

## DANGEROUS BAY TRAIL GAP PERSISTS AT CHEVRON LONG WHARF

State Lands Commission dashed hopes for closing a gap in planned path between Point Molate and the Richmond/San Rafael Bridge

During its January 29 meeting in Santa Barbara, the State Lands Commission chaired by **Lt. Governor Garamendi** refused to require Chevron to pay part of the path's cost as mitigation for granting a new 30-year lease of State submerged lands for continued operation of Long Wharf. The SLC received over 400 letters, emails and phone calls from organizations and individuals from throughout the Bay Area. Our supporters included the City of Richmond, Contra Costa County **Supervisor John Gioia**, **State Senators Loni Hancock, Mark DeSaulnier and Mark Leno**, as well as **Assembly Members Nancy Skinner and Jared Huffman**.

A Bay Trail spur is planned to run from Point Richmond under I-580, through Point Point Molate and around Point San Pablo to terminate at the Point San Pablo Yacht Harbor. The critical problem now is the lack of a Bay Trail connection between Point Richmond and the south side of the Richmond/San Rafael Bridge toll plaza area where an existing path built by Caltrans runs under the bridge to Western Drive. To reach Point Molate, bicyclists have to ride on the narrow shoulders of I-580 and its exit ramps where one was killed and another wheelchair bound after being hit by a car in 2006.



*Unfortunately we lack the clout to compete with Chevron to influence the top echelon of State leaders. We asked for only \$5 million as compensation out of the 30-year lease, or 0.03% of Chevron's record \$18.7 billion profit.*

In 2001, Chevron, the City and ABAG Bay Trail Project funded the "Feasibility Study of Bay Trail Routes to the Point San Pablo Peninsula". It was agreed by consensus that a route running from the end of Tewksbury Avenue over Chevron property bordering the I-580 corridor to reach the south side of the Toll Plaza area would meet Chevron's security concerns while providing a workable, although not optimal, Bay Trail connection with the Point San Pablo Peninsula. However, Chevron refused to even discuss closure of this gap until last year when it needed the City of Richmond's

approval for its billion dollar refinery Renewal Project. This led to Chevron signing a Community Benefits Agreement wherein it would provide the needed easement and pay up to \$2 million for "security enhancements after the 0.6-mile trail was built but no money to build the trail.

**Lt. Governor Garamendi** had proposed a "stone soup" package to fund design and construction of this \$13 million trail segment with Chevron and Caltrans each contributing

*"Chevron" continued p.4*

**Next Meeting** EBBC's **General Membership Meeting** begins at 7:30pm on Tuesday, February 17 at the Rockridge Branch Library, 5366 College Avenue, Oakland. Please join us to welcome Nathan Landau who will present AC Transit's innovative ideas to offer secure bicycle parking at express and transbay stops from Fremont to Richmond. Check [ebbc.org](http://ebbc.org) for the agenda and other details.

**EBBC Office** at 3301 E12th St, Suite 143, Oakland, located next to the Fruitvale Bike Station.

**Obama Inauguration** There is hope. The largest crowd to ever visit Washington DC rode transit. Ridership on the Washington Metro hit a record high of 1,120,000 on January 20. In the Americas, only New York, Mexico City, Santiago, Chile and Buenos Aires, Argentina have daily subway ridership over 1 million. BART gets excited about 300,000 riders.

**Report Hazards** Our most successful grassroots advocacy program empowers YOU! Visit "Hazards" on [ebbc.org](http://ebbc.org) to fix potholes or other dangerous conditions.

## Federal Economic Recovery Act - What it is - What we are asking for

EBBC is busy working to ensure that the federal funds make it easier to bicycle, walk, or take transit.

Our allies at the Planning and Conservation League have a handy slogan, "Don't Pave the Environment to Pump the Economy." Already, EBBC and the Fourth Bore Coalition have kept important environmental safeguards from being cast aside by State officials anxious to add capacity to freeways with emergency federal funds.

Congress is currently working on an economic stimulus/recovery bill that is expected to invest hundreds of billions in funding into infrastructure improvements for roads, bridges, schools, hospitals, and more. The funding is an attempt to jump-start the economy and avoid a deeper recession.

The House of Representatives approved a bill that calls for spending of \$819 billion. Overall, roughly \$40 B is slated for surface transportation. Highway infrastructure would receive \$30B, including \$1.314B for


Transportation Enhancements (TE). Caltrans would receive 55% and the remaining 45% would be allocated through regional and county agencies. Unfortunately, the critical TE funds are absent from the Senate version of the bill now being debated.

Another \$9B is allocated to public transportation in the House bill. An amendment offered by Senators Patty Murray (D-WA) and **Diane Feinstein** (D-CA) to add \$5B for public transportation was defeated on Feb. 4.

The League of American Bicyclists has been tracking the economic recovery bills to advocate for the inclusion of funding for bicycle and pedestrian projects.

In the Bay Area we have seen tables showing about \$40 million to go to Local Streets and Roads in Alameda County. Oakland might receive

\$9.5 million, whereas Berkeley would receive \$2.6 million. "Shovel ready" is a key criteria. EBBC has asked that local jurisdictions repave and restripe routes, like MacArthur Blvd, that are on regional or county bicycle plans. We asked Union City (\$1.5m) to focus on adding bike lanes to Union City Boulevard.

Once Congress passes its legislation, it appears likely Caltrans will only have weeks to submit their project lists to Congress. We have urged including the Mokelumne Overcrossing and I-80 San Pablo Dam Road interchange. 



## WHEREAS: .....

**WHEREAS,** bicycling is a non-polluting, low-cost, energy-efficient and healthy mode of travel; and

**WHEREAS,** during the entire month of May bicycle transportation will be celebrated and encouraged in the Bay Area through many entertaining events, fun rides, bike safety classes, and numerous energizer stations on the morning of Bike-to-Work Day, May 14,

**NOW, THEREFORE, BE IT RESOLVED THAT I,** \_\_\_\_\_, Mayor of the City of \_\_\_\_\_, do hereby officially declare that:

**MAY 14, 2009 is BIKE TO WORK DAY IN** \_\_\_\_\_ (City)

in recognition of this city's commitment to making (the City of) \_\_\_\_\_ a more bike-able city. We encourage everyone to consider bicycling for a day, to get registered to win great prizes, to sign up for a free bicycle safety class, and for those who can't bicycle, please remember to slow down and watch for bicyclists.

## FREE Bicycle Safety Classes are back this Spring 2009!

**Spring will be here before you know it. Learn to Drive a Bike-FREE Urban Bike Safety Classes**

### Day One: Street Skills Class

3.5-hour classroom course teaches the basics of safe cycling, riding in traffic, equipment, crash avoidance, rights and responsibilities. Adults 14 and over. No bike needed.



### Day Two: Road I Instruction

6-hour Road I course provides an opportunity to put into practice what was learned in the Day 1 Street Skills class, including emergency maneuvers and riding in various traffic conditions, to test your knowledge of vehicular cycling skills. Bicycle required for Day Two.

Classes offered in **Dublin, Berkeley, Oakland, Alameda Richmond, Hayward, Union City, Walnut Creek, Pleasanton, Fruitvale** (class in Spanish)

Go to [www.ebbc.org/safety](http://www.ebbc.org/safety) for full details and to sign up online.



**Mayor  
Your City**

**Do you want your city to support Bike to Work Day this year? Help us get each city council in the East Bay to pass a Resolution in support of Bike to Work Day and recognize a local bicycling leader. We have drafted a preliminary Resolution Template for your city to craft its own resolution of support. It's online at: [www.ebbe.org/btwd](http://www.ebbe.org/btwd). For more information and to **nominate a leader**, contact Dave Campbell, our Bike to Work Day coordinator at [dcampbel@lmi.net](mailto:dcampbel@lmi.net).**

## SHORT REPORTS

**CALDECOTT 4th BORE** - East Bay Bicycle Coalition and the Fourth Bore Coalition have jointly settled the lawsuit against Caltrans over the environmental report for the Caldecott Tunnel 4th Bore Project. A formal announcement about the settlement details must await the state's budget negotiations in Sacramento. Details associated with the settlement are still being discussed around school and bike/ped issues that depend on a new state budget being adopted. Rest assured, EBBC is still intimately involved in these follow-up discussions and is working to ensure the settlement includes as many bicycle and pedestrian improvements as possible. We hope to provide a full report in our March newsletter and online.

**ALAMEDA ESTUARY CROSSING** - Over thirty supportive BikeAlameda members scored a victory at the Feb 4, 2009 Alameda City Council meeting. The council voted unanimously to continue studying a bike and pedestrian bridge across the estuary between West Alameda and Oakland. This is the next step in accessing feasible options for a new estuary crossing. Specifically, the council voted to spend \$100,000 in Measure B funds to match grant applications totaling \$900,000 to fund engineering study, preliminary environmental analysis and traffic studies.

**ESTUARY BRIDGE RETROFIT** - All three Alameda County-run bridges over the Estuary--Park Street, High Street, & Fruitvale--are slated for seismic retrofit construction. We have been assured that the construction through April on the Park St Bridge will not impede bicycle and pedestrian access. EBBC and BikeAlameda are working to insure that the following work on the High St bridge will not worsen traffic conditions for bicyclists using the Fruitvale Bridge to commute to BART. Please join us in letting **Supervisor Alice Lai-Bitker** know we want to see the bike lanes on Oakland's Fruitvale Ave extended across the bridge and on Tilden Way.

**OAKLAND** - Digging up newly paved roads is especially cruel when the route includes a bikeway. Now underway is the 3.66 mile underground cable project between Substation C at 2nd and Castro, and Substation X at Grosvenor and Park

Boulevard. Bikeways impacted by construction include: Martin Luther King Jr Way (2nd to 20th St); West Grand Ave and Grand Ave (MLK Jr Way to MacArthur); MacArthur Blvd (Grand to Park Blvd). In 2007, EBBC and **Jason Patton**, Oakland's Bicycle Program Manager, wrote to the PUC and City Council to make certain that the disruption to the bikeways is minimized and that all pavement is fully restored by the mid-2010 completion date.

**OAKLAND** - Plans for the bikeway on 27th St, from Broadway to Grand Ave, were reviewed at the January 15 BPAC. Advocates were pleased to see the bike lane plans from Harrison to Broadway. The project was initially promoted by EBBC to City Staff and traffic consultants in 2001 when Whole Foods proposed to open in Oakland.

**MAP 1: WEST OF THE HILLS** - The initial print run is only four months old, yet EBBC's map division intends to make revisions and publish a 2009 version. Please join us in reviewing the new map and submit your comments to **Derek Liecny**, EBBC's map guru by calling our office (510) 533-RIDE or email: [spoker@sbcglobal.net](mailto:spoker@sbcglobal.net).

**BAY FAIR BART** - For the past six months, BART has extensively engaged the community, stakeholders and the project partners to better understand the pressing safety and security issues at the Bay Fair BART station area. Their insightful and critical input has informed the development of draft alternatives, which BART will present at the second community workshop to focus on design solutions and physical improvements to address safety and security concerns at the station area. Bay Fair SAIP Community Workshop #2, Saturday, February 28th from 10 am - noon (food and drinks will be provided), Crown Books, Bayfair Center, 2nd floor. For information contact Tim Chan, BART Senior Planner (510)287-4705.

**CONCORD** - The Concord City Council, acting as the Local Reuse Authority (LRA), unanimously approved the *Clustered Villages* alternative as the Preferred Reuse Plan Alternative at its Jan 12, 2009 meeting. "The plan is the result of an extensive and successful community-based planning process that began in 2006," noted **Mayor Laura Hoffmeister**. Since that time, over

36 public meetings and 8 community workshops have built consensus around the plan. Greenbelt Alliance, Save Mt Diablo and EBBC promoted open space (65 percent of the 5,028-acres), and convenient non-motorized access to North Concord BART and the Delta Shoreline.

**FREMONT** - We always like to point to bicycle parking as the "low hanging fruit" for bicycle advocates. **Wynn Kageyama** coordinated a successful letter-writing campaign to get an agreement with Jim Pierson to install 16 bicycle parking spaces at the Fremont Main Library on Stevenson by July 2009. The existing wave racks are poorly located east of the library entrance.

**REGIONAL BICYCLE PLAN** - In July of 2008 EBBC and the Bay Area Bicycle Coalition succeeded in garnering \$1 billion to fully fund a regional network of bikeways. The comment period on the draft version of the plan ended on Feb 2 with coordinated comments from advocates throughout the Bay Area. EBBC's primary criticism is that the plan is overdependent on paths that are either circuitous or have a **curfew** that discourages commuter use. We jointly emphasize the need for 24-hour access on regional bikeways and to fully integrate bicycles and transit. Dark or closed paths fail to encourage bicycle commuting and bicyclists are often stopped by officers on nighttime commutes from BART Stations.

**MARTINEZ MEMORIAL RIDE** - On Monday, Nov 24, 2008 **Mark Pendelton** was killed, head-on, by a speeding motorist who crossed over the double yellow line on McEwen Road near SR-4 above Port Costa. The hit-and-run killer remains at large. The Ghost Bike memorial to Mark was desecrated in late January. **Diane Pendleton** and her sons led a successful effort with the CoCo Sheriff to recover the Ghost Bike and we intend to re-dedicate the memorial at 1pm on Saturday, February 14, 2009. Please join other bicyclists and the family in shining a bright light on this crime and help us catch Mark's killer!

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

**Check your address label**



## Comments on Chevron lease by new Assembly Member Nancy Skinner

I'm sure you all know by now that we did not succeed in getting State Lands to make the Bay Trail connection a condition of the Long Wharf lease extension nor did they amend the side agreement that **Lt Governor Garamendi** negotiated. The side agreement is some progress but not what we were all working towards.

[I] Also wanted to let you know that my office was in regular communication with Lt Governor Garamendi and his staff. Their position was that their hands were tied based on the legal opinions they received. We did try to step up the pressure and delivered a letter signed by myself, Senator's DeSaulnier, Hancock and Leno to Commission members and their staff in advance of the mtg Thursday.

Our letter once again asked the Commission to include the Bay Trail connection as a mitigation either to the lease approval or to the EIR certification, and requested that Chevron be required to make a monetary contribution to trail construction in addition to granting the easement. We further asked that the monetary contribution be based on an independent audit of the value of the easement, so that if the audit resulted in a valuation lower than Chevron's estimate than Chevron's financial contribution toward trail construction would be in the amount equal to the difference between Chevron's valuation and the audit's valuation.

I want to express my appreciation to City of Richmond staff for really making this a priority, and to all of you for keeping on top of this issue, for writing and meeting with Chevron and Commission members, and for attending the Commission meetings. And of course TRAC for helping to guide all of us.

- Nancy Skinner

*EBBC wrote appeals to the legislature and three members, Tony Sus-tak, Bill Pinkham, and Robert Raburn addressed the SLC Meeting in Santa Barbara.*

*"Chevron" continued p.1*

\$5 million. The Richmond City Council responded by voting unanimously to join EBRPD in providing the remaining \$3 million. However, the SLC backed down when Chevron declined to provide any funds for building the path. Their primary focus was getting Chevron's \$6.7

million payment to the State's General Fund for rents due.

- Bruce Beyaert, TRAC Chair



Human Energy™



### EBBC MEMBERS GET DISCOUNTS AT OVER 40 AFFILIATED SHOPS

**Alameda Bicycle** 1522 Park St, Alameda (incl. Fruitvale & Berkeley **Bike Stations**)  
**Alamo Bicycles** 1483 Danville Blvd.  
**Bay Area Bikes** 2424 Webster St, Oakland  
**Bent Spoke** 6124 Telegraph Avenue, Oakland  
**Bicycle Garage** 4673 Thornton Ave, Fremont  
**Bicycles! Pleasanton** 537 Main St.  
**Bikes 4 Life** 1344 Sunset Dr., Antioch  
**Brentwood Bike Company** 7750 Brentwood Blvd. - Suite C  
**B. Spoke Tailor** 895-1/2 55th St, Oakland  
**Cal Bicycles** 2053 First St., Livermore  
**California Pedaler** 495 Hartz Ave, Danville  
**Castro Cyclery** 20515 Stanton Ave, Castro Valley  
**Crank2** 5480-9 Sunol Blvd., Pleasanton  
**Cycle City** 1433 High St., Alameda  
**Cycle Sports** 3530 Grand Ave, Oakland  
**Cycle Path** 22510 Foothill Blvd, Hayward & 337 Main St, Pleasanton  
**Cycles of Change** APC Bike Shop, 650 W. Ranger Ave, Alameda  
**Danville Bike** 115 Hartz Ave, Danville  
**Dublin Cyclery** 7001 Dublin Blvd, Dublin  
**Eden Bicycles** 3318 Village Dr, Castro Valley  
**Hank & Frank Bicycles** 3377 Mount Diablo Blvd, Lafayette  
**Hank & Frank Bicycles** 6030 College Ave, Oakland  
**Left Coast Cyclery** 2928 Domingo Ave, Berkeley  
**Livermore Cyclery** 7214 San Ramon Blvd, Dublin & 2752 First St, Livermore  
**Manifesto Bicycles** 421 40th St, Oakland  
**Mike's Bikes** 2161 University Ave, Berkeley & 1150 Contra Costa Blvd, Pleasant Hill  
**Missing Link** 1988 Shattuck Ave, Berkeley

**Montano Velo** 4266 Piedmont Ave, Oakland  
**The Pedaler** 3826 San Pablo Dam Rd., El Sobrante  
**Pegasus Bicycle Works** 439 Railroad Ave, Danville  
**Pioneer Bike Shop** 11 Rio Vista Avenue, Oakland  
**Pleasant Hill Cyclery** 1100-C Contra Costa Blvd, Pleasant Hill  
**Robinson Wheelworks** 1235 MacArthur Blvd, San Leandro  
**San Leandro Cyclery** 471 E 14th St, San Leandro  
**Schwinn City** 814 A St., Antioch  
**Sharp Bicycle** 969 Moraga Rd., Lafayette  
**Solano Avenue Cyclery** 1554 Solano Ave, Albany  
**Stone's Cyclery** 2320 Santa Clara Ave, Alameda  
**Tip Top Bike Shop** 4800-A Telegraph Avenue, Oakland  
**Traction Bikes** 1150 Contra Costa Blvd  
**Velo Sport** 1615 University Ave, Berkeley  
**Wheels of Justice Cyclery** 2024 Mountain Blvd, Oakland  
**wheelgirl** 1714 Fourth Street, Berkeley  
**Witts Bicycle Shop** 22125 Mission Blvd, Hayward  
**wrenchscience** 1022 Murray St, Berkeley

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

### ADOPT-A-SHOP

Most of the above shops have agreed to display EBBC's new brochure stand. We know you have a favorite


shop and we need your help to keep the stand filled with brochures. Please contact map distributor Derek Liecny to volunteer at (510) 533-RIDE.

## BART Survey, Bike Space Car Modifications, and Bike Parking

Results of a November BART survey in the modified Bike Space cars showed overall satisfaction with the new design. Passengers like the uncrowded open space near the doors that facilitates entry and exit. Bicyclists love it!

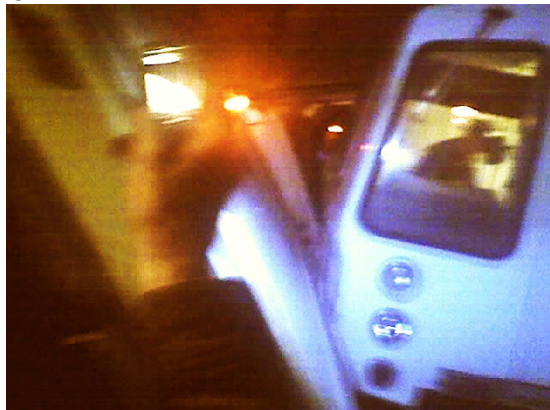
Over seven percent of the passengers surveyed on the Richmond-Fremont line were bicyclists. When we add in the passengers who rode bicycles and parked at the stations, we begin to gain a complete picture of the growing significance of bicycle commuting!

BART also reported on the status of the Bike Space car modifications at the Feb 2, 2009 BART Bicycle Advisory Task Force meeting. Currently 33 cars are in service, with two being retrofitted. Nine of the cars had folding seats installed that compromise the Bike Space. The folding seats will be removed when the 80-car project funded by Safe Routes to Transit is completed. You will only find the modified cars on ends of the trains, or in the middle of long trains.

Usage of the new e-lockers is on the rise. BART's Ashby Station leads the list for demand and BART intends to augment the lockers with a electronic cage. 

## Crash course on BART's new "bike rules" poster

The new poster will remind all BART users about the bike rules. For example, you are supposed to leave your bike on the train when evacuating in case of an emergency, like when two trains collide occurred on February 3, 2009. EBBC Chair **Dave Campbell** was on the Richmond train (left of photo) with his bicycle. After about an hour of evacuations in the tunnel between Lake Merritt and 12th St Stations, BART police returned many bicycles to waiting passengers.



## Tired of being harassed by drivers who won't share the road?

Sick of hearing trash talk about cyclists?

Looking for a way to fight back?

Join the League of American Bicyclists! The League is sticking up for cyclists rights every day. From our nationwide advocacy efforts and our Bicycle Friendly America program to our Smart Cycling courses, we're making a difference in the lives of cyclists every day.

**Help us build a Bicycle Friendly America:  
Join the League today!**

tel 202.822.1333 // fax 202.822.1334 // e-mail [bikeleague@bikeleague.org](mailto:bikeleague@bikeleague.org)  
[www.bikeleague.org](http://www.bikeleague.org)



### Membership Application

Yes, I want to join the nation's premier cycling organization and help the League of American Bicyclists build a bicycle-friendly America.

NAME

ADDRESS

CITY

STATE

ZIP

PHONE

E-MAIL

#### MEMBERSHIP LEVEL

☐ \$35 Member    ☐ \$50 Family    ☐ \$60 Advocate  
☐ \$85 Advocate Family    ☐ \$110 Silver Spoke  
☐ \_\_\_\_\_ PaceSetter (minimum \$10 monthly gift, which will be charged to your credit card on the 10th of each month)

#### Life Members

☐ \$1,000 Life Membership  
☐ Or four easy semi-annual installments of \$275\* (credit cards only)  
☐ \$1,500 Life Family Membership  
☐ Or four easy semi-annual installments of \$400\* (credit cards only)

\*Installment plan includes a \$100 administrative fee

#### PAYMENT

☐ Enclosed is a check made payable to the League of American Bicyclists

Please charge my ☐ Visa    ☐ MasterCard    ☐ American Express

CARD NUMBER

EXPIRATION DATE

SIGNATURE

## Minutes

of the Board & General Membership Meetings on January 20, 2008. San Leandro Library

### BOARD MEETING - 7:00pm

#### *Draft for Approval*

**Board members present:** - Leo Dubose, Dave Favello (chair as Dave Campbell is in Sacramento), Steve Ardrey, Mary Norton, Bill Pinkham, Tom Ayres, Craig Hagelin, Rick Rickard; also Robert Raburn, ED.

Others include: Ricardo Pedevilla, Derek Liecty, Ian McDonald, Hal Keenan, Dick Anderson

**Bike shop display stands** - Derek requests additional \$200 for stands - APPROVED

He seeks bicyclists to volunteer to keep track of the stands in the future, to be sure they are well stocked with brochures. EBBC already has "bike ambassador" business cards printed for volunteers.

**Bike to work day budget** - Robert reports we are seeking additional sponsors. We have raised over \$30,000 from sponsors and contracts. We need approval now for \$4,750 (to pay Dave Campbell as coordinator, plus initial printing costs and other expenses). Rick indicates there is no cash-flow problem to fund this. Motion for these funds: APPROVED.

**Consideration of paid staff** - Rick met with Dave C. to evaluate whether this may be possible from a financial standpoint. Reasonable assumptions lead to an estimate net gain for 2009 that, together with possible contribution by BFBC, could support at least a part-time staff hire. This is presented for further discussion at the annual retreat.

#### **Appointment of subcommittees in advance of the annual retreat**

- **review contributions** to be made by EBBC, and provide recommendations to the Board - Rick Rickard with Steve Ardrey, Tom Ayres

- **to review our campaigns**, to consider status of current campaigns and possible additional campaigns - Robert Raburn, with Ole Ohlson, Dave Favello and Leo Dubose

**Approval of minutes** of 11/08 Board Meeting - APPROVED

### GENERAL MEETING - 7:45pm

Meeting chair - Dave Favello

#### **Bridge Report** from Robert Raburn -


- MTC announced they will propose a \$1 increase in bridge tolls. This could help with the push for a bicycle-pedestrian-maintenance path on the **West Span of the Bay Bridge**. A meeting has been set up with MTC to begin the process.

- **Richmond San Rafael Bridge** will be coming up in BCDC meeting soon (February 5). The current proposal is for a solid barrier during a 3-year pilot project. This would meet the mandate to provide the "maximum feasible public access to the bay." Chevron is asking the State Lands Commission for a 30-year extension of their lease of the long wharf; EBBC is asking for that extension to require public access, allowing a path to approach the bridge.

**Presentation- Andrew Casteel**, ED of the Bay Area Bike Coalition (BABC) - on the draft BABC strategic plan

BABC consists of the Bay Area's coalitions. EBBC's representatives are: Tom Ayres, CoCoCo; and Robert Raburn, Alameda Co.

The draft strategic plan has 3 objectives - advocacy, promotion of cycling, and building the capacity of the BABC and local coalitions. Each of these has a set of subordinate objectives associated. After describing these, Andrew solicited input from EBBC. Suggestions included a coordinated response to unfavorable media stories, training for local coalitions, work with state and national groups, help coordinate cross-county funding issues, do more educational outreach to motorists and law enforcement agencies. Andrew also collected written comments on the draft plan.

*Respectfully submitted by Tom Ayres, EBBC Secretary* 

## EBBC 2009 Retreat

According to Brian Toy, "this was my second retreat, of many to come, and the best yet."

EBBC's retreat at the Hidden Villa Hostel in Los Altos Hills on January 31 was fun and rewarding for the bicycling leaders who joined to plan for 2009.

Coordination leads to success--we win when we work together! EBBC is better equipped than ever to promote local grassroots efforts and build clout for local advocates throughout the East Bay.

A full calendar of events in 2009 will give advocates plenty of opportunities to reach-out to local communities.

Dave Campbell looks forward to "building local coalitions throughout the East Bay."



*Chair Dave Campbell makes introductory comments to 27 attendees.*



*Some arrived after crossing the Dumbarton Bridge, others rode Cal-train. Wynn Kagayama won the prize for riding 45-miles from Fremont.*



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**Leo Dubose** ..... Oakland  
**Craig Hagelin** ..... Walnut Creek  
**Eric McCaughrin** ..... Berkeley  
**Mary Norton** ..... Oakland  
**Bruce "Ole" Ohlson** ..... Pittsburg  
**Bill Pinkham** ..... Richmond  
**Steve Ardrey** ..... Concord

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 510-339-2345 spoker@sbeglobal.net  
**Web** Eric McCaughrin webmaster@ebbc.org

**COALITION PARTNERS****AFFILIATED RIDE CLUBS**

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

**AFFILIATED ORGANIZATIONS**

**Albany Strollers & Rollers** 510-525-4841  
 Nick Pilch nicky@mindspring.com  
**Bay Area Bicycle Coalition** www.bayareabikes.org  
 Andrew Casteel, ED andrew@bayareabikes.org  
**Bay Trail Project** http://www.abag.ca.gov  
 Laura Thompson, Exec Dir 510-464-7935  
**BikeAlameda** http://www.bikealameda.org  
 Lucy Gigli 510-595-4690

**Bicycle-Friendly Berkeley Coalition (BFBC)**  
 510-549-RIDE www.bfbc.org  
**CA Association of Cycling Organizations**  
 http://www.cabobike.org/index.htm  
**California Bicycle Coalition (CBC)** www.calbike.org  
 K.C. Butler, Exec Dir 916-446-7558  
**Cycles of Change** www.cyclesofchange.org  
**Greenbelt Alliance** www.greenbelt.org  
 Cristina Wong cwong@greenbelt.org  
**PTownBikeAdvocates (Pleasanton)**  
 James Van Dyke 925-462-0706  
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## Governor proposes revisions to CEQA-good ones!

Have you ever ridden down West MacArthur Blvd in Oakland toward MacArthur BART and wondered why such a wide street, with six lanes and little traffic, doesn't have bike lanes?

Oakland staff has studied bike lanes for West MacArthur but can't install them, in part cause of the California Environment Quality Act (CEQA). The problem is that eliminating a lane of traffic to provide space for bike lanes would cause potential traffic congestion in the year 2035, the "design year" that staff uses to analyze all projects for impacts. The same analysis is used if a developer proposes urban infill housing that will add substantial vehicle trips to West MacArthur. Both projects are rejected for the same reason unless they are modified to eliminate the

congestion they could cause.

Enter, of all people, Governor Schwarzenegger.

As part of the AB 32, the *Global Warming and Greenhouse Reduction Act of 2006*, the Governor's office is proposing to eliminate from the CEQA Guidelines any consideration of vehicle Level of Service (LOS) or adequate parking supply and replace it with an analysis of vehicle miles traveled (VMT). Only a VMT analysis will be considered when studying traffic impacts. This is indeed good news!

Now let's take another look at adding bike lanes to West MacArthur. How many new vehicle miles traveled will bike lanes generate? Zero. In fact, bike lanes will reduce vehicle trips. The urban infill development would still need to consider some modifications to reduce its VMT, but options like providing

plenty of secure bike parking and being located next to BART would go a long way in reducing new vehicle trips. New bike lanes and a new transit village--now CEQA is working properly!

It gets better. Upon adoption of the new CEQA Guidelines, cities will begin adopting revised thresholds of significance that will determine when a project's impacts on vehicle miles traveled are large enough to warrant mitigations. Large projects will then have to reduce those VMT impacts, which can include providing more bicycle parking or funding new bike lanes nearby, or pay an impact fee to be used on a citywide basis on programs that reduce traffic, such as new bike lanes and safer intersections--a win-win for bikes. We expect opposition to these proposed changes and because of this, East Bay Bicycle Coalition has adopted a priority campaign for 2009 to promote these new CEQA Guidelines for adoption by January 1, 2010.

- Dave Campbell

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**Newsletter Notes:** *rideOn* is published monthly 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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