnis Taylor (510)267-6120. Applications are also available at EBBC's Fruitvale Village office.

EMERYVILLE - The majority of the Emery Go Round fleet now has front mounted sportworks bike racks (similar to the style AC Transit uses). Emery Go Round is a free and frequent shuttle connecting to MacArthur BART. Emery Go Round's prior policy allowed bikes inside the bus, only in case of mechanical failure of the bike.

BAY BRIDGE APPROACH - It will be a few more years until we ride on the new Alexander Zuckermann Bay Bridge Path (2013 completion to YBI and Treasure Island). Nevertheless, the access to the path has been a point of contention since February when EBBC caught sight of Caltrans plan that compromised the access and would make bicyclists have to push buttons and wait for signals. Following a series of planning meetings, the preferred option is back. Bicyclists approaching Ikea on either Shellmound or 40th bike lanes will simply turn right onto paths that will work like bicycle cloverleaf and merge to approach the bridge.

RICHMOND - 23rd St from Bissel Ave to Costa Ave, about 3/4-mile, is proposed to be reconfigured from the current one-way with three traffic lanes. The high number of bicycle injuries on this section

of unfriendly road call for designs that provide room for bicyclists. EBBC met with staff and suggested how various bike-friendly configurations can work with community wishes. The route connects the Bay Trail to Contra Costa Community College. For info, contact Michael C. Williams, Community Redevelopment Agency, (510)307-8147.

KEMPTON VISIT TO OAKLAND - On August 8 Caltrans Director **Will Kempton** spoke at Oakland's Black Board of Trade & Commerce luncheon. He noted that \$487 million in construction projects are slated for the East Bay. EBBC is busy making certain that bicycle access and safety are addressed where appropriate. Another fact he shared is that "conservation is reducing traffic and gas tax revenue."

CALTRANS - EBBC's objections to centerline rumble strips, as installed on SR 84 through Niles Canyon in 2007, has received support from both statewide bicycling organizations. At the August 7, 2008 California BAC, the groups called for a moratorium on further installations until adequate consideration of bicyclists is made. The strips reduce the effective width of the roadway and hinder motorists ability to safely pass bicyclists.

OAKLAND SIGNALS - **Stephanie Reed** reports the new signal at Beaumont and Excelsior now reliably detects bicyclists. It also has a spiffy new bicycle pavement logo. Traffic planner **Jason Patton** notes, "we're still learning how to get these signals configured properly and your feedback is valuable." The bicycle detection at Colby/Forest/Claremont on the Webster/Shafter route should also now be in place and the stencil marking installed soon.

OAKLAND BIKE LANES - Market St from 18th St to MacArthur Blvd, and Bancroft Ave from 66th Ave to 82nd Ave are being striped with bike lanes in August.

OAKLAND PARKS - Youth and adults who want to repair bicycles have no place to go for advice and tools. EBBC proposes that the Parks Bond Measure slated for the November ballot include a commitment from Oakland Parks and Recreation to equip two Neighborhood Bicycle Centers with repair stands and a tool loan program.

BICYCLE EVENT ORDINANCE - The July 24th hearing by Alameda Supervisors Scott Haggerty and Nate Miley featured Miley opting out from having the ordinance's list of rural roads from including his district. A strong showing from bicycling organizations opposing the ordinance led Haggerty to offer to raise the threshold slightly to 75 riders. County counsel did not reply to written requests asking how the ordinance would be enforced in light of CVC provisions. The final hearing may occur before the full Board of Supervisors as early as September 7, 2008.

BIKE-FRIENDLY CONDOS - Did you notice the electronic ads for bicycle lifestyle lofts in the East Bay during the Tour de France? We paid them a visit and discovered a shared "bike lounge," complete with workbenches and repair stands near the proposed bike parking. We also thought the mutt wash was a nice touch!

NEIGHBORHOOD BICYCLE CENTERS - EBBC is the fiscal sponsor for a Lifeline Transportation grant application by Cycles of Change to establish three neighborhood centers for bicycle education. The application was submitted to the Alameda Co Congestion Management Association.

BICYCLING SKYROCKETING -

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BIKE SAFETY EDUCATION - Most German and Dutch children take cycling lessons by the 3rd or 4th grade and must pass a police-administered cycling safety test!

**Please renew in advance to keep your
EBBC membership current**

Please check your address label



Downtown Berkeley Bike Station expansion at risk

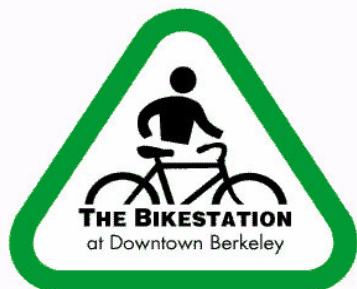
City wavers on commitment to contribute \$60,000 to launch expansion in 2009

An expanded Downtown Berkeley Bike Station is needed now!

The miniscule cage on the BART concourse has guarded over 100,000 bicycles since opening in 1999. Escalating gas prices have made it increasingly popular. Over 100 bikes are often crowded into the double-tiered racks.

The small footprint has also conspired against lucrative expansion of repair services. Plus, carrying a loaded bike up and down stairs represents a barrier to use.

In 2005, the initial round of funding from Safe Routes to Transit (SR2T) awarded almost \$500,000 to expand the Berkeley Bike Station. The grant was contingent on support from the City of Berkeley within three years.



Planners have made exciting progress on identifying a street-level property on Shattuck Ave near a station stairway. The new above-ground Bike Station would provide capacity for about 300 bicycles. Plus, the space would offer 1000 sq ft for bicycle service and retail, a bicycle community office, and 1000 sq ft of subleased space.

BART also intends to contribute over \$100,000/year to expand the Bike Station at Downtown Berkeley.

The problem is that Berkeley is threatening to renege on its commitment to contribute \$60,000/year for the service.

This amount is particularly needed during the start-up phase and could be decreased in future years.

A few key points to share with Berkeley's elected officials are that the expanded Bike Station

- serves Berkeley residents,
- serves commuters and visitors to

downtown Berkeley,

- contributes to a successful business district, and
- reduces greenhouse gas emissions.

No other Berkeley transportation project promises to deliver so much to promote bicycling and transit for such a relatively small contribution by Berkeley.

Berkeley risks losing a solid new business that promises to compliment existing merchants. As well the City would lose SR2T funds, and part of the generous annual funding from BART.



🚲 New Berkeley bike lanes on Gilman St.

EBBC MEMBERS GET DISCOUNTS AT AFFILIATED SHOPS

- Alameda Bicycle 1522 Park St, Alameda (includes Fruitvale Bike Station)
- **Bay Area Bikes** 2424 Webster St, Oakland **(new owners in 2008)**
- Bent Spoke 6124 Telegraph Avenue, Oakland
- Bicycle Garage 4673 Thornton Ave, Fremont
- Bikes 4 Life 1344 Sunset Dr., Antioch
- Cal Bicycles 2053 First St., Livermore
- California Pedaler 495 Hartz Ave, Danville
- Castro Cyclery 20515 Stanton Ave, Castro Valley
- Cycle City 1433 High St., Alameda
- Cycle Sports 3530 Grand Ave, Oakland
- Cycle Path 22510 Foothill Blvd, Hayward
- Cycle Path 337 Main St, Pleasanton
- Danville Bike 115 Hartz Ave, Danville
- Dublin Cyclery 7001 Dublin Blvd, Dublin
- Hank & Frank Bicycles 3377 Mount Diablo Blvd, Lafayette
- Hank & Frank Bicycles 6030 College Ave, Oakland
- **Joy Rider Clothing** 895-1/2 55th St, Oakland **(new in 2008)**
- Left Coast Cyclery 2928 Domingo Ave, Berkeley
- Livermore Cyclery 7214 San Ramon Blvd, Dublin
- Livermore Cyclery 2752 First St, Livermore
- Mike's Bikes 2161 University Ave, Berkeley
- Mike's Bikes 1150 Contra Costa Blvd, Pleasant Hill
- Missing Link 1988 Shattuck Ave, Berkeley
- Montano Velo 4266 Piedmont Ave, Oakland
- The Pedaler 3826 San Pablo Dam Rd., El Sobrante
- Pegasus Bicycle Works 439 Railroad Ave, Danville
- Pioneer Bike Shop, 11 Rio Vista Avenue, Oakland
- Pleasant Hill Cyclery 1100-C Contra Costa Blvd, Pleasant Hill
- Real Bicycles 3506-B Old Santa Rita Rd, Pleasanton
- Robinson Wheelworks 1235 MacArthur Blvd, San Leandro
- San Leandro Cyclery 471 E 14th St, San Leandro
- Schwinn City 814 A St., Antioch
- Sharp Bicycle 969 Moraga Rd., Lafayette
- Solano Avenue Cyclery 1554 Solano Ave, Albany
- Stone's Cyclery 2320 Santa Clara Ave, Alameda
- Tip Top Bike Shop 4800-A Telegraph Avenue, Oakland
- **Velo Sport** 1615 University Ave, Berkeley **(note address correction)**
- Wheels of Justice Cyclery 2024 Mountain Blvd, Oakland
- wheelgirl 1714 Fourth Street, Store C, Berkeley
- Witts Bicycle Shop 22125 Mission Blvd, Hayward
- **wrenchscience** 1022 Murray St, Berkeley **(new in 2008)**

Present your valid EBBC membership card (clip mailing label on back cover) to obtain member discount at participating retailers. The mailing label must indicate that the membership is "Current" to qualify. Discount varies 5-25% on parts, bikes, and/or accessories depending on level of participation by retailer. Visit <http://www.ebbc.org> for further details.

"It takes a coalition! Selected images of partners addressing the MTC." continued p.1.



Top L-R: Dave Campbell, EBBC Chair, calls for re-evaluation of committed funds to reduce vehicle miles traveled and make it easier to walk and bicycle. Robert Allen, Urban Habitat, emphasized the inequities in transportation spending. Robert Raburn, EBBC Executive Director, justified regionwide spending on bicycle access and safety. Center L-R: Andy Thornley, SFBC, called for support of the regional network, "even without bridge access," as "I can swim for now." Sabrina Merlo, BABC Advocacy Director, reminded the Commissioners (above R) of the climate protection mandate. L: Steve Heminger, MTC Executive Director and Doug Kimsey respond to queries.

Pedestrian and Bicycle Collision Data support increased funding for safer streets

If someone challenges our progress in getting \$1 billion allocated to the Regional Bicycle Plan, you might reply that it is obviously overdue! Please consider a few of the following grim statistics. (Dave Campbell was inspired by a MTC collision map now posted on ebbc.org.)

- In 2006, bicyclists and pedestrians accounted for 28% of traffic fatalities in California yet receive a tiny share of the \$90 billion in California's Strategic Highway Safety Program;
- Alameda Co injury collisions in 2006: 724 peds, 635 bicycles, 22,762 autos;
- CoCoCo injury collisions in 2006: 248 peds, 269 bicycles, 10,490 autos;
- East Bay has six of the 10 most dangerous intersections in the Bay Area (Powell St @ I-80 is #1);
- Most dangerous time to be on a roadway: Friday between 3 and 4pm;
- California has not had a day without a traffic fatality since September 12, 2000;

With passage of AB 2971 Fair Share for Safety and added funding can we expect to join world leaders in bicycling?

Bike share of trips in US (1%); Berkeley (7%); Germany (10%); Denmark (18%); and Netherlands (27%).

Women's share of bike trips in US (25%); Denmark (45%); Germany (49%); and Netherlands (55%).

Bicycling fatality rates (per 100 million km) in Denmark (1.03); Netherlands (1.24); Germany (2.43), and US (5.74).

Fourth Bore Coalition Lawsuit Please Contribute

Your contributions to the Fourth Bore Coalition (FBC) lawsuit can help us cover the costs of copying and indexing the 118 volumes of the record we have prepared for the October court date! (See: *rideOn*, July 2008)

The members of the FBC are the North Hills Phoenix Association, Parkwoods Community Association, Rockridge Community Planning Council, Claremont-Elmwood Neighborhood Association, FROG Park, and the East Bay Bicycle Coalition.

The financial strength of FBC, coupled with our proven legal representatives--Stuart Flashman and Antonio Rossmann--will enable us to prevail in court. Your tax-deductible contribution to support the lawsuit can be sent to EBBC, PO Box 1736, Oakland 94604 with FBC marked in the memo line of your check.



Minutes

of the General Membership Meeting on July 15, 2008.
Rock Paper Scissors Collective, Oakland

EBBC BOARD MEETING - 7:00pm

Draft for Approval

Board members present: Ole Ohlson, Tom Ayres, Steve Ardrey, Craig Hagelin, Dave Favello (chair of meeting), Leo Dubose, Dave Campbell, Mary Norton

Also: Mike J, Ricardo, Pat R, Ian, Robert

VBP for Walnut Creek Art & Wine Festival, Sept 20-21 - Are we willing to be unpaid co-sponsors? note that it is put on by a non-profit association; they will provide barriers, we just need to provide volunteers; we would be listed as a co-sponsor; Robert will draft contract; and encourage volunteers (e.g. from WC bike advisory committee); motion to do this: **APPROVED**

Would we park after dark, given event ends 11 pm on Saturday? we'll close at an announced sunset time

Reprinting of Bike Safety Quiz - We're out of the English version. Discussion of considering some changes: e.g. add a question about using cell phone? something about use of bike lights?

Motion to reprint 5,000 in English (enough for a year - after which we will consider revising the quiz in all languages). **APPROVED**

Revise/Reprint EBBC brochure - We are out. There are some minor changes needed (e.g. Fruitvale office address, correct phone number). Input on any major changes, please provide by July 25. Motion to print 2,000-5,000 with the minor changes (and leave major rewrite for a later time): **APPROVED**

City Car Share - We have been asked to engage in a co-promotion agreement - they would give EBBC members \$30 discount for joining them, and would promote us. Suggestion is that people who join CCS who are not EBBC members would have option to get free one-year EBBC membership (and CCS would send us the corresponding membership payment). Would also like CCS to make a contribution to Bike to Work Day. Motion to authorize Dave C and Robert to negotiate with CCS: **APPROVED**.

Report on July 4 bike parking - 15 new members at each event, with corresponding payments, and the money received for contracted bike parking. We parked over

200 bikes at the Berkeley Marina; not many at Jack London event. Robert turned down 3 requests for bike parking just in this past week (none paid) - which shows growing appreciation of the value of having bike parking at public events.

EBBC GENERAL MEETING - 7:30pm

Chair: Dave Campbell

Minutes from June meeting APPROVED

Alameda Co Bicycle Event Ordinance

There will be a hearing on July 24 (announced too late for our current newsletter). This proposed ordinance would be an enormous burden for organized rides in Alameda County; large rides would have requirements for notification, fees (for permits), etc.; even rides under the proposed threshold of 50 would need to provide notice a month in advance and show proof of insurance.

Hearing on 24th is 1:30 pm - information at our website.

Motion to oppose the ordinance: **APPROVED**

Transportation 2035 - Report on MTC Planning Meeting - Plan to fully build out the Regional Bicycle Plan, including bridges, would be \$2 billion. MTC has tentatively approved funding of \$1 billion for building out the RBN excluding the bridges. Also, funding for Safe Routes to School, Safe Routes to Transit, also approved through the climate action portion - 5 years of funding at \$10 million per year. There is opposition from some seeking more funding for pedestrian interests, with intent to revise the proposed plan to shift some of the bike-tagged funding to pedestrian projects instead.

Suggestions for rejoinders: that Routine Accommodation helps all users, including pedestrians and cyclists; that our bike projects are multi-modal, multi-use paths; that cyclists and peds are over-represented in injuries, so funding is needed for both; that we support funding

"Shortcut Path" continued p. 2.

If California really wants to reduce dependence on driving, with all the benefits that will bring for the health, the environment and economic security, then we're going to have to figure out how to fund projects to enable people to walk and bike to transit.

Ultimately, thanks to a healthier, more physically-active population breathing cleaner air and importing less from overseas, investments in clean transit will save much more than they cost.

Best regards,

Mike Ceaser, Walnut Creek

for pedestrian projects (like the Safe Routes projects), but not in competition with funding for cyclist needs; finding strategies that don't put cyclist and pedestrian interests in a fight for a fixed pot of funds

Pleasant Hill BART Shortcut path - The project would allow a ped/bike shortcut to the BART station. Some opposition has been expressed by residents, as noted in a newspaper article, but there is considerable support for the project. Funding will come in part from Safe Routes to Transit.

Climate Action Plans to meet AB32

These plans are coming up for review. Robert is going to take part in an Alameda County workshop with Loni Hancock and Don Perata about how to implement AB32. The plan talks about making cars more efficient, not about mode shift or reduced vehicle miles traveled (VMT). Setting a target for reduced VMT would provide direction for efforts to improve the climate and air quality; promotion of cycling, transit, and other alternatives to cars would be beneficial to the residents of the Bay Area.

Program: Short *Streetfilms* by Clarence Eckerson Jr.

Next general meeting: August 19, 7:30 pm, returning to Rockridge Branch Library, Oakland

Submitted by Tom Ayres,
EBBC Secretary

CONTACT EBBC

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COALITION PARTNERS**AFFILIATED RIDE CLUBS**

Berkeley Bicycle Club www.berkeleybike.org
Bicycle Trails Council of the East Bay
 510-466-5123 www.btceastbay.org
Cherry City Cyclists Steve Yoder 510-357-3045
 http://www.cherrycitycyclists.org
Delta Pedalers Dave Stoeffler 925-634-1793
 http://www.deltaped.org
Diablo Cyclists http://www.diablocyclists.com
Different Spokes Derek Liecty 510-339-2345
Fremont Freewheelers Jeff Girard
 510-414-0114 http://fremontfreewheelers.org
Grizzly Peak Cyclists Al Forkosh 510-655-4221
 http://GrizzlyPeakCyclists.org
Hikanbyke Niels Poulsen 510-375-1521
 http://www.hikanbyke.org
Oakland Yellowjackets 510-986-9011
 http://www.oaklandyellowjackets.org
Velo Raptors (Montclair)
 Ron Scrivani scrivani@aol.com
Santa Rosa Cycling Club
 Bill Oettinger srcc@metro.net
Strada Sempre Duro Rick De Gette 925-944-7049
Valley Spokesmen Jim Kohnen 925-828-3623
 http://www.valleyspokesmen.org

AFFILIATED ORGANIZATIONS

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Bay Area Bicycle Coalitions www.bayareabikes.org
 Andrew Casteel, Exec Dir
Bay Trail Project http://www.abag.ca.gov
 Laura Thompson, Exec Dir 510-464-7935
BikeAlameda http://www.bikealameda.org
 Lucy Gigli 510-595-4690
Bicycle-Friendly Berkeley Coalition (BFBC)
 510-549-RIDE www.bfbc.org

CA Association of Bicycling Organizations

http://www.cabobike.org/index.htm
California Bicycle Coalition (CBC) www.calbike.org
 K.C. Butler, Exec Dir 916-446-7558
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
 jvdleftcoaster@yahoo.com
Transportation and Land Use Coalition
 http://www.transcoalition.org
 Stuart Cohen, Exec Dir 510-740-3150
Urban Ecology www.urbanecology.org
 Don Neuwirth don@urbanecology.org
Walk Oakland Bike Oakland (WOBO)
 www.walkoaklandbikeoakland.org
Waterfront Action www.waterfrontaction.org

COMMUNITY REPS & ADVOCATES

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 http://www.bart.gov/guide/bikes
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 Craig Hagelin chagelin@astound.net
Alameda Co Reps:
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 Eric McCaughrin meric@ebbc.org
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 Bart Carr Bart_Carr@yahoo.com
Livermore Amador Valley, Trails Council
 TCLAV www.tclav.org
Martinez Dick Anderson 925 372-5889
Pittsburg Bruce "Ole" Ohlson 925-439-5848
 bruceoleohlson@hotmail.com
West CoCoCo Bill Pinkham pinkhammar@hotmail.com

-Grassroots "Spokespeople" Wanted-

EAST BAY BICYCLE COALITION annual membership formKeep 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) _____

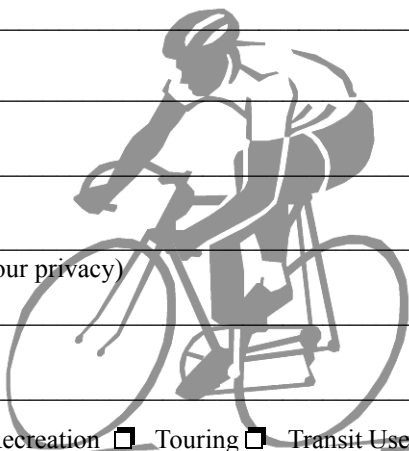
Workplace/City _____

☐ Commuter ☐ Utility ☐ Recreation ☐ Touring ☐ Transit User ☐ Other bicycling interests?
Membership Type

- ☐ Sustaining (\$25)
☐ Half-Century (\$50)
☐ Century (\$100)
☐ Affiliate (\$40)
☐ Introductory (\$12)
☐ Living Lightly (\$6)
☐ Endow (\$_____)

- ☐ New
☐ Renewal

- ☐ Never share my name with others
☐ Only share with EBBC affiliates



Greenhouse Gases

EBBC letter on plan to reduce emissions by 2020

Members of the East Bay Bicycle Coalition (EBBC) strongly endorsed AB 32, the Global Warming Solutions Act, in 2006. We appreciate the efforts by the California Air Resources Board (CARB) to create and publicly distribute the draft Scoping Plan. I personally appreciate the opportunity I had to attend the "Draft Scoping Plan Briefing" with Assemblywoman Loni Hancock on July 29, 2008. We believe that it is realistic to reduce California's Greenhouse Gas Emissions (GHG) to 1990 levels by the year 2020. This goal of AB 32 is only a midway point on the path to a 2050 goal for much greater carbon reduction.

Our comments focus on the Transportation Sector. In the Bay Area, the transportation sector contributes 51% of the GHG, in comparison to the 38% figure cited in the Draft Scoping

Plan for the State. The Bay Area's recently adopted Regional Transportation Plan also serves as a guide for the State to adopt more aggressive Land Use targets.

Overall, the Draft Scoping Plan over relies on unproven and questionable "efficiency measures" for transportation to propose GHG emission reductions. The political problems with the Pavley measures and numerous technological assumptions do not provide assurance that the AB 32 goals will be met.

At the briefing with Assemblywoman Hancock, there was consensus that measures to address Vehicle Miles Traveled (VMT) will need to be adopted to meet AB 32 goals. We urge that VMT reduction measures be explicitly included in the final Scoping Plan. For now, please include the additional measures under evaluation for transportation in the economic and public health benefit analyses that you are currently preparing. Future mobility that links transit, bicycling and walking needs to be promoted. Other countries

are meeting similar goals set by AB 32 with mode-shift options. Californians deserve similar mobility opportunities.

We suggest two additional measures: Safe Routes to Transit (SR2T) and Safe Routes to Schools (SRTS). Both programs have a proven track record in the Bay Area and are tools that CARB should adopt.

Bicycle and pedestrian access and safety, along with bicycle security are the primary components of SR2T. Promotion of SR2T represents a proven cost-effective way to reduce GHG while boosting public access to transit and encouraging healthy lifestyles. As well, increased transit ridership enhances the economic sustainability of transit operators by building farebox revenue.

Transportation to schools represents an ideal target for GHG reductions. Some 30% of trips are related to parents driving their children to school. SRTS furthermore imparts an enduring mode shift upon the next generation.

- Robert Raburn



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