



rideOn

NEWSLETTER OF THE EAST BAY BICYCLE COALITION

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Vote YES on Nov 6

Help us build
hundreds of
miles of new
bikeways!

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BIKETOPIA

Celebrate EBBC's

40th Anniversary! *Page 11*

Join or renew to win
a Public Bike! *Back Page*

Letter from the Saddle: B as in Billion, B as in Bikes

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IN EARLY SEPTEMBER I had the good fortune to attend and present at three amazing events in Long Beach. My week started with the Alliance for Biking and Walking Leadership Retreat: 120 bicycle advocates from across the country and Canada came together on the historic Queen Mary to learn from each other and build our movement. The retreat wrapped up and many of us headed into downtown Long Beach to check into the biggest walking and biking conference around, ProWalk Pro Bike. And finally, I attended the first ever Women's Cycling Summit.

There was so much to learn in Long Beach and so much inspiration. A longer report on the key themes from the week is at <http://www.ebbc.org/pwpb2012>. One of the things I came away with is an appreciation for the ways that EBBC is a national leader in the bicycling movement. I presented on our Yes on B1 campaign at the Alliance for Biking and Walking leadership retreat and people were blown away by the fact that a billion dollars is dedicated to bicycle infrastructure in the funding allocation included in Measure B1. I had to say Billion with a "B" as in bikes 2 or 3 times because attendees just couldn't believe it.

Our colleagues across the country will be watching us this November. We are not just winning Measure B1 for a bicycle-friendly East Bay: we are winning local funding for communities all across the nation. What we achieve here in Alameda County will inspire advocates across the country to take our success and our strategies to their home counties and fight for the funding they need for their local bike/ped projects.

Throughout this full week of amazing bicycling events, a few themes emerged. One was the pressing need to get more women bicycling in this country. In all three gatherings this issue was at the top of people's minds. I heard many people say that, in order to make their communities truly bicycle-friendly, they need more women on bikes - all kinds of women: old and young, large and small, of all races, income levels and abilities.

Women are an 'indicator species' for a healthy cycling ecosystem in your community. If you see more men than women cycling on your streets, those streets are not truly bicycle-friendly. At one of the sessions I attended, each participant made one commitment to an action step they would take in the next 30 days when they return to their community to make it a place where more women will be able to bike. Here is my commitment: In the next 30 days I will schedule a women-only bike safety class and a women-only social ride. This would give us a chance to really hear from women locally about what will help them to ride more.

One of the ways we will get more women on bicycles here in the East Bay is through building safe separated bikeways. These bikeways have demonstrated success in getting more women cycling in this country and abroad. To do that we need to pass Measure B1, which will provide the funding to complete our regional bikeway network including the Bay Trail, the East Bay Greenway and the Iron Horse Trail.

B1, with a B as in Billions for Bikes, gives us the opportunity to build the next generation of bikeways that will be appealing to everybody: women and men, old and young, timid and fearless. And then we will have a truly bike-friendly East Bay.

Ride on,

Renee Rivera
Executive Director

Measure B1 from the Perspective of an EBBC Member

LIKE A LOT OF PEOPLE, EBBC member Marian Chan rode a bicycle as a child. And like a lot of people, when she got her driver's license she forgot all about her bike. Some of that was practicality, because getting around Los Angeles by bike can be challenging, but also because riding in an urban setting can be intimidating. It wasn't until Marian moved to the East Bay and took a free East Bay Bicycle Coalition bicycle safety course that she felt comfortable riding around on the streets of Berkeley and Oakland.

These days, Marian is a regular rider, in no small part because she enjoys it. "It's fun. I feel like I see a lot more on my bike and it's good exercise. So I can kill two birds with one stone." She rides for commuting, grocery shopping, visiting friends, pretty much everything. Marian and her husband Ryan don't own a car, though they do have membership in a car-sharing program when a bicycle or a bike plus transit trip won't fit the bill. She prefers her bicycle because "I feel stressed when I have a car here."

Marian is now comfortable cycling, but still sees some challenges: car drivers stopping in bike lanes, not merging smoothly with cyclists where there aren't bike lanes, and in general driving too fast around cyclists and pedestrians. She thinks EBBC does a good job with the bicycle safety classes, "It really opened my eyes. I was so excited to learn I had rights as a cyclist." Marian feels there needs to be better education for drivers, too. There have been many improvements in the bicycle facilities Marian rides on over the last few years like the new bike lanes along 27th Street in Oakland and sharrows on Foothill



"If more people bike, we would have better infrastructure. People would demand it. It would be good for everyone, businesses, people's health, and the environment. And we could get more women riding bikes."

Bld. Some significant gaps remain and more improvements can be made. Besides more bike lanes in general, Marian would like to see the lanes marked with green paint so it's clearer to drivers and separated bike lanes between the sidewalk and parked cars. Her wish is beginning to come true: Oakland is planning buffered bike lanes on E. 12th Street and Tunnel Road, while Berkeley is planning separated bike lanes on Hearst Avenue.

Measure B1 will fund better bikeways and fill gaps in Marian's regular routes, by making improvements such as adding a bike lane on Grand Avenue near El Embarcadero and reworking the interchange near Splash Pad Park, where some drivers turn right, other drivers accelerate towards the freeway and bicycle traffic has to merge into a sharrow lane. In addition, B1 can help finance traffic calming "road diets" for sections of 40th Street, Telegraph Avenue, Park Boulevard, and West MacArthur Boulevard. Measure B1 will give Marian the opportunity to ride on a complete network of safe and more inviting bikeways.

Mostly Marian would love to see even more people bicycling. "If more people bike, we would have better infrastructure. People would demand it. It would be good for everyone, businesses, people's health, and the environment. And we could get more women riding bikes."

One of the ways to get more people riding is Bike to Work Day (partially funded through Measure B1), which has seen a 4-fold increase in participation. Marian got to witness this first-hand: "On Bike to Work Day, I talked to a lot of people who had never biked before and who wanted to start riding, maybe once a week and then more often." As more people ride, Marian's commute gets much safer and more enjoyable.

To improve the ride for Marian and for all of us, vote YES on B1 on November 6, and encourage your friends and neighbors to vote yes, too.

Stories from the Bike Lane: Better Biking with B1

Four of our members talk about their favorite bike lanes through Alameda County, and how Measure B1 can keep improving their (and your!) commute.



Kristi Marleau, a mother of two from **Dublin**, values the safety provided by the bike lanes around town. "I work from home, so I don't 'commute', but I do have two kids who I take to school every day by cargo bike and I do my best to do all my shopping and other errands in town by bike too. When my kids are riding in the back of my bike, feeling safe is my top priority. These bike lanes allow me to live car-free at least five days a week. I can't imagine that I'd be so committed to going everywhere by bike without them."



Artemio Cardenas commutes every day through **Fremont** and **Union City**. "I couldn't imagine how my commute would be without the facilities afforded through Measure B," he says. "Everyday, I am able to commute using miles of nice bike lanes which route me to the Union City BART station where I park my bike in a safe and convenient bike locker. If the bike lanes and lockers were not there, I would probably be back in my car fighting for parking with everyone else."



Maggie Ammons of **Oakland** calls Adeline "the perfect bicycle boulevard." "I always feel safe, because I have enough room to avoid both cars passing, and opening doors. Adeline is the hidden gem of the bicycle lane system here in the East Bay!"



Raymond Pajek is a dedicated cyclist who bicycles through **Oakland** along the incomplete MacArthur Boulevard bicycle route, where he hopes Measure B1 might solve some "logistic challenges" on his commute. "I have been biking to work for about 6 months, and haven't missed a day yet," he says, "it's a beautiful and somewhat challenging ride."

Get out the vote for YES on B1 this November »»»The East Bay Bicycle Coalition strongly supports Measure B1 and encourages everyone to VOTE YES this November 6. Tell your friends and help get out the vote.



Measure B1 is the reliable source of local funding we need to run buses on time, keep fares affordable, modernize BART, fix potholes, and significantly improve safety for walking and bicycling. It's a new way of planning with better priorities that will benefit everyone, no matter how you get around.

As the first transportation plan that prioritizes bike/ped projects over freeway projects, B1 sets a high standard for future policy. Additionally, 50% of the plan will go towards improving transit service and 30% will repave our pothole-ridden streets. These are our biggest needs.

In the last decade, we have suffered from bus service cuts, while seismic upgrades to old bridges and interchanges are postponed and the condition of our roads gets worse. We are only able to fix these problems with a secure and stable source of local funding—Measure B1. We need to do it ourselves because state and federal funding keeps getting slashed. And we will do it if 67% of Alameda County residents vote YES on B1 this November 6.

BI IS GOOD FOR BICYCLISTS: B1 provides a 4-fold increase in funding that will build a complete network of safe and comfortable bikeways throughout Alameda County, allowing you to ride safely from home to many destinations around town. This will help triple the number of people bicycling as their mode of transportation.

BI IS GOOD FOR PEDESTRIANS: B1 adds sidewalks where there are gaps, redesigns intersections for safer crossing, enhances ADA access, calms traffic along high-speed stretches of roads, and expands the Safe Routes to Schools Program.

BI IS GOOD FOR TRANSIT RIDERS: B1 will restore service on AC Transit and build new BART stations at Irvington and Livermore. B1 also provides over \$200 million for BART maintenance and modernization. If you like the new vinyl seats, expanded fare gates, and visible signage, you'll love the planned improvements B1 will fund.

BI IS GOOD FOR SENIOR CITIZENS: B1 not only doubles funding for transit, it is specifically designed to improve accessibility for those who need it most - our growing senior citizen population.

BI IS GOOD FOR DRIVERS: bridges and old freeway interchanges will receive seismic upgrades, and drivers will benefit from targeted congestion relief at new interchanges along I-880 and I-80. These projects will also remove barriers to walking and bicycling by providing safe and inviting sidewalks and bike lanes through new freeway interchanges.

There are many ways to join us in making this happen:



EVENT OUTREACH: From farmers markets to festivals, talk Bikes and B1 to Alameda county voters.

FLYERING: Good ol' run of the mill handing out flyers. We'll set you and a partner up with the materials, you choose a BART station or street corner to charm.

SOCIAL MEDIA: The Yes on B1 campaign has an active presence on both Facebook and Twitter. Help us spread the word by sharing our posts with your friends, or contribute to the conversation yourself.

PHONE BANKING: Classic campaigning - with a slice of pizza. Nothing to do tonight? Come help us call up our members to remind them to vote Yes on B1 this November 6.

EASY ADVERTISING: Sometimes, you don't have to do much. Stick one of our cute Yes on B1 flyers in your spokes, display a poster in your window, or put up a B1 sign on your lawn.

GET OUT THE VOTE: In the final weeks ahead of election day, we will be mobilizing as many people as possible to hand out flyers throughout Alameda county. How many BART customers can you hit in an hour?

ALLOW US TO THANK YOU: We love our volunteers! When all the votes are in, regardless of the final count, EBBC will be hosting a volunteer appreciation night at a local bar. We know the campaign is going to be fun and we want to end it with a bang - so join our team today!

Looking for a place to start? Visit our website at www.ebbc.org/yesonB1, or contact advocacy@ebbc.org.

Calendar Of Events

WWW.EBBC.ORG/
CALENDAR

URBAN CYCLING 101 “DAY 2”
ROAD CLASS - OAKLAND

October 13, 10:00 am – 3:30pm
Kaiser Center 4501 Broadway (at 45th St), Oakland

Learn how to improve your bicycle handling skills, emergency maneuvers, and ability to confidently and safely share the road with other traffic. A functional bicycle is required, drinks and snacks provided. (Please note: Our “Day 1” classroom workshop is a prerequisite to taking this road class!). Instruction provided in English, Spanish, and Cantonese.

SUNDAY STREETS - BERKELEY

October 14, 11:00am - 4:00pm
Shattuck Ave. between Rose Street and Haste Street
www.sundaystreetsberkeley.com

The first ever Sunday Streets Berkeley will open the heart of the city’s major traffic corridor to pedestrians, cyclists and recreational and social activities such as dancing, skating, musical jam sessions, bike repair, “rock” climbing and more. Shattuck Avenue from Rose to Haste will be temporarily closed to automobiles from 11am-4pm for seventeen blocks.

Everyone from local businesses, non-profits and clubs to individual artists, musicians, soccer coaches and chess instructors are inspired to use the space creatively to engage the public, lead interactive activities, and elicit spontaneity and discovery.

Cycle, stroll, skate, dance, and play in the open streets for more than a car-free mile!

EBBC BOARD MEETING

October 17, 7:30pm - 9:00pm
Rockridge Library, 5366 College Ave., Oakland

“THE SEEDS OF OUR 21ST CENTURY
TRANSPORTATION NETWORK,” JIM
OBERSTAR LECTURE AT UC BERKELEY

October 18, 4:00pm
Banatao Auditorium, Sutardja Dai Hall, UC Berkeley

The Honorable James Oberstar, Member of Congress 1975-2011 and one of the country’s leading transportation policymakers, examines the history of infrastructure policy in the United States.

URBAN CYCLING 101 CLASSROOM
WORKSHOP - HAYWARD

October 20, 1:00pm – 4:30pm
Hayward Public Library

Weekes Branch, 27300 Patrick Ave.

This 3.5 hour interactive classroom course teaches the basics of safe cycling, riding in traffic, equipment, crash avoidance, and rights and responsibilities. For adults 14 and over. No bicycle needed.

VALET PARKING FOR DAYS OF THE
DEAD AT THE OAKLAND MUSEUM

October 21, 12:00pm - 8:00pm
1000 Oak Street

Come volunteer as a part of the EBBC bike valet team and then join the fun as the whole museum comes alive for the 18th annual Community Celebration for the Days of the Dead.

URBAN CYCLING 101 CLASSROOM
WORKSHOP - OAKLAND

October 25, 6:00pm – 9:30pm
Oakland Kaiser, Conference Room G101D,
3701 Broadway

This 3.5 hour interactive classroom course teaches the basics of safe cycling, riding in traffic, equipment, crash avoidance, and rights and responsibilities. For adults 14 and over. No bicycle needed.

BIKE-IN MOVIE AT TRUMER PILS

October 26, 6:30-10:00pm

Movie: Kid With a Bike. Food, beer, popcorn, raffle prizes and brewery tours.

ALAMO CANAL GRAND OPENING

October 27
Dublin City Hall, time TBD.

Join the East Bay Bicycle Coalition, many elected officials, Congressmembers, and super-VIP’s, to celebrate the opening of this key bikeway link in our East Bay Regional Bikeway Network.

ELECTION DAY: VOTE YES
ON MEASURE B1

November 6, 7:00am – 8:00pm
Your local polling place

Alameda County Measure B1 will provide a billion dollars to fund bicycle and pedestrian projects in the coming years. It also improves roads and public transportation. Vote Yes!

UC BERKELEY TALK: PROMOTING
CYCLING AND WALKING
FOR SUSTAINABLE CITIES
- LESSONS FROM EUROPE
AND NORTH AMERICA

November 16, 4:00pm – 6:00pm
112 Wurster Hall, UC Berkeley

Citing examples from around the world, John Pucher, a professor in the School of Planning and Public Policy at Rutgers University, will argue that bicycling and walking are the most environmentally, socially and economically sustainable of all transport modes.

BIKETOPIA: EBBC’S 40TH
BIRTHDAY PARTY

November 16, 5:30pm - 9:30pm
Pavilion Building, Jack London Square, Oakland

Biketopia is our celebration of our year’s accomplishments towards a bicycle friendly East Bay as well as a look back at 40 years of making the East Bay a great place to bike.

粵語類別 - (CANTONESE LANGUAGE
BICYCLE SAFETY CLASSROOM
WORKSHOP) OAKLAND

November 17, 3:00pm – 6:00pm
Chinese Christian Herald Crusade, Room 201
536 8th Street, Oakland.

This 2 hour interactive classroom course teaches the basics of safe bicycling, riding in traffic, equipment, crash avoidance, and rights and responsibilities. 對於14歲以上成人。沒有自行車。For adults 14 and over. No bicycle required.

EBBC HISTORY:
40 YEARS OF BETTER BICYCLING

- 1972
- » March: EBBC holds its first organizational meeting because BART starts operations and has one rule for bicycles: “No Bikes!”
- » May: “Rediscovering the Wheel” EBBC holds event honoring the bicycle
- » July: The first issue of rideOn is published
- 1973
- » EBBC submits a proposal to allow bicycles and wheelchairs on BART
- » EBBC has about 200 members
- 1975
- » After years of lobbying by EBBC, bicycles permitted on BART trains on a limited basis
- 1988
- » At EBBC’s urging, the Benecia Bridge design includes a bike/ped bridge
- 1994
- » EBBC co-sponsors the first Bike to Work Day for the East Bay with a celebration at Oakland City Hall
- » EBBC’s East of the Hills Map Published, 1st Edition
- 1996
- » EBBC’s West of the Hills Map Published, 1st Edition
- 2000
- » Measure B in Alameda County passes with EBBC support, significantly increasing funding for pedestrian and cycling projects
- 2004
- » Thanks to EBBC, the Carquinez Bridge opens with a bicycle path
- 2005
- » EBBC membership tops 1,000 for the first time
- 2007
- » EBBC launches our Ride into Life campaign to promote bicycling as a lifestyle.
- 2009
- » EBBC membership grows to over 2,000
- 2011
- » The inaugural Pedalfest, co-sponsored by EBBC, attracts 18,000 people
- » EBBC membership breaks the 3,000 mark
- 2012
- » Bike to Work Day shows overall East Bay ridership up 285% in last five years
- » EBBC membership is headed for 4,000 by the end of the year!
- » EBBC supports Measure B1 Proposal on Nov. 2012 Ballot, which includes \$1 Billion in funding for bicycle projects
- 2013
- » Bicycle path on the East Span of the Bay Bridge to open, thanks to advocacy of EBBC

KEEP THE MOMENTUM GOING:
Volunteer Profile: Kristin Palm



Kristin Palm is one of those very, very unusual people who actually “loves standing in one place and talking to strangers.”

You probably saw her doing just that at this year’s Pedalfest in Jack London Square. Yes, that was Kristin standing in front of the East Bay Bicycle Coalition booth cheerfully hailing anyone and everyone passing by to talk about joining EBBC and voting for Measure B1, the transportation measure on the November 6 ballot that will provide a billion dollars for bicycle and pedestrian projects in Alameda County in the coming years.

“I love talking to people, and volunteering gives me that opportunity,” Kristin says. “But what’s really key is that I get to talk to people about something I’m passionate about. You end up having conversations with people about what makes the East Bay a great place to live and what would make it even better. I think that’s what cycling and the East Bay Bicycle Coalition are about.”

Kristin grew up in Mount Pleasant, Michigan. She came to bicycling relatively late in life – at age 11, when she learned to ride on her cousin’s old, red Schwinn. “I’m not a hardcore cyclist by any stretch of the imagination,” she says, “but I would bike in winter just for the heck of it.”

After college, Kristin settled in Detroit, worked for a number of arts-related non-profits, taught poetry in Detroit public high schools, got a masters degree in urban

planning from Wayne State University, and free-lanced at the Detroit Metro Times, where she increasingly wrote about community, urban development, and urban planning. Also while in Detroit, she co-organized the North American International Anti-Auto Show, a 10-day exhibit and performance series that examined car culture and its discontents, as an alternative to the annual Detroit Auto Show held every January.

About 10 years ago, Kristin moved to

“...the improvements B1 will bring about will make bus-bike, BART-bike and all other forms of multi-modal transit much more safe and efficient, and enable more Bay Area residents to move around the region in this way.”

the Bay Area to pursue an MFA in creative writing at Mills College. “One of the first things I did when I moved here was join the bicycle coalition,” Kristin says. “I knew about the San Francisco and East Bay bicycle coalitions from visits here. Living in an area that did not have a bicycle coalition, and seeing how much the bike coalitions had accomplished – just seeing people bicycling in bike lanes and knowing there were organizations responsible for that – it seemed like a no-brainer that I would join.”

Kristin worked for more than 6 years at the Museum of Children’s Art in Oakland. She taught – and still teaches – poetry one day a week at John Muir Middle School in

San Leandro. In March she became the fund development manager at the East Bay Asian Local Development Corporation in Oakland’s Chinatown.

She doesn’t own a car and she commutes to work every day on the Marin Larkspur city bicycle she bought about two years ago. “I live by Lake Merritt and I work in Chinatown, so it’s a super-easy commute,” she says.

But one of the reasons Kristin is such a strong supporter of Measure B1 is that her bicycle route to work peters out around 12th Street, where it becomes, she says, “a bit of a free-for-all.” She likes Measure B1’s goal of connecting bikeways. “I think connecting the bikeways, so, for instance, you don’t get dumped off in Chinatown and wonder what to do, is great. Every aspect of [the measure] makes biking safer for people.”

Kristin also likes B1’s support for improving connections among pedestrian, bicycling and busses and BART. “It makes no sense for me to own a car that would mainly sit in my parking lot. Instead, I ride to work and for most of my errands, and one day a week I take my bike on BART to teach poetry in San Leandro. When I need a car, I use City CarShare (I love supporting another local nonprofit!) This is a huge reason why I’m such a supporter of B1 - the improvements B1 will

bring about will make bus-bike, BART-bike and all other forms of multi-modal transit much more safe and efficient, and enable more Bay Area residents to move around the region in this way.”

Summing up the reasons she’s such an avid EBBC volunteer, Kristin says, “I’ve benefited so much from what current transit measures and EBBC’s involvement in those measures have yielded. The Bay Area almost always sets the tone for the rest of the country. I have lived in places where we don’t even have bike lanes! The standard here is quite good, but let’s keep the momentum going.”

A Return to the 1960s? Yes, When it Comes to Schools and Bikes



On a hot, summer morning in Fremont two dozen serious, helmeted kids on bicycles toed up to a chalk line drawn on the school blacktop, waited for the signal, and with the push of a single pedal drifted across the playground in unison with only their balance and determination guiding them to the finish line. They were participating in the “Power Pedal” race at an EBBC Family Cycling Workshop, learning valuable skills while their parents, also on bicycles and wearing helmets, chatted with an instructor about their questions, concerns, and fears regarding a potential bicycle commute with their children.

These fears are understandable, often borne out of the reality that many schools are not easily accessible by bicycle. This leads to a cyclical pattern of more parents shuttling their kids by car (creating up to 30% of all morning traffic), which in turn creates a less safe environment around the school, which in turn inspires more fear, and so on. That’s why, in addition to advocating for better cycling infrastructure with our friends at Safe Routes to Schools, a necessary part of the solution to getting more kids riding is breaking the cycle of fear among their parents, through inspiration and organization.

It’s not often that a bicycle advocate longs for a return to the 1960’s, but with regard to school commutes this is the case. In 1969 a whopping 48% of American children walked or bicycled to school, compared to just 13% in 2009. During this same period, childhood obesity rates have risen from about 4% to over 20%. This just goes to show that kids CAN bike to school, if given the right conditions and motivation, and that the effects on their health and well-being are profound. These effects can ripple out well beyond their school days: recent studies have shown that young adults are already choosing active transportation and transit increasingly over driver’s licenses and car ownership.

So what is the East Bay Bicycle Coalition doing to get the gears turning? Over the 2011-2012 school year we brought Family Cycling Workshop training to 169 parents and kids and in-school Bike Rodeo instruction to 800 students in Alameda County alone. We expect to increase these numbers significantly over the 2012-2013 school year and are working to expand a similar program into Contra



Costa County with instruction in both English and Spanish. But in order for this education to be effective it must continue outside the classroom, so here’s your homework:

- » Send your friends, family, coworkers and neighbors to a free Family Workshop, Bike Rodeo, or other EBBC safety class (or request a free class for your school or business). Many of our classes offer incentives for participation such as bicycle lights or reflective safety vests and they are a great place to meet other local cyclists and swap tips or set up a “Bike Train” group commute to school or work: www.ebbc.org/safety
- » Find out if your school is participating in the Safe Routes to Schools program. If not then get it signed up! If it is then become a Parent Champion for your school and help lead the effort to create a safer and healthier environment: www.transformca.org/sr2s
- » Attend your city’s Bicycle Advisory Committee meeting and demand bike racks and safe paths to your school. If no such committee exists then work with us to set one up: www.ebbc.org/BAC
- » Finally, vote “yes” on Alameda County’s Measure B1 this November which will fund many more free safety classes and allow us to expand our programs to additional East Bay communities: www.ebbc.org/yesonB1

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NEWS BRIEFS

All-hours BART Bike Access Pilot a Big Success » What’s Next?



Our pilot with BART providing all-hours access for bicycles in August was a resounding success. All five Fridays saw people taking their bicycles on BART during commute hours with positive results. Reports from our and SFBC’s volunteers, from BART staff, and from BART commuters have been largely positive and there were no delays or disruptions to service.

So, what happens next? Our Director, Renee Rivera, will be meeting with BART top brass to outline concrete next steps. BART staff is compiling results from the

online survey, as well as a phone survey of BART riders. Over the coming months we will be looking at these results and working together to develop a recommendation to the BART Board of Directors at the November meeting on a bicycle access policy for BART.

Many thanks to the dozens of volunteers who were out during every Friday morning and evening commute in August, encouraging riders to give feedback and to share BART with bicycles. Your great work has helped make this pilot a huge success.

City of Oakland Prioritizes Potholes to Keep Cyclists Safe

Talk to anyone who bikes regularly in Oakland and they will be able to tell you about several of the most dreaded potholes on their regular commute and whether that pothole could gobble up a chihuahua, labrador or great dane. With limited funding to repave our streets Oakland has been on an 80 year paving cycle, which means some of our streets are going back to gravel.

To make lasting changes in this pothole challenge we need to pass Measure B1 on November 6th. With the funding provided in B1 Oakland’s Public Works Agency has shown us they will be able to repave many of the bike routes we use everyday. In the meantime we have come up with a solution, in collaboration with Public Works staff, that will address some of the gnarliest potholes on our regular routes.

In a recent meeting with Public Works Director Vitaly Troyen, our director Renee Rivera, and many representatives from local clubs like the Grizzly Peak Cyclists, Oakland Yellowjackets, Berkeley Bicycle Club and more, we won a major commitment. Going forward we will be able to submit a list of our top ten most dangerous potholes each month to Public Works staff and these ten potholes will be repaired immediately. EBBC staff is working closely with the riding clubs to identify this list of potholes each month. We are grateful to Public Works staff for this commitment to keep bicyclist safe on Oakland streets.



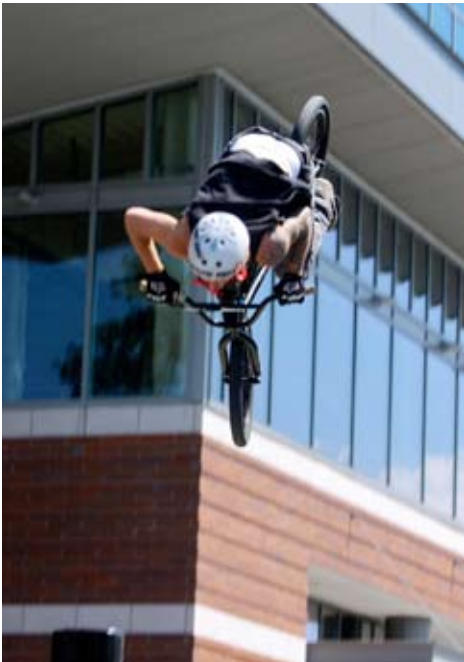
Meet Bike Walnut Creek

Bike Walnut Creek is a newly formed local advocacy group. It aims to bring the community together to advocate for a safe, efficient, and enjoyable environment for all bicyclists and pedestrians.

During the second week of September, Bike Walnut Creek volunteers conducted bicycle and pedestrian counts at 28 locations throughout the city. Locations included the bustling downtown area, popular routes to BART, the Iron Horse and Contra Costa Canal Trails, and entryways of large neighborhoods. The goal was to create a performance baseline of active transportation use and demographics, to better evaluate the City of Walnut Creek’s commitment to implementing the recently adopted Bicycle Plan.

Fall activities include assessing the city’s Complete Streets Policy, organizing a publicity ride, and creating tools for local bicyclists and pedestrians to communicate their needs. Activities, monthly meeting agendas, and local news can be found online at bikewalnutcreek.blogspot.com or facebook.com/bikewalnutcreek. Please contact bikewalnutcreek@gmail.com to get involved and follow them at @BikeWalnutCreek on Twitter and on Facebook at Facebook.com/bikewalnutcreek.

Tens of Thousands Flocked to Jack London Square for



THE EAST BAY has been waiting for a bicycle event that really celebrates our diverse thriving bicycle culture - and Pedalfest has delivered. On August 18th the East Bay Bicycle Coalition, with our partners Jack London Square and Bay Area Bikes, marked the second annual cycling celebration, bringing over 20,000 fun-seekers to Oakland's waterfront.

Everywhere we looked there was something amazing going on. The Whiskeydrome was buzzing all day filled with daring riders whizzing by perpendicular to the ground. Chris Clark and the Clayton Bikes stunt team wowed the crowd with their high flying antics. Flyaway Productions performed Torque: a Dance on a Bike on a Rope to a mesmerized crowd. People were dancing on and off bicycles to the tunes spun at the Rock the Bike pedal-powered sound stage.

There was lots to watch and lots more fun activities to join in on. The kids loved learning safety skills in an indoor Bike Rodeo. Many took a spin on the crazy bicycles provided by Whymcycle or participated in our Bike Safety Quiz show. People showed up from all over with their art bikes and became part of the show.

We could not have put on this wildly popular event without the hundred plus volunteers who worked tirelessly pouring beer, parking bicycles, setting up and breaking down and keeping everyone safe. Many thanks to our volunteers and to the generous sponsors who made this event possible. We would particularly like to thank New Belgium Brewing for providing the beer so we could raise funds for our advocacy work including our Yes on BI campaign.

Pedalfest will be back in Summer of 2013, even bigger and better! Be sure to tell all your friends not to miss the next Pedalfest.

Save The Date for BIKETOPIA Our 40th Anniversary Party!

Mark your calendars now because the East Bay Bicycle Coalition is turning 40 and we want you to come celebrate with us! To commemorate this momentous occasion, we are holding a *fabulous Biketopia* party at Jack London Square on Friday, November 16th.

Imagine an East Bay where world class bike pathways and networks of bike lanes connect to BART Stations and Bus Rapid Transit hubs with abundant secure bike parking. Imagine an East Bay where it is so safe and convenient to bike that it is a natural first choice for most people on most days. Imagine an East Bay where our local neighborhoods are filled with overflowing on-street bike corrals in front of thriving small businesses and people of all ages and from all kinds of backgrounds are enjoying their streets as friendly, lively gathering places. This is the vision we are celebrating at our **Biketopia** party on November 16th and we want you to be a part of it. And don't forget to vote Yes on Measure BI on November 6th to make **Biketopia** a reality in Alameda County.

Our **Biketopia** party will honor our year's accomplishments towards a bicycle friendly East Bay as well as the last 40 years of making the East Bay a great place to bike. Join hundreds of community members, including local officials, transportation professionals and all types of cyclists. With drinks and munchies in hand, Biketopians will celebrate the East Bay Bicycle Coalition's successes, show support for the organization, and most importantly, meet, mingle, and be merry. The evening's festivities include a 100 piece silent auction, music, awards, good food and drink, and more.



Save the date for BIKETOPIA!
Date: Friday, Nov 16th, 5:30pm to 9:30pm
Venue: Jack London Pavilion, One Broadway, Oakland



Congratulations to our Climate Ride Team!



Rick Rickard: "A wonderful group of environmentally-conscious folks to hang out with for a week! Big enough group to have an impact, but small enough to get to know fellow riders. And the staff is a fun, dedicated group. A terrific experience!"

Mimi Torrez: "The Climate Ride was amazing! The five days went by so fast and the scenery was incredible the entire ride. I made many new friends and have a renewed interest in bicycle vacations. It was great to be around so many people that have an obvious and deep passion for the environment."

Joan Cordellino: "It was the most fun I've had in ages, and, I got to eat as much as I wanted!!"

Phil Morton: "I hadn't quite expected it, but my connections with everyone in Team EBBC were special because we were all in the ride together. It's very exciting for what we can do throughout the whole year, and not just for those five days."

On September 13th our team of seven courageous Climate Riders rode into San Francisco for a press event at San Francisco City Hall, completing a 320 mile, 5-day journey from the redwoods to the Northern California Coast, into wine country, then cattle country, through the Marin headlands and across the Golden Gate Bridge. The ride is not only spectacularly gorgeous, but it's a wonderful team-building experience of a lifetime. Everyone should do this ride!

We want to thank our supporters and give a special shout out to those who contributed over \$22,000. The EBBC team that rode 320 miles to raise money for better cycling the East Bay were: Joan Cardellino, Alden Mudge, Mimi Torres, Jay Ruzicka, Phil Morton and team co-captains Rick Rickard and Dave Campbell.

Inspired by our team? Join Team EBBC for the 2013 California Climate Ride, May 19-23, 2013 by going to bike.climateride.org/team/ebbc2013.

The East Bay Bicycle Coalition will again be a beneficiary and we would love your support. We are ready to help you raise your \$2,400 minimum and perhaps a lot more. "Fun"draising is fun!

Thanks again everyone for your support and for allowing us to represent you on the California Climate Ride 2012.

Five Great Reasons to Join or Renew as a Member of the EBBC

- 1 You'll be entered to win a beautiful new PUBLIC bike (\$995 value) in the size, style, and color of your choice
- 2 You'll have this award-winning newsletter delivered to your doorstep four times per year
- 3 You'll receive discounts of up to 20% at over 60 local bike shops across the East Bay
- 4 When you join the community of EBBC members, you'll receive invitations to parties, rides, and other fun events
- 5 Most importantly, you'll help transform the East Bay into a biketopia that will be enjoyed for generations to come



JOIN THE EAST BAY BICYCLE COALITION!

Become a member and help us build hundreds of miles of new bikeways in the East Bay

Membership pays for itself: join or renew today and you will enjoy discounts at 70 bike shops and many supporting businesses throughout the East Bay

Name

Address

City, State, Zip Code

Phone

Email

Mail to:

EAST BAY BICYCLE COALITION
P.O. Box 1736
Oakland CA 94604

Join or Renew online

at EBBC.org/donate

Membership Type

- ☐ Sustaining \$30
- ☐ Household/Half-Century \$50
- ☐ Century \$100
- ☐ Other generous amount (\$_____)
- ☐ I want to volunteer!
- ☐ please don't share my info with others

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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