

East Bay Receives \$10.2 Million from the U.S. Department of Transportation for Bikeway Projects

As you may have heard, the United States Department of Transportation (DOT) awarded the East Bay Regional Park District's Green Transportation Initiative \$10.2 million for seven regional bikeway projects in the East Bay. The Park District is the only agency in Northern California to receive these funds, which is quite an accomplishment. "We are pleased to see that a number of projects we worked on for many years are now being

funded by the Park District," stated Rick Rickard, Acting Executive Director of the East Bay Bicycle Coalition. "With our focus on Safe Routes to Transit, we are especially pleased to see that the Park District is prioritizing projects that get people walking and bicycling to regional transit. These projects will close critical gaps in our bikeway network."



Acting Executive Director Rick Rickard celebrates the news with Representative Jerry McNerney.

The Park District is pleased too. "We have seen the use of these multi-pathways just explode with the population growth over the past several decades for both commuting and recreational purposes," states Park District General Manager Pat O'Brien. "We had significant support because our elected officials and regional organizations like the East Bay Bicycle Coalition understand the value of the Green Transportation Initiative. These projects focus on what are called "last-mile connections" or the final segment that provides a safe and convenient transit connection." Construction will begin on two projects in the Fall 2011, and the first two projects planned for completion

in Fall 2012 are the Hercules Intermodal Connection (Project 1) and the Alamo Canal Trail Connection (Project 6) from Dublin to Pleasanton.

According to Doug Siden, President of the East Bay Regional Park District Board of Directors, this is the largest single competitive grant that the District has ever received. "The East Bay Regional Park District has always been quite innovative in providing East Bay residents with opportunities that mesh well with their lifestyles, whether for work or recreating. I'm quite pleased that this project, supported so well by our Congressional delegation and area stakeholders, is very forward-thinking about how to achieve healthy, livable and sustainable communities which value walking, biking, and transit."

The total cost for all seven projects is estimated to be \$43.3 million. The TIGER II grants provide 25% of total project costs. The East Bay Regional Park District will provide the remaining funds through its voter approved Measure AA and WW, and other regional funds.

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View From the Saddle: The Elections

Thank goodness the Bay Area and much of California votes blue. It almost makes you not care about the rest of the country. Yes, the news from DC is not good. We lost a friend and a champion when Congressman Jim Oberstar lost his reelection bid in Minnesota (Minneapolis should lose its designation as a bike-friendly city for this reason alone). During his time in Congress, and particularly in his role as Chair of the Transportation and Infrastructure Committee, Oberstar fought for bicyclists. The Federal Transportation Bill will probably be passed next year and will undoubtedly look a lot different than it could have under Oberstar's leadership. In California, however, the news is good.

Jerry Brown will be our new Governor, and this holds great hope to improve transportation funding in California. Currently, reform is coming slow at Caltrans, which is plodding along developing a Complete Streets implementation plan for all its departments.

Governor Brown can accelerate this needed process. Transit funding should see a significant restoration after Schwarzenegger's repeated raids on state transit funds, which lead to AC Transit's recent service cuts, and Proposition 22 passed, which stops state politicians from taking local government funds and gas taxes voters have dedicated to transportation projects. Prop 22's passage concerns some about its effect on funding for education, health care and fire, but quite frankly, Sacramento should not be stealing money from local cities to pay for these important state obligations.

Measure F passed in Alameda County. This \$10 vehicle registration fee increase will primarily go to repave local streets and roads, but also allocates \$20 million to bike/ped project over the next 20 years. Measure F also



requires that the local streets and roads funds be used for projects that include Complete Streets plans. There is that term again and you will be hearing more about complete streets in the coming years. In fact, the passage of Measure F all but guarantees that Alameda County's upcoming Bicycle & Pedestrian Plan updates include Complete Streets policies. Yes, I know, Measure O in Contra Costa County failed and I'm bummed about that, particularly after all the work your Bicycle Coalition put into working with Transform and the Contra Costa Transportation Authority on this Measure.

But the really cool news is our former Executive Director, Robert Raburn, who ousted incumbent Carol Ward-Allen for BART Board Director, District 4. Raburn obviously waged a well-organized campaign with a strong message that resonated with voters, but this was an upset. With returning BART Board of Directors Bob Franklin (District 3) and Tom Radulovich (District 9), we are one progressive

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Safe Routes to School

Walking to school is one of the most important things that school children can do to be healthy and establish a lifetime habit of getting exercise — just by going about your daily routine. A generation ago, most people walked or bicycled to school, but today, not so much. The reasons are obvious; parents are busier than ever, concerned about safety, and kids have to carry big loads to school. But there are safe and fun ways to walk or bike to school, and it's important.

That's why Contra Costa Health Services (CCHS) is implementing the West Contra Costa Safe Routes to School Program, to work closely with the school community and local jurisdictions to encourage walking and bicycling to school and make it safer. Funding for this effort comes from the California Department of Transportation (Caltrans). Between now and 2013, CCHS will work closely with following schools to implement a program that includes Encouragement, Educational, and Engineering activities in 6 Middle Schools and 4 Elementary Schools: Crespi Junior High School, Lavonya De Jean Middle School, Helms Middle School, Pinole Middle School, Hercules Middle/High School, Portola Middle School, and Lincoln, Nystrom, Peres, and Chavez Elementary Schools (Richmond)

CCHS will help schools and cities assess obstacles and identify safe routes for walking and bicycling around each school, and will implement educational and encouragement activities. These will consist of classroom education, walking events, Bicycle Safety Certification Training, the Street Smarts Traffic Safety Education Campaign, and a variety of contests and incentives. Here is a list of project activities:

- Walk Audits/Walkability Workshops to assess the walking environment around schools
- Focus Groups to help determine which SRTS activities are likely to be the most successful
- Meetings with teacher and parent groups to address safety concerns and get input
- Assemblies to introduce SRTS concepts and program to students
- Tabling/Outreach contacts to disseminate SRTS messages and materials
- On-Site Technical Assistance with Champions to help schools conduct their own activities
- Classroom Pedestrian and Bicycle Education Sessions
- Walking Events at each school
- Bicycle Safety Certification Training Sessions – on-road training for selected middle schools
- Youth leadership roles such as “Safety Ambassadors” and “Walk and Roll Patrol”

To coordinate Safe Routes activities with other traffic and transportation projects in the region, CCHS works in partnership with the West

Contra Costa Transportation Advisory Committee (WCCTAC), where all of the West County cities already collaborate on traffic and transportation issues. In this way, we can engage cities in assessing the walking and bicycling environment around schools in their jurisdiction, and keep them abreast of any physical obstacles in the walking environment.

Throughout the 2009-10 school year, CCHS made contact with all of the schools on the list above, began to learn about the environment around each school and engaged with many of the schools to conduct some initial Safe Routes to School activities. During the 2010-11 school year, our goal is to more fully engage with the schools and hit full stride with assessing the walking/bicycling environment and implementing the encouragement and incentive programs.

To do this, we will work with West Contra Costa Unified School District to mobilize the school community for these activities. There are resources in the grant to support stipended “Champions” and teams at each school to help coordinate school site activities, working closely with CCHS staff.

For more information, contact:
Nancy Baer at 925-313-6837 and nbaer@hsd.cccounty.us, or
Shannon Ladner-Beasley at 925-313-6913 and sladner-beasley@hsd.cccounty.us.

Take a Survey; Make Your Voice Heard!

Bike Lanes on Shattuck Avenue: Berkeley
The Bicycle Coalition is working with UC Berkeley Master of City Planning Candidate SeungYen Hong on a project to study bicycle improvements on Shattuck Avenue in downtown Berkeley. Ms. Hong is conducting a Survey on Bicycling on Shattuck Avenue in Downtown Berkeley (between Center St. and Dwight Way). She is interested in knowing about cyclists perceptions about bicycle facilities and their travel patterns downtown. Your identity will remain confidential. *The survey should take about 5 minutes to complete: ebbc.org/shattuck*

Bike to Work Day Promotion

Coming soon: the Alameda County Transportation Commission (ACTC) is conducting a web survey of Bike-To-Work-Day participants. This is an opportunity for you to give valuable feedback on how you felt about the event and how it can be improved for next year. Please be on the lookout for this survey, which should be sent out in mid-November, and

take a few minutes to give your input. The more people participate in the survey, the more information we can collect to ensure that Bike-To-Work-Day 2011 is even more successful. This is your chance to make your voice heard and help us continue to create events that support and encourage bicycling in Alameda County.

Complete Streets on 40th Street: Oakland

What do the majority of neighbors really think about the medians and the proposed bike lanes on 40th street? UCLA graduate student Omari Fuller is trying to find out with an online and door-to-door community survey. This objective assessment should capture a representative sample of opinions from 40th street neighbors and identify where community sentiment aligns or diverges with the city's new design plans. If successful, it will be an important tool to help make 40th a safer and more pleasant street for everyone. Although the survey is primarily for residents currently living within one block 40th Street between Webster street and Yerba Buena

avenue, it's open to all residents of the Longfellow, Mosswood and Piedmont neighborhoods.

If that includes you, go to <http://tinyurl.com/40th-street-survey> to participate. You can also volunteer to join the survey team going door to door, starting Monday, Nov. 15 and continuing through the end of the month. Contact Omari Fuller by email with questions or to volunteer at onf1@ucla.edu.

Bike Safety Class Effectiveness

If you have taken a bicycle safety class offered by the East Bay Bicycle Coalition, we need your help evaluating the effectiveness of the classes. If you haven't already, please take a short online followup survey that will provide us valuable input to improve the classes for others.

<http://www.surveymzmo.com/s3/347552/streetskills>
If you want to take the classes visit ebbc.org/safety to sign up for the free classes.

1000 New Cyclists Campaign

Do you ride your bike for everyday transportation – to get to work or school? Run errands? See friends? Have you thought about trying it, but haven't quite figured out how to incorporate cycling into your everyday life? Have you seen inspirational videos and heard tales of cities with skyrocketing cycling rates, and wondered if that could happen in the East Bay? This campaign is for you.

The 1,000 New Cyclists campaign (www.1000newcyclists.org) aims to motivate & support 1000 people, who do not currently do so, to ride their bikes for everyday transportation. 1000 people is less than 0.1% of the 2.5 million people who live in the East Bay, so one might consider the goal modest. It is actually an ambitious first step because we are breaking new ground.

The 1,000 New Cyclists campaign is EBBC's first year-long program that aims to motivate & support new urban cyclists. Traditionally, outside of Bike to Work Day and traffic skills courses, we have focused our advocacy energy on new bike lanes, bike parking and more funding. Now, while we continue our efforts on bicycling improvements, we have a parallel volunteer-led campaign focused entirely on behavior – on increasing the number of people who ride the bike lanes we have. So, what does this campaign involve? In a word, you. People typically start to ride because they know someone who rides – a



family member, friend, co-worker, you perhaps. Think back to when you started – do you remember all of the little details you figured out, all of the little barriers you had to overcome, the gradual process by which cycling transitioned from a novelty to part of your daily routine? You can help others find their way through this process in a variety of ways. For example;



Kicking off the 1000 Cyclist Campaign on 10/10/10

335 Unique Website Visitors

243 Survey Participants

35 Launch Event Attendees

18 Mentors and Bike Buddies

4 New Riders!

-Identify budding cyclists in your social circle & encourage them. Be helpful, but don't push--habits take a long time to change. See our website for types of info you can provide and pass along the web link. Share your successes with us (1000@ebbc.org), and encourage new riders to "Join the 1000."

-Become a Mentor: sign up on the website for a Mentor/Bike Buddy workshop so that you can help people who want guidance from someone beyond their immediate circle of friends

-Sign up on the website for the campaign mailing list. You'll receive updates on ways you can help the campaign, along with information about campaign events that you can forward to your friends.

-Visit the Wish List on the website and sign up! The ways you can help are many, and if you'd like to do something that's not listed on the website, let us know.

-Check the campaign website frequently for updates. We're constantly adding new resources & new events. The next few events coming up in November are:

-Winter Riding Workshop, Thursday November 18, 6-8pm, Mike's Bikes Berkeley. A fun and informative talk on staying dry and warm the next few months. Food, drinks, and 15% discount for EBBC members on purchased items.

We are just getting started and are excited about the potential of this campaign to drive up cycling rates in the East Bay. And, we are counting on you to help us make it a success! You can make a big difference!

~Stacy Jackson, Campaign Leader

10.2 Million for Bicycling in the East Bay!

The Seven Awarded Projects:

1: Hercules Intermodal Center Connections

The Hercules Intermodal Transit Center will combine three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in Hercules. This project will complete two critical linkages in the San Francisco Bay Trail to the east and west of the Transit Center. Currently, residents in Hercules and nearby communities including Pinole and Rodeo are required to travel by car on either Interstate 80, one of nation's most congested highways, or San Pablo Avenue, a busy arterial lacking bicycle and pedestrian facilities for most of its length. Travel distances to the Transit Center will also be reduced. For example, residents of Pinole currently must travel 2.2 miles from their community to access the Transit Center. Completion of this project will reduce that distance to less than three-quarters of a mile, putting the Transit Center within easy walking or biking distance. A 1.5 mile drive to the business park containing the headquarters of the Bio-Rad Corporation, a \$1.8 billion life sciences company, will be reduced to less than a quarter mile, encouraging hundreds of employees to leave their cars at home and commute via public transit.

2: Martinez Intermodal Station to Crockett

This projects completes the bikeway along Carquinez Scenic Drive between Martinez and Crockett. It will provide direct access to the Martinez Amtrak Station and regional bus service. With Capitol Corridor ridership totaling 493,000 in 2009 and thousands more commuters and travelers accessing Amtrak and bus services at the station, providing safe and convenient access to the station is critical to reducing auto traffic and enhancing livability. Completion of this project will reduce the commute distance for bicyclists from Crockett to Martinez by seven miles, and provide a safe alternative to the existing narrow, high-speed roadways connecting the two communities. By repurposing an abandoned county road to connect to a rails-to-trails corridor acquired by the District from one of the nation's largest freight railroads, communities along the northern Contra Costa County shoreline will finally have access to regional transit via a safe, scenic and direct pathway.

3: Gilman to Buchanan

This segment will close a the last gap in the east shore Bay Trail between Emeryville and Richmond and provides a scenic and low-cost alternative for commuters accessing the growing biotech, urban planning and educational institutions in Berkeley, Emeryville and Oakland. The one-mile Gilman to Buchanan Bay Trail project closes the gap around the Golden Gate Fields

racetrack creating a continuous ten-mile bicycle and pedestrian corridor along the shoreline.

4: Union City/Dumbarton Bridge Link

Closing the three-mile gap in the Bay Trail between the Dumbarton Bridge and Union City will complete the twenty-mile corridor between the bridge and Oakland. The segment will provide commuters and other users with connections to transit, including BART and bus services, educational institutions including Chabot College, and direct access to major employers in Hayward, Union City, San Leandro and Oakland. This segment will also serve as the primary access to the South Bay Salt Pond restoration project, a \$100 million effort that will result in the restoration of 15,000 acres of degraded former salt ponds to the west coast's largest tidal estuary.

5: East Bay Greenway: Oakland Coliseum BART to 105th Ave.

The East Bay Greenway is a proposed bicycle and pedestrian pathway to be located primarily beneath the tracks of the BART in East Oakland, San Leandro and Hayward. The project extends between Oakland Coliseum and 105th Ave., an area where over 25% of the predominately low-income, minority residents live in poverty, and have the highest rates of asthma, diabetes and heart disease in the county. The District, in partnership with Urban Ecology, the Alameda County Transportation Authority, and the Bicycle Coalition met with over 500 local residents at 40 public meetings during a two-year public process to develop the concepts that resulted in the East Bay Greenway Plan. The project will result in a well-lighted, landscaped bicycle and

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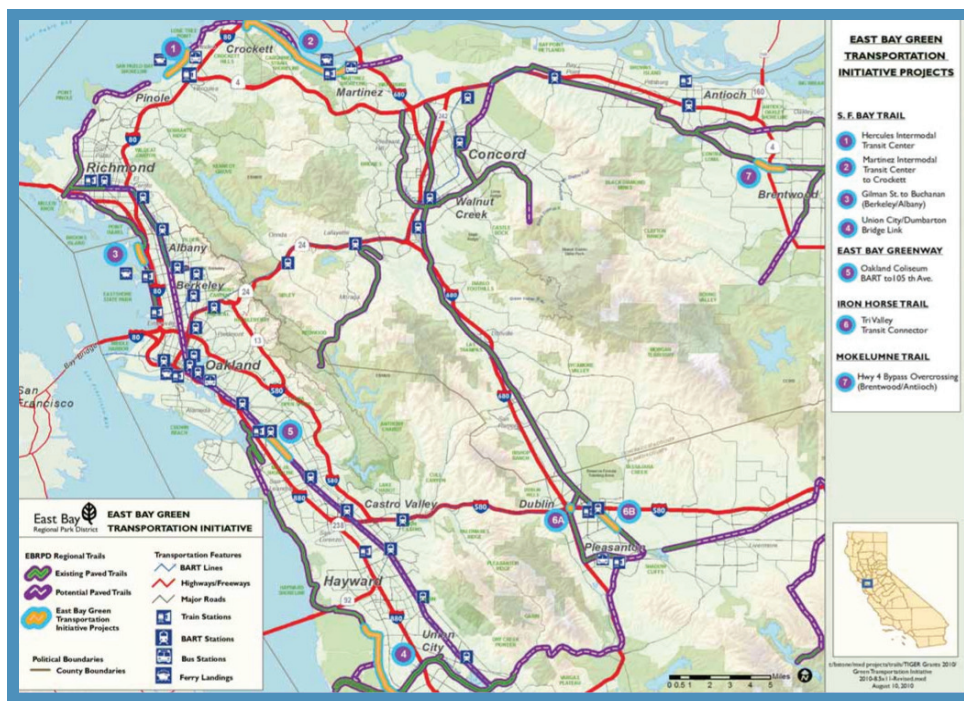
pedestrian path connecting to the BART station, AC Transit bus service and local schools. A Health Impact Assessment, sponsored by the California Endowment was completed for the project and highlighted its positive effects on obesity rates, heart disease and mental health.

6: Iron Horse Trail at Dublin/Pleasanton BART

This is two projects: 1) The TriValley Transit connector project (6B) will extend the Iron Horse Trail from the Dublin/Pleasanton BART station through the adjacent Hacienda Business Park up to Stoneridge Road; and 2) the Alamo Canal Trail Undercrossing at Interstate 580 (6A), will link Pleasanton's Centennial Trail with Dublin's Alamo Canal Trail, providing improved connectivity to local libraries, sports fields and city services.

7: Mokelumne Trail: Highway 4 Bypass Overcrossing

Eastern Contra Costa County, the connection between Brentwood and Antioch along Mokelumne Trail, one of the few non-motorized commute options for East County residents, was severed by the State Route 4 Bypass Freeway. A design for an overcrossing of the Bypass for the trail is nearing completion, but the cities of Antioch and Brentwood never dedicated any money to complete the project, as required by the environmental documents for State Route 4. TIGER II funding will allow construction of the Mokelumne Trail overcrossing of the Highway 4 Bypass to move forward, eliminating the existing two-mile detour for bicyclists and pedestrians and putting contractors and their employees back to work.



Special Appeal: Help us Hire Our First Full-Time Paid Executive Director

Thanks to your generosity, over the past two years our membership has doubled in size. Twice as many voices have been speaking out for bike advocacy in the East Bay, and lawmakers have listened. We have opened dozens of new bike lanes and bridges throughout the region. We have secured **over \$50 million** this year in grants to East Bay cities for new bicycle and pedestrian projects – **that's \$1,000 in bike funding for every dollar that you gave as a member.** We have redesigned the bicycle master plans for seven cities. And this is just the beginning.

Just like our membership, the East Bay is rapidly growing. If we're going to shape

that growth, **we need a proven non-profit leader** with experience in fundraising and coalition building with small, highly-effective organizations like EBBC. That's why, after thirty-eight years as a volunteer-run organization, we are hiring our first full-time paid Executive Director to move our coalition forward. Thanks to funding from foundations and local businesses, we are at the tipping point of success on this goal. **But we're not there yet.** In order to make this vision a reality, we need to raise a final \$10,000 from our members. **Can we count on your support to help us reach this goal?** You will receive several hand-crafted gifts in recognition of your donation. But most importantly, you will

have played an important role in shaping the future of our community. Please consider a pledge of \$1,000 – an amount that can be paid over the next two years. **You have done so much for EBBC, and I'm humbled by your ongoing commitment.** Can we count on your support to help us reach this goal? For your special contribution, you will receive several gifts in recognition of your support—a new EBBC 'beautiful machine' t-shirt, an EBBC coffee mug handcrafted by our volunteers, and an invitation to a VIP reception as part of EBBC's annual Wonderland Holiday Party on Friday, December 3rd.

Thanks so much for your support!

Elections *(continued)*

vote away from seeing real reform at the Bay Area's largest transit operator. For BART District 8 in San Francisco, Bert Hill almost upset James Fang. Bert Hill is a bicycle safety instructor with the San Francisco Bicycle Coalition and has worked with your Bicycle Coalition on improving our safety program. Raburn will have to work doubly hard to move BART's Board in the right direction.

The really good news: Proposition 23 was soundly defeated. Go home Texas Oil! California has reiterated its commitment to limiting greenhouse gases by reducing the amount of vehicle miles traveled on our roadways. Prop 23's defeat ensures that the development of SB 375's Sustainable Communities Strategies will continue into 2011, eventually leading to progressive transportation plans that move more people onto transit and into walking and bicycling.

Your Bicycle Coalition will followup with all of the winning candidates who responded to our questionnaires about bicycling, and ensure that they are held to their campaign commitments to improve walking and bicycling. Read their responses at: ebbc.org/vote. A round up of quotes from some of the winning candidates:

Robert Raburn, BART Board District 4

In Robert Raburn's lengthy reply to EBBC's pre-election questionnaire, he emphasized funding for bicycle access improvements that will build transit ridership. "I support equitable funding from BART's capital budget for bicycle access and safety projects at BART. However, BART's operations budget

also needs to reflect this important and growing component of BART's passenger base. Operation of the three existing Bike Stations requires ongoing expenditures and we should expect to see growth in the bicycle mode of access as new Bike Stations are opened."

Elsa Ortiz, AC Transit Board, Ward 3

"On many streets, it is possible to balance 'traffic calming,' bicycle lanes and bus service. AC Transit has published 'Designing with Transit,' a Manual on how to design with bus transit in mind. The East Bay Bicycle Coalition should be consulted in the rewrite of this Manual. We have begun a 'speed protection' program. As that is developed, it should also involve consultation with EBBC and others. We hope to work with the 12 other cities, 9 unincorporated areas and 2 counties in our District on bicycle/bus issues."

Gordan Wozniak, Berkeley City Council

"I believe that converting Marin Ave from 4 lanes, with no bike lanes, to three lanes plus two bike lanes was a great success. Vehicular traffic flow was maintained on the reconfigured street and bike lanes were added making the street safer for cyclists. The City should look for other opportunities like Marin Avenue."

Courtland Booze, Richmond City Council

"I will see that the City continues installing new bike lanes. These lanes should also be illuminated for night travel and eliminate on-street parking that puts the bicyclist in direct conflict with traffic. If street parking is too narrow for vehicles, it should be eliminated. I will also work with the County Supervisors to extend our bike plan."

Marge Atkinson, Albany City Council
"We have a very active Traffic and Safety Commission and the Rollers and Strollers group is a constant presence there. I think they can come up with a much better plan and idea for answering this question than I can, and I will be looking forward to seeing those ideas. I am in favor of making sure that bicyclists are safe and have access. I think that we have to look at, encourage and incorporate ways to reduce our dependence on foreign oil and go in a direction that is as carbon neutral as possible. I am interested in all ways that might help us do this."

Jerry Thorne, Pleasanton City Council

"I support adding at least one critical bicycling priority project to the list of high-priority capital projects for the City of Pleasanton, such as potentially the two missing links in the East Bay's Iron Horse Trail in Pleasanton."

Amy Worth, Orinda City Council

"Orinda is currently in the process of completing our Bike and Pedestrian Pathways plan for the City. This plan focuses on bike and pedestrian pathway opportunities around our five schools, the downtown (especially access to BART) and local and regional bike and walking recreation. Through our public works program and our Traffic Safety Advisory Committee we are continuing to identify ways to make walking, biking and driving transportation safer. I will commit to increasing staffing and resources directed toward implementation of the Bicycle Plan."

Daniel Steele, random cyclist, Berkeley

"I'm upset that the small government talk of Congressional Republicans stops at road subsidies."

~Dave Campbell, Program Director

Complete Streets: Is your city on the right track?

A national movement has taken form around the concept of Complete Streets, and it seeks to redirect the car oriented planning approach toward one that better supports other modes of transit, like bicycling and walking. Many regions and cities in the US have already enacted Complete Streets policies that elevate the importance of improving infrastructure for pedestrians, cyclists, and public transit users. California has taken the progressive step of enacting a state-wide Complete Streets Act (AB 1358), signed by Governor Schwarzenegger in 2008 and scheduled to take effect beginning in January 2011. The law directs California cities, upon the next revision of their General Plan, to “modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways”. The author of the bill, Senator Mark Leno, described it this way: “Streets aren’t just for cars, they’re for people and AB 1358 will ensure our roadways are safe and convenient for everyone – young or old, riding a bike or on foot, in a car or on a bus”. The bill aims to achieve more parity in the levels of accommodation given to cyclists and pedestrians, and to increase safety. Also, in encouraging non-car transit, it has positive implications for public health, and for meeting California’s air quality and climate goals. In effect, AB 1358 provides a legislative boost to city planners, pedestrian and cycling

advocates, and all those who have a stake in shifting away from a city planning philosophy that favors designing for the automobile.

The Complete Streets Act will be implemented at the city level, incorporated into each city’s General Plan as these plans are revised. Implementation will take different forms in each city, dependent on variables such as the urban or suburban character of the city, and patterns of roadway use. As the cities in our region update their General Plans, we have an opportunity to work with city planners and engineers to develop the policies and implementation plans that will result in more concrete improvements for cyclists. The cities of Richmond and Martinez are currently updating their general plans and should adopt them early in 2011, which means they will be the first to incorporate the new law.

In addition, the City of Berkeley will embark upon adoption of a complete streets policy in 2011, and West Contra Costa County is currently studying how to develop its own complete streets policy.

The Bicycle Coalition is asking for help in gathering information that will be crucial to ensuring Complete Streets implementation in all 33 cities of the East Bay. If you know when your city’s General Plan will be updated, or have the contact information for city staff involved in Complete Streets implementation, please email EBBC volunteer Kate Rowland at katerow@gmail.com.



The Bay Bridge Bikeway: the Good, the Bad, and the Expensive

First, the good news: the Legislative Counsel Bureau in Sacramento has issued an opinion that existing bridge tolls can be used to construct a multiuse pathway on the West Span of the Bay Bridge. The Legislative Counsel also ruled that the Bay Area has the authority to raise tolls, if desired, to pay for the West Span Pathway. This is great news and gets us one big revolution closer to realizing the dream of shore-to-shore access from Oakland to San Francisco. This legislative opinion gives us what we explicitly sought with SB 1061, introduced by State Senator Loni Hancock’s office, but which stalled in the Assembly due to budget constraints.

Second, the bad news: pathway connections to the new pathway on the East Span are proving to be challenging. The problem lies in the fact that the existing Bay Bridge is so close to the new East Span that the final segments of the pathway cannot be completed until the existing bridge is demolished. Not to worry, though.

The Bay Area Toll Authority (BATA) is working diligently with Caltrans and the California Transportation Commission to design temporary pathway connections that will complete access to the new East Span pathway while the existing structure is demolished. However, the pathway may need to be closed at night due to the location of these temporary pathways in “construction zones.” However, this temporary nighttime closure is only expected to last 4-6 months, and has the advantage of limiting construction access to the pathway to nighttime hours. The Bicycle Coalition will push for 24 hour access during construction, but we realize that there are challenges ahead. We are encouraged by the commitment of Steve Heminger, the Executive Director of BATA, to have the East Span pathway open on the first day that the new bridge carries traffic, which by the way, is scheduled to happen by the end of 2013.

Third, the expensive news: early design concepts for the West Span Pathway are proving to be quite costly. We do not have exact cost figures, but expect to see them before the end of the year. Because of the high costs, the Bay Area Toll Authority is looking at designs that would include a pathway only on one side of the West Span—not ideal, but at least it would provide a fully functional bike/ped/maintenance pathway between Yerba Buena Island and San Francisco. Maintenance operations may result in closure of the pathway for limited periods, which is the main downside to one path. Remember, though, that the new East Span is getting a pathway only on its southside. No final decisions on the West Span design have been made to date and they will not be made without much further public input. Until then, the Bicycle Coalition will continue to push for a pathway on both sides of the West Span.

~Dave Campbell, Program Director

UPCOMING EVENTS

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

East Bay Bike Party: Pirates!
November 12, 7:30-11:00pm
San Leandro BART Station

Fremont Bicycle Advisory Committee
November 17, 7:00-9:00pm
Fremont City Offices, 39550 Liberty Street

EBBC General Meeting: Board Elections
November 17, 7:30-9:30pm
Rockridge Branch of the Oakland Library

Traffic Skills 101: Road Class
November 13, 9:00am-3:00pm
Alameda Point Collaborative

Winter Riding Workshop
Thursday, November 18, 6:00-8:00pm
Mike's Bikes Berkeley
A fun and informative talk on staying dry and warm the next few months. Food, drinks, and 15% discount for EBBC members.

Family Cycling Workshop: Alameda
November 21, 9:00-11:30am
Frank Otis Elementary School

Mentor & Bike Buddy Workshop
Tuesday, November 23, 7:00-8:30pm
Berkeley Bike Station

UC Berkeley Bicycle Committee
December 2, 10:30am-12noon
370 University Hall

Velo Wonderland: Holiday Party for Members
December 3, 7:00-11:00pm
Downtown Oakland - *Save the Date!*

Alameda County Bike/Ped Working Group
December 8, 1:30-3:30pm
Alameda County Transportation Commission
1333 Broadway, Suite 300, Oakland

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AFFILIATED ORGANIZATIONS

Albany Strollers & Rollers www.albanystrollroll.org

Bay Area Bicycle Coalition www.bayareabikes.org

Bay Trail Project <http://www.abag.ca.gov>

BikeAlameda <http://www.bikealameda.org>

Bicycle-Friendly Berkeley Coalition (BFBC)

www.bfbc.org

CA Association of Cycling Organizations

<http://www.cabobike.org/index.htm>

California Bicycle Coalition (CBC) www.calbike.org

Cycles of Change www.cyclesofchange.org

Greenbelt Alliance www.greenbelt.org

Richmond BPAC www.richmondbpac.org

TransForm <http://www.transformca.org>

Urban Habitat <http://urbanhabitat.org>

Walk Oakland Bike Oakland (WOBO)

www.walkoaklandbikeoakland.org

Waterfront Action www.waterfrontaction.org

EAST BAY BICYCLE COALITION annual membership form

Keep current! Send your tax-deductible donation to **EBBC, PO Box 1736, Oakland, CA 94604**

EBBC's accounting methods assure that your early payment will extend your membership by a year.

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Membership Type

☐ Sustaining (\$30)

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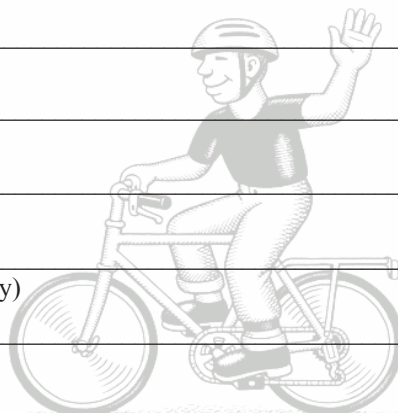
☐ Renewal

☐ Never share my name with others

☐ Only share with EBBC affiliates

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

☐ I'm interested in volunteering!



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Newsletter Notes: *rideOn* is published by the East Bay Bicycle Coalition, a non-profit tax-exempt organization dedicated to promoting bicycling as an everyday means of transportation and recreation throughout Alameda and Contra Costa counties since 1972. Logo design by Martha McNulty.

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