

BIKE EAST BAY

RideOn



PLEASANTON IRON HORSE TRAIL CONNECTION

Bike Lane Boom — Bicycle Spoken Here — Take a Mini-Tour

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*Cover: Bike Pleasanton member
John Houston with his kids, Joanne
and Euan, on the Iron Horse Trail.*



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LETTER FROM THE SADDLE

Over the past months, I have seen how incredibly effective our local communities are as advocates. With thousands of bright blue Ford GoBikes popping up in Oakland, Berkeley, and Emeryville, Bike East Bay has been working on the ground with our Bike Share for All coalition to ensure an equitable roll out of the bike share system. Together with Cycles of Change, Rich City Rides, and the Oakland Scraper Bike Team – all local, people of color led organizations – we're working to remove as many barriers as possible to bike sharing for people of color and in low-income communities.



Before the launch, Bike East Bay had already secured significant wins for lowering barriers to bike share: a low-income discount membership, plus extended trip times and a cash payment option. Now we and our partners are hitting the ground to promote bicycling at local events and bike rides this fall (page 10).

It makes a difference to have Black and Brown community organizers at the table. By hearing directly from impacted communities, I have seen the bike share operators act more quickly. Even the small things we have won together as a coalition—like being able to give out free Clipper cards for people without credit cards—make a huge difference for people who otherwise would not be able to use bike share.

Bike share will get more people on bikes, but it will only have a limited impact until the East Bay is connected with a network of people-friendly streets. We know that concern about riding with cars in traffic is the number one barrier keeping people from biking. After years of strategic focus, Bike East Bay is finally gaining momentum for building dedicated and separated bicycle infrastructure.

This year alone, we expect to more than double the number of protected bikeways on the ground in the East Bay, growing from seven to sixteen projects during 2017. This fall, Pleasanton built its first protected intersection in the Tri-Valley region (page 3) and Berkeley completed the first *connected* protected bike lanes in the East Bay (page 4). Next year, we expect to double the number of protected bikeways again.

I invite you to celebrate these big accomplishments—and to kick off our big campaigns to come—at Biketopia, your annual member party and silent auction fundraiser (page 11). Thanks to your support of strong, grassroots bike advocacy, our streets are transforming before our eyes. Safer, people-friendly streets are rolling out from Fremont to Hercules, from the Tri-Valley to San Francisco Bay.

When more people ride, we all benefit from the improvements to our public health, air quality, and our local environment. And that's good news for everyone in the East Bay.

Ride on,

René Rivera, Executive Director



IT TAKES A VILLAGE

How Pleasanton Residents Came Together to Build a Protected Intersection

By Susie Hufstader, Community Organizer

Just one week after I started work as Bike East Bay's Community Organizer last summer, we received news of a fatal bicycle crash in Pleasanton. Seventy-two year old Gail Turner had been struck by a car at the intersection where the Iron Horse Regional Trail crosses Stanley Boulevard. Bike East Bay, Pleasanton Pedalers, and Bike Pleasanton had already been working to connect this major gap in the trail system, but any possible solution had been delayed for years. After this tragedy we jumped into action to ask for an immediate fix.

I went to Pleasanton that week and things did not look good. As I rode toward the site of the crash, the Iron Horse Trail ended in a sidewalk at the intersection. Standing there facing seven lanes of heavy traffic, I knew the intersection needed a big change. A

protected intersection, which provides shorter crossing distances and improved visibility for people walking and biking, would be an great solution. But at the time, there was not a single protected intersection built anywhere in the Bay Area, even in our most bike-friendly cities. It looked like improving this trail connection would be an uphill battle, if even possible.

But Pleasanton proved me wrong. Over the next weeks and months, I came to know the dedicated community of bicyclists, students, parents, and grandparents who stepped up to champion the Tri-Valley's first protected intersection. When it came time for an important vote to approve the project, they showed up to completely pack the city council chambers. Half the room was students from Pleasanton Middle School and Amador Valley High. They joined local

advocates from Bike Pleasanton and members of the Pleasanton Pedalers, the club Gail Turner rode with, in making impassioned pleas for the city to fix the street.

"My goal this year was to ride my bike to school every day, but it is not safe enough yet," one student said.

"My daughter wants to ride her bike to Pleasanton Middle School, but there is no way," said Rebecca McClaughlin, a teacher at the school. "We would like access. It needs to happen for the rest of us and not just experienced cyclists."

Together, the community sent a clear message to city council that Stanley Boulevard and Valley Avenue, along with the rest of Pleasanton, need bikeways for riders of all ages and abilities.

When city council unanimously approved the protected intersection design, we cheered and shared hugs all around. This was my first big advocacy victory in my new job and I was

continued on page 10



A bicyclist rides on Fulton Street, Berkeley's first protected bike lane, which was striped in 2016.

BIKE LANE BOOM

A Three-Year Plan for Berkeley's Protected Bike Lane Network

By Dave Campbell, Advocacy Director

Berkeley is connecting the dots for people bicycling. With two new protected bike lanes completed on Bancroft Way and Hearst Avenue this fall, and five additional protected bike lanes in the works, a safe and family-friendly bicycling network will soon link downtown with UC Berkeley campus neighborhoods. Bike East Bay is pushing for our East Bay cities to prioritize protected bike lanes, and Berkeley is leading the way by adopting protected bike lane networks as the gold standard for people-friendly streets.

Members like you are key to building streets that dedicate space for bicycling. Here is a look at how your support for grassroots action and persistent advocacy laid the groundwork for Berkeley's protected bike lane boom.

Hearst Avenue: From Pop-Up to Reality

Thousands of people walk, bike, and take transit on Hearst Avenue every day to get to the north side of campus or connect to downtown Berkeley. Lack of bike lanes, heavy bus traffic, and a steep uphill stretch made this street intimidating for people bicycling. When the City of Berkeley won a regional grant in 2015 to rebuild Hearst Avenue, Bike East Bay saw an opportunity to upgrade this important campus connection.

With a large grant in hand, we knew the city could deliver a world-class project for Berkeley bicyclists. While early designs called for business-as-usual bike lanes, Bike East Bay challenged the city's public works department to upgrade the design to physically protected bike lanes. The city responded that the street was too narrow and too much parking would have to be

removed. Undeterred, we measured the street and redesigned the parking ourselves to show it could work.

After months of back and forth, the City of Berkeley finally agreed to install protected bike lanes...but stopped one block short of completing the bikeway to Shattuck Avenue, the main street through downtown Berkeley. At this point, Bike East Bay put our grassroots power into action. We asked members and volunteers to help "pop-up" a demonstration protected bike lane at Berkeley Sunday Streets in October 2015. By building the temporary protected bike lane on the very block in question, we showed residents and decision-makers it made sense to fully connect Hearst Avenue to downtown.

The pop-up was a success! After gathering petition signatures in support from most of the neighbors on the block, we convinced the city

to complete the bikeway from Euclid Avenue all the way to Shattuck Avenue. This five-block protected bike lane completed construction in fall 2017.

Partnering with AC Transit on Bancroft Way

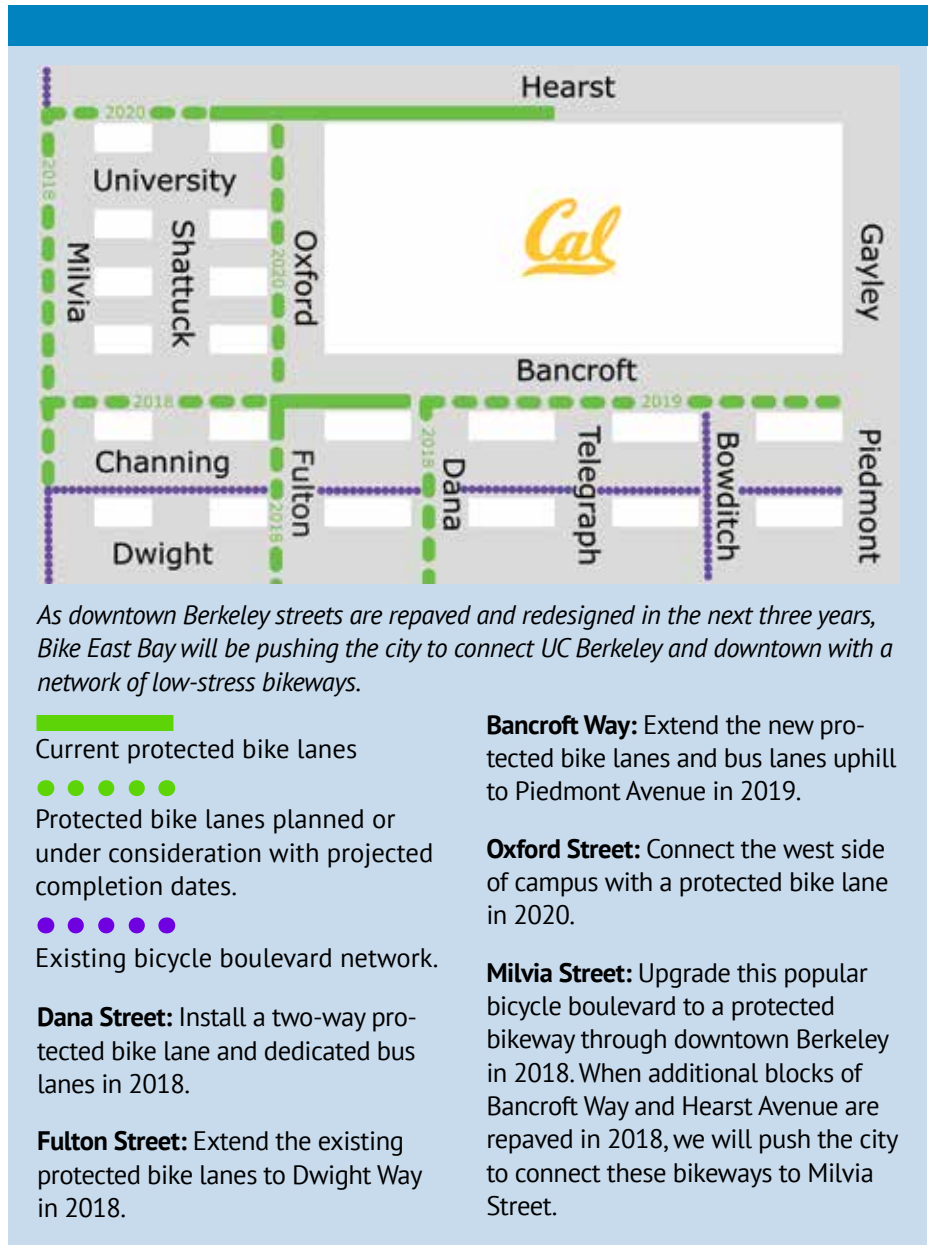
Meanwhile, on the south side of campus, changes were long overdue for Bancroft Way. Over 10,000 people a day depend on buses that travel in the southside neighborhood of UC Berkeley, but loading and congestion made service unreliable. People were forced to dash across three lanes of traffic or play hopscotch with buses and cars on a street with no bike lanes. With campus-goers shifting away from driving,¹ Bike East Bay partnered with AC Transit to redesign Bancroft Way to prioritize safety and dedicate space for people who walk, bike, and take transit.

Completed this fall, the new Bancroft Way features shorter crosswalks, a two-way protected bike lane, dedicated bus lanes, and overlapping benefits for everybody using the street. Neighbors and campus-goers now only have to cross two—rather than three—lanes of traffic to visit local businesses and university facilities. People taking the bus will have faster and more reliable bus service. The dedicated bus lane will also reduce leapfrogging—and potential collisions—with car drivers and bicyclists.

As bicyclists, the two-way protected bike lanes enable you to bike uphill for the first time on Bancroft Way (the street remains one-way for drivers). Bancroft Way's protected bike lanes connect Dana Street with Fulton Street, making these the first connected protected bike lanes in the East Bay.

"More people are riding to campus every year," said UC Berkeley's transportation planner Todd Henry. "This new protected bike lane will get you there safely and give your friends the

¹UC Berkeley's 2016 Campus Transportation survey showed 65% of students already walk or bike, and only 37% of faculty and staff drive alone to work.



confidence to try biking as well."

Connecting the Network

Hearst Avenue and Bancroft Way are just the beginning. We envision a network of protected bike lanes around campus and downtown Berkeley, which can be achieved through extending existing bikeways and adding north-south connections. And we are pushing the City of Berkeley to do it in the next three years. See our plans for growing the downtown network on the map above

It is an ambitious plan and Bike East Bay members laid the groundwork to make it possible. In 2014, you got

out the vote for Measure BB, which will fund much of the street repaving associated with these projects. In 2017, you came together to develop a strong Berkeley Bike Plan. Your voices defended and passed an innovative bike plan that—by specifying a network of 20 protected bike lanes—sets a high bar for the city and a powerful example for the rest of the East Bay.

Thank you for your support. Bike East Bay will continue to hold the city accountable to this visionary plan for years to come.

BikeEastBay.org/BerkeleyBikeways

CALENDAR of EVENTS

SUNDAY STREETS BERKELEY

Sunday, October 15, 11am-4pm
Shattuck Ave. from Rose St. to Channing Way, Berkeley

Join thousands of people on 16 car-free blocks of Shattuck Avenue in Downtown Berkeley.
SundayStreetsBerkeley.org

BIKETOPIA

Thursday, November 9, 6:30pm-10pm

Impact Hub Oakland, 2323 Broadway
Join your best bike friends at Bike East Bay's annual member party and silent auction fundraiser. Come bid on the 100+ piece auction and raise a glass to our big advocacy wins in 2017!
BikeEastBay.org/Biketopia

KIDICAL MASS WALNUT CREEK

Sunday, November 19, 9am
Walden Park, Walnut Creek

Join Bike Concord and Bike Walnut Creek for Kidical Mass, a fun, safe family bike ride. Free registration for

kids and their families begins at 9am at Walden Park in Walnut Creek followed by a 10:00am ride to the Walnut Creek Farmer's Market.

SAN FRANCISCO BICYCLE COALITION'S WINTERFEST

Sunday, December 3, 4pm-9pm
The Village, 969 Market St., San Francisco

Join over a thousand of your bike-loving buddies in an evening of festivities, food, music and beverages, plus a silent auction featuring new bikes and local art. Benefits the San Francisco Bicycle Coalition.

SFBike.org/Winterfest

BIKE EAST BAY ANNUAL MEMBER MEETING

Tuesday, December 5, 6:30-8pm
Sports Basement, 2727 Milvia St., Berkeley

Meet your fellow members and cast your vote for Bike East Bay's 2018 slate of board members. All members

will receive a 20% discount at Sports Basement.

BikeEastBay.org/MemberMeeting

RECURRING EVENTS

VOLUNTEER NIGHT

Last Tuesday of Every Month
October 24, November 28

Tackle group projects while socializing with fellow Bike East Bay volunteers.

BikeEastBay.org/Volunteer

BIKE CIVICS: ADVOCACY TRAININGS FOR CHANGEMAKERS

Bike Civics is a new series of advocacy trainings that will teach you how to become a local changemaker. Taught by Bike East Bay staff, you'll learn how your local government works and what actions you can take to improve streets for bicycling in your neighborhood.

BikeEastBay.org/BikeCivics

**BICYCLISTS ARE EVERYWHERE.
LET'S KEEP IT THAT WAY.**



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BOARD MEMBER PROFILE

JESSICA DE JESUS

For board member Jessica de Jesus, recovering from knee surgery was the first step to discovering her love for road cycling.

"Part of rehab was trying to ride a stationary bicycle and I could not even do a full rotation on the pedals without excruciating pain," Jessica said.

Still, Jessica followed her physical therapist's advice to keep riding and fell in love with the open road. Her favorite rides in the East Bay include going up Mount Hamilton and Mount Diablo, which are some of the steepest climbs and most scenic routes around.

Board members always bring their particular strengths to the organization. In addition to being a tough hill-climber, Jessica is a professional fundraiser and event planner who has built her career with social justice organizations working to remove barriers to opportunity for people of color, including poverty, incarceration, and access to higher education. As a woman of color, she brings this perspective to the cycling world as well.



Board member Jessica de Jesus and her daughter Savannah.

"I do notice there are not as many people of color in [cycling] as an athletic event. I'm so hyper-aware of when I see a black person in a kit who's clearly on a ride, like they are out there training for something. I want to be like, "YEA, YOU GO!" because it's just so rare!"

Jessica joined the board of directors in January 2015, when she lived in Emeryville and regularly commuted

by bike to work in Oakland.

"Because I'm a commuter, I see the value of promoting safe cycling and seeing more people on bikes." Jessica said. "You want other cyclists to feel safe. Anything to inspire people to ride bicycles and get out of their cars seemed like a good idea to me."

As a board member, Jessica took part in helping craft our Statement of Values for Equity and Social Justice, which was released in January 2017.

"I feel really proud that [Bike East Bay] is tackling the issues of race and equity, because those are conversations that are so hard to have. It's easy to dismiss those conversations at an organization focused on biking...I'm proud that [Bike East Bay] is keeping that on the forefront," Jessica said.

Jessica's advice for anyone interested in joining the board?

"Be ready to roll your sleeves up and be part of the team. And prepare to be inspired and energized by the people who make this organization go."

GET ON BOARD!

Bike East Bay is seeking dedicated members to join our Board of Directors for 2018. Board membership is a great way to support Bike East Bay and step up your engagement with our work. Our board of directors works to guide Bike East Bay's long-term strategy, ensure the health of our organization, and raise much needed funding. Check out our board application to learn more about the skills and qualities we are looking to add to this hardworking group of leaders.

We seek board members who represent the diversity of the people of the East Bay and the geographic communities of Alameda and Contra Costa Counties. People of color are especially encouraged to apply.

Your board will be elected at the annual member meeting on December 5 at Sports Basement in Berkeley.

Apply today at BikeEastBay.org/Board



From left, board members Sahar Shirazi, Rolland Jurgens, and Kristi Marleau.

BICYCLE SPOKEN HERE

Multilingual Education Classes Respond to Community Needs

By Robert Prinz, Education Director

Over the past year, Bike East Bay has seen our Spanish- and Cantonese-language bicycle education program grow by leaps and bounds. Since 2012, Bike East Bay's in-language workshops have reached thousands of adults, youth, and families with confidence-boosting resources on overcoming barriers to bicycling and having more fun on every trip. We distribute bike lights, helmets, reflective gear, and more to help class attendees take more bike trips in all conditions. By late 2016, however, we needed to add more instructors to meet a growing demand and update our programs to address more community needs.

Growing Our Team

Last fall we hosted a new bike class instructor certification seminar with expenses paid for all participants via a generous donation from Bay Area Bicycle Law. Among the fifteen attendees were several multilingual instructors from our local bike advocacy partners, including Ana Villalobos of Bike Concord and Donna Chang of Bike Walk San Leandro. Throughout the first half of 2017, the newly certified instructors continued their training by co-teaching Bike East Bay classes.

These classes benefitted from the unique experiences and expertise of our new instructors. Ana Villalobos, a



The Adult Learn-to-Ride class at Lincoln Square Recreation Center in Oakland's Chinatown.

long-time community health educator, agreed to teach with the understanding that she felt uncomfortable riding in traffic and would not be leading group rides. In turn, her own apprehension helped her better understand and account for the concerns of the class attendees she worked with. Via her position at Contra Costa Health Services, Ana also helped connect us with class locations at community events and festivals.

Developing Partnerships

Our incredibly dedicated partners at public libraries, city parks, recreation centers, and affordable housing developments have been key players in the multilingual program. One of these new partners is Gilbert Gong, director of the Lincoln Square Recreation Center in Oakland's Chinatown.

With Gilbert's guidance regarding the most accessible dates and times for the Lincoln Square community, several dozen community members showed up for our Cantonese-language Urban Cycling 101 workshop in April, a big increase over previous workshops. Our new Cantonese-speaking instructor Donna Chang co-taught the class, providing instruction on topics like biking after dark and theft prevention. To our surprise, we learned that some of the enthusiastic attendees had never learned to ride a bike. Others said they could ride but they did not own a bike

due to theft, maintenance, cost, and other issues.

Responding to these concerns, we worked with Gilbert to set up our first ever Cantonese-language Adult Learn-to-Ride class in June. In just a few hours we helped 16 attendees get on two wheels for the first time.

"Bike East Bay has helped our community get over a huge barrier in learning about cycling safety. Our folks had the opportunity to have classes held in their native language of Cantonese, which allowed them to become wiser about being safe while riding," said Gong.

Later this fall we will return to Lincoln Square with a Cantonese-language workshop focused on the new Ford GoBike bike share system rolling out now in Oakland, Berkeley, and Emeryville. This way, more Chinatown community members can use bike share to get around town whether or not they own a bike.

Learn with us! To inquire about becoming an in-language bike instructor, contact Education Director Robert Prinz at Robert@BikeEastBay.org. Visit Bike East Bay's education pages to register for a free bike education workshop or request a class at your location, through the support of Alameda County Transportation Commission and others.

BikeEastBay.org/Education



Bike East Bay's Community Organizer Susie Hufstader at Juniper Campground on Mount Diablo this August.

HOW ABOUT A MINI-TOUR?

*By Francisco Grajales,
Outreach Coordinator*

With over a dozen East Bay regional parks located within biking distance, the East Bay is bike camping paradise. And if you stretch out your biking weekend into a mini-tour, you can have the thrill of touring from camp to camp without asking for extra days off work.

The mini-tour idea is simple: camp at two different places, two nights in a row. You get the thrill of “going somewhere” and “doing stuff” without having to go very far or do very much. Here’s what it looks like:

Thursday evening - Pack

Friday morning - Ride to work, camp in tow

Friday afternoon - Take off after work, towards your first night under the stars

Saturday morning - Tear down camp, eat breakfast, and roll on towards your second night under the stars

Saturday evening - Camp again

Sunday - Head home

The weekend mini-tour is the delightful middle-ground that gives you more than an overnighter while requiring less preparation than a long-distance tour. If you are used to rolling out on Saturday morning towards your one night of sleeping in the dirt, consider next time that there might be a closer spot where you could sleep along the way.

Where to go?

We are lucky to have over a dozen parks with camping options in the East Bay, many of which are easily accessed via bike paths and regional trails. If you are interested in a short, easy jaunt after work with minimal night riding, perhaps consider campsites near BART stations: Anthony Chabot Regional Park, Black Diamond Mines Regional Preserve, and Coyote Hills Regional Park all fit the bill. If fishing and swimming are your idea of kicking off the weekend, check out Tilden Regional Park or Del Valle Regional Park. Or if you want to get

in a good post-work mountain bike ride, you’ll find no better East Bay dirt than on your way up through Oakland’s Joaquin Miller Park and over to Redwood Regional Park. Be sure to keep in mind that these campsites all offer different amenities and have different group size requirements.

From there, you’re free to ride as far as your heart desires and your legs will allow. You could easily keep it in the East Bay and goof off all day along your route, or you could get in the drops and hustle into any of the great camping spots in Napa, Sonoma, Marin, San Mateo, Santa Cruz, or Monterey counties. While there’s nothing mini about doing a century loaded with camping gear, you may find it’s easier to be nudged out of bed and into the saddle by the rising sun than by a buzzing phone. So for your next weekend bike camping trip, consider adding Friday night to the agenda and make it a mini-tour!

NEWS BRIEFS

BIKE SHARE FOR ALL

Bike East Bay has joined other key local cycling organizations in “Bike Share for All,” an outreach program created to inform residents about Ford GoBike, the Bay Area’s new bike share transportation system. This community-based initiative engages Cycles for Change, Oakland’s Scraper Bike Team, Rich City Rides, and Bike East Bay, plus the San Francisco Bicycle Coalition and San Francisco Yellow Bike Project across the bay. With the support of Transform, a local transportation advocacy organization, we are working to ensure there is an equitable plan to make Ford GoBike accessible to low-income and marginalized communities.

As a coalition, we advocated for policies and changes that removed obstacles to using bike share. We secured a low-income discount, which starts at \$5 for the first year and increases to \$5 per month in following years. To increase access, we are giving away free Clipper cards, which low-income residents who do not have a smartphone or bank account can use to rent the bikes. Read more at BikeShareForAll.org

Pleasanton

continued from page 3
almost in tears.

The outpouring of community support for bike facilities has rippled across Pleasanton. Over the past year, I have watched the changes happen, from an ambitiously updated bicycle master plan to miles of new buffered bike lanes already on the ground, spearheaded by city traffic engineer Mike Tassano. Downtown Pleasanton added a new parklet and bike corral, and just one day after installation, the



Old and new Bay Bridge in summer 2016.

BAY BRIDGE PATH CLOSURES

From August to late November 2017, the Bay Bridge People Path is closing every other week for demolition activity on the old Bay Bridge. The closures will start on Sundays and continue through midday on the following Saturday. During the closures, Caltrans will be placing explosives and detonation equipment on the remaining bridge foundations.

Upcoming Bay Bridge People Path closure dates, with additional later closures possible if needed:

October 8 - October 14
October 22 - October 28
November 5 - November 11

According to Caltrans, fall is the best time for demolition work to minimize impact to marine species in the bay. Caltrans engineers are aiming to reopen the path by midday on Saturdays, but say this may be delayed in order to protect marine life.

Prior to this announcement, Bike East Bay and the San Francisco Bicycle Coalition met with Caltrans and the California Highway Patrol to ensure these closures allow as much public access as possible. Previously, Bike East Bay successfully advocated for seven-days-a-week access on the Bay Bridge People Path starting May 2017. BikeEastBay.org/BayBridge

brand new racks were packed with bikes. Pleasanton Pedalers and Bike Pleasanton have maintained a strong and visible presence, hosting a weekly bike tent at the farmer’s market with free parking and resources.

After stopping by the bike tent this summer, I hopped on the Iron Horse Trail to see the now-finished protected intersection at Stanley Boulevard and Valley Avenue. The three protected corners provide bicyclists a safe space to wait for a green light, decreasing the distance to get to the next leg of the Iron Horse Trail. Plus, the green

“bike crossing” parallel to the white crosswalk is one of the first dedicated bike crossings in the East Bay.

When I first arrived as a community organizer in Pleasanton, all I saw were hundreds of cars and a huge, crazy intersection. Now I know a community of people who care deeply about Pleasanton. Together, we did more than fix a gap in the Iron Horse Trail. We fired up the local biking community. We showed the city that residents want a bike-friendly place to live, work, and play.

BikeEastBay.org/TriValley

Presented by
the Law Office of Daniel H. Rose

BIKETOPIA

Thursday, November 9, 6:30pm to 10:00pm
Oakland Impact Hub, 2323 Broadway
BikeEastBay.org/Biketopia

Bring on the party hats! Join your best bike friends at Bike East Bay's annual member party and fundraiser. Enjoy good eats, tasty brews, and a silent auction with 100+ items donated by bike-friendly businesses. Come ready to bid on weekend getaways, beer and wine tours, and fabulous bike accessories. You could even ride home on a new bike!

Ticket Prices:

\$15 for members, \$20 at the door.

\$40 for non-members, \$45 at the door
(includes Bike East Bay membership)

Your ticket includes a drink at the beer and wine bar and catering generously provided by Whole Foods.

Buy your tickets today and sign up to volunteer at
BikeEastBay.org/Biketopia



Estelle Davis, board member of Cycles of Change, at Biketopia.

Credit Olivia Smartt Photography



Urban Cycling 101

Learn how to ride in the city! Part I starts in the classroom with safe riding skills, bike theft prevention, and your rights as bicyclists. In Part II, you'll practice your new skills on the road with League Certified Instructors.



Sign up for a free class today!
BikeEastBay.org/Education

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