



rideOn

NEWSLETTER OF THE EAST BAY BICYCLE COALITION

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Celebrating 40 Years of Bicycle Advocacy!



Then and Now!



40
YEARS
1972-2012



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LETTER FROM THE SADDLE:

What does 2013 hold for East Bay Biking?

This month marks exactly two years since I came on board as Executive Director of the East Bay Bicycle Coalition. As I look around our small but dynamic office in the Berkeley Bike Station I can't believe how much has changed in just two years. Two years ago we had just two full-time staff - me and our Program Director Dave Campbell. Today we have five full time staff, we are in the process of bringing on board four interns for the spring, and we have so many more amazing volunteers.

As an organization we have passed an even bigger milestone: 40 years of bicycle advocacy in the East Bay! The newsletter you hold in your hands got its start 40 years ago and is still going strong. In fact, after 40 years, we are experiencing more success than at any point in our history. At Biketopia this past November our 4,000th member joined the cause, marking a 50-fold increase in membership since that first issue of rideOn. In this issue you will enjoy some great stories from the first 40 years.

This year is the start of the next 40 years and we have even more success in store. In fact, 2013 is shaping up to be an exciting year for bikes all across the country. With bike sharing launching in San Francisco, Chicago and New York, there is great hope that the conversation about bicycling will rise to even greater national prominence this year.

So, what does the new year hold for bicycling in the East Bay? Here are just a few of the projects and goals that we think you are going to be excited about:

1. Right now we are kicking our Oakland Bikeways campaign into high gear, building support for bike lanes on 3 major Oakland corridors: Telegraph Ave, 14th Street and Park Blvd. Learn more at ebbc.org/kickoff.
2. After 40 years of working for equal access for bikes on BART, our goal this year is to see the commute hour bike blackout on BART lifted by Bike to Work Day in May.
3. We expect to celebrate the closing of the gap between the Ohlone and Richmond Greenways connecting Richmond to El Cerrito, Albany and Berkeley.
4. Bicycle connections east of the hills will greatly improved by completion of 2 new connections between Pleasanton and Livermore, including the Iron Horse Trail.
5. EBBC will devote major resources to breaking ground on the East Bay Greenway in Oakland and building support for this new regional bikeway from Oakland to Fremont.

All that we have achieved in these first 40 years is thanks to you, our amazing EBBC members and volunteers. Together we are going to make this next 40 years even more amazing.

Ride on,

Renee Rivera
Executive Director



Cover image: We have recreated the historic Bicycling Magazine cover from March 1975 celebrating our 1st win of limited access for bikes on BART (see page 5) with some of our newest board members Jenny Oh Hatfield, Kristen Tennessee, Tom Willing and Joshua Farr. Photo Credit: Danny Milks

BICYCLE SAFETY EDUCATION: *Past, Present, and Future*



In the Spring of 2002, EBBC taught its first bicycle safety workshops in Oakland and Berkeley

after receiving a grant from these cities to launch an East Bay bicycle safety program. Those early classes were free to the public and were taught by Pittsburgh-based bike touring legend Bruce "Ole" Ohlson, our first safety instructor.

A subsequent grant from the Alameda County Transportation Commission allowed EBBC to expand our safety classes countywide-to cities like Pleasanton, Dublin, Fremont, Hayward, Castro Valley, San Leandro and Union City. Soon, we added lunchtime commuter workshops for businesses, kids' bike rodeos, family cycling workshops, and learn-to-ride classes for adults. In the past two years, we won additional funding from Safe Routes to School, Kaiser Permanente, and other sources to allow us to bring classes Richmond, Concord, San Pablo, Pleasant Hill, Cal State East Bay, and to even more communities in Alameda County while still keeping them free of charge.

Flash forward to 2013 and our bike safety program is going stronger than ever. This past year, more than 2,500 bicyclists learned safer riding techniques at over 100 classes. We received a huge response to our new Cantonese-language and expanded Spanish-language classes. EBBC's recently launched 'Bike Traffic School' partnership with the Alameda PD is making headlines. We also were able to offer more classes in several Contra Costa County cities. EBBC now has a full time staff member, Education Coordinator Robert Prinz, to manage this very successful and important program.

In the future, we imagine every student having access to safe cycling instruction in elementary school and then again before they receive their driver's license in high school. We hope that any adult who is ticketed while bicycling will have the chance to take a class in lieu of a steep fine. We envision mandatory training for professional drivers on how to operate safely around cyclists. With your continued support we can realize all of these goals and keep this program growing, making the East Bay one of the safest and most welcoming places for bicycling in the country.

View class descriptions, videos, and testimonials and sign up to attend one yourself at ebbc.org/safety.

PROMOTING SAFE CYCLING IN CONCORD



One of our newest and most exciting education programs is happening in the City of Concord. In late 2012, we began an association with the Monument Community Partnership, funded in part by Kaiser Permanente's HEAL (Healthy Eating Active Living) Zones initiative, to bring a series of Spanish- and English-language bicycle safety workshops to the community. The program includes opportunities for children, adults, and families alike.

There has been a tremendous response to these classes. A Kids' Bike Rodeo hosted in October attracted over 150 attendees and we used the opportunity to teach bike safety to the next generation of bicyclists and to provide and fit brand new helmets for each kid. Additional classroom workshops for adults have also been well-attended. Carolyn Green, an assistant at the Michael Chavez Center's Day Labor Program, said in a recent newsletter, "Most of the workers from our program ride bikes to the center and to work each day, so the workshop was very helpful for them."

We are looking forward to keeping this excitement and momentum going throughout 2013, as we provide more classes in Concord and train new, local instructors who will continue to promote bike safety well beyond this grant period.



Bicyclist's Bash: BIKETOPIA A BIG SUCCESS!

On Friday, November 5th, EBBC celebrated 40 years of advocacy work in the East Bay at our Biketopia celebration. Cyclists from all over the bay (including many elected officials) braved the rain to join us in the Pavilion at Jack London Square and help us party down. Thank you to all our members new and old for a fantastic evening!

The Pavilion was transformed into our vision of the future for the East Bay - complete with parklets, green bike lanes, and hundreds of happy bicyclists. Our first Board Chair, Charlie Bryant, shared the stage with our newly joined 4,000th member Claudia Flores. We welcomed 72 members to EBBC and raised \$16,000, making Biketopia our most successful fundraiser to date. These donations which will help make our advocacy work in 2013 possible.

A big thank you to our sponsors, including our presenting sponsor, the Law Office of Daniel H. Rose, Jack London Square, the Waterfront Hotel, New Belgium Brewing Company, and all the other sponsors, auction donors, board members and volunteers who made this night of celebration possible.



image by Jon Suzuki



image by Jillian Betterly



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A few highlights from EBBC'S 40 YEARS OF BICYCLE ADVOCACY

1972

EBBC is founded. On March 9, Oakland city planner Alexander Zuckerman and Seiji Kawamura, president of the Grizzly Pedal Pushers, sent a typewritten letter to "40 hard core, spark plug bike enthusiasts" announcing the first meeting of the East Bay Bicycle Coalition. On March 20, 16 of the hardest of the hardcore showed up at Westlake Junior High School in Oakland prepared to take action. They voted on a draft statement of goals and purposes, a membership application, plans for a newsletter, "Action committees," and an agenda item for "Actions needed right now." They scored their first victory several months later, when the Oakland City Council approved the Lake Merritt Bike Path, which allowed bicyclists to ride on the sidewalk along Lakeshore Avenue between 7:00am and 11:00am on Saturdays, Sundays and holidays – but not on roadways! In July, EBBC published the first issue of rideOn and offered the first of EBBC's legendary bicycle route maps to members in good standing.

1975

Bikes allowed on BART
{see article on next page}

1977

Bicycles over the Bay Bridge. BART's grudging acceptance of bicycles on its trains during non-commute hours did nothing for bicycle commuters, especially those headed from the East Bay to San Francisco. In 1977, a big stride forward happened when CalTrans began operating the Bay Bridge Commuter-Bicycle Shuttle. In 1978, funding for the shuttle was threatened because of low ridership. So EBBC staged a widely reported publicity stunt pitting East Bay driver Michael Harryman against Oakland cyclist Tony Thayer in a commute-hour race. "It wasn't even close," the Oakland Tribune reported. Using his bicycle and the bike shuttle, Thayer beat Harryman into San Francisco by nearly 10 minutes.

1987

Bay Trail. In April of 1973, only 4 miles of shoreline were accessible to the public. EBBC invited representatives of the East Bay Regional Parks District, East Bay Municipal Utilities District, Southern Pacific, the U. S. Army, and the cities of Emeryville and Oakland to sit down to begin "to discuss the whole problem of shoreline access in the Bay Bridge area." As a result, by 1987, the California legislature was ready to pass the bill that called for developing and adopting a plan for a continuous recreation corridor around the Bay. EBBC became one of 6 organizations on the Bay Trail Project Steering Committee. Today, 310 miles of a planned 500-mile bicycle and pedestrian trail around the entire bay have been completed and EBBC continues to advocate for better shoreline access and Bay Trail improvements.

1992

Mapping the Territory. In 1986, EBBC published a map of routes west of the hills, but routes in Contra Costa County and the far reaches of Alameda County, those distant, suburban lands east of the hills, remained as little-known and unmapped to cyclists as the Americas of 1491. In 1992, Charlie Bryant traded his role as EBBC board secretary for the role of EBBC cartographer and took charge of mapping bicycle routes east of the hills. Working on weekends and evenings at home and during lunch hours, Charlie laid out the map, typed every word, and designed its cover with rudimentary computer software. Then he sent a draft out to local bicycle clubs for comment and included their recommendations in the final map. "The Bicycle Transportation Map of the East Bay was prepared by bicyclists for bicyclists," Charles S. Bryant wrote in the About This Map inset. "It represents the collective knowledge and wisdom of numerous individuals and organizations, compiled over a period of several years by the East Bay Bicycle Coalition." Eighteen years later, EBBC maps continue to be a volunteer effort that represents the best of our collective knowledge and wisdom.

1994

First Bike to Work Day. Bike to Work Day in the East Bay began when Cindy Johnson and the late Ron Bishop organized a ride to a pancake breakfast in downtown Oakland. The celebration has grown into part of a coordinated national effort of bicycle organizations throughout the US and Canada. Last year more than 17,000 bicyclists participated in the East Bay's Bike to Work Day events.

2009

Benicia-Martinez Bridge Bike Lane. At the first meeting of the Bay Conservation and Development Commission (BCDC) in 1988 to discuss a new bridge linking Benicia and Martinez, Alex Zuckerman, speaking for EBBC, advocated for inclusion of a bicycle path. BCDC agreed, but in a snit after BCDC's decision, CalTrans decided to limit its work to widening the original bridge rather than building a new one. It took 21 years, but Caltrans finally completed the new bridge - with a bicycle path - in 2009.

2013

Bicycles on the Bay Bridge. Since its founding, EBBC has pushed for bicycle access on all Bay Area bridges. EBBC was instrumental in getting a bicycle lane included on the new east span of the Bay Bridge. The lane is named for EBBC co-founder Alex Zuckerman, a tireless advocate for bicycle access throughout the Bay Area. A 2001 CalTrans study concluded that a bicycle/pedestrian/maintenance path on the existing west span was feasible. Optimistic EBBC members believe this path will also be built in the future.

BIKES ON BART

40 Years of
EBBC Advocacy

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A founding goal of EBBC was to convince officials to accommodate bicycles on all public transportation, especially BART.

But when the gleaming high-tech rapid transit system opened in 1972, there were absolutely no provisions for bicyclists. So EBBC began to organize bicyclists to apply pressure to allow bikes on BART trains.

In 1973, EBBC presented BART with drawings showing how bicycles could be accommodated in BART cars and demanded that "bikes on BART should be allowed during all hours that BART operates and access should be provided at as many stations as possible."

Two years later, EBBC and its allies prevailed and BART allowed bicycle access on its trains. But the victory came with strings. Bicycles were allowed only in the last car of a BART train. Bicycles were not allowed on BART during commute hours. To bring a bicycle onto BART, a rider needed to register and purchase a permit. The cost? Three dollars for a three-year permit.

EBBC former chair Mark Birnbaum recalled, "You had to go to the Lake Merritt Station between 10 and 12 on alternate Thursdays, waiting in line. You would literally spend half a day to go through all that. They gave you a sticker that you posted on your bike. We had to ride in the last car....It was a pain."

In 1996, after years of effort by EBBC and others, the rocky relationship between bicyclists and BART took a distinct turn for the better. At its August meeting, the BART board, which by then included at least one bicycle commuter, approved a pilot plan with new rules: bicycles would be allowed on all cars except the first car. BART also abolished the bike permits (by 1996 15,000 permits had been issued). But the commute-hour restrictions remained.

Sixteen years later, the relationship between BART and bicyclists took another turn for the better. BART worked with EBBC and other cycling organizations to try a pilot test of unrestricted bicycle access on BART on Fridays in August of 2012.

A random survey of BART riders during and after the pilot found that 37% favored eliminating the ban on bicycles during commute hours; 25% favored reducing the ban from two hours to one; 37% favored continuing the commute hour ban in its current form. During the experiment, 90% of riders who were aware of the increased access for bicyclists did not experience any problems and 74% said it had no effect on their ride. One telling point: When asked if lifting the ban would impact their cycling likely to ride a bike to BART, 25% said they would be more likely to ride a bike to BART.

Will 2013 be the year when BART finally allows full access to bicyclists on BART? Our goal for this year is to work with the BART staff and board to lift the commute period blackout permanently by this Bike to Work Day. Watch our e-newsletter for more news soon on next steps towards this key win. After 40 years, the time has come for full access for bicycles on BART.

The State of Oakland's Bikeway Network

Oakland is just over halfway toward completing a basic network of bikeways throughout the City, having striped approximately 130 miles of bikeways towards a goal of a citywide network of 220 miles detailed in its 2007 Bicycle Master Plan. Last year, Oakland added 22 miles of new bikeways and there are currently many more miles in the works. Thanks to your support of EBBC's advocacy, you will get to enjoy new bike lanes this year on Broadway, Piedmont Ave, Shattuck Ave, Adeline St, MacArthur Blvd to Seminary, Alcatraz Ave, and E.12th St.

However, Oakland has reached an important milestone in the implementation of its Bicycle Master Plan: most of the streets where there is ample room for a bike lane already have a bike lane or the plans for those lanes are finalized. Likewise, streets on the bikeway network needing removal of a travel lane or parking for a bike lane have been studied and will get bike lanes soon, except for the three key bike routes of our 2013 Oakland Bikeways Campaign: Telegraph Ave, 14th St and Park Blvd (see main story). In other words, we are nearing the end of the easy bicycle improvements. Upcoming projects will be more challenging to get approved and the ones that most need your support and volunteer help. See our Oakland Bikeways Campaign 2013 for

how to get involved. ebbc.org/oaklandbikeways

Looking ahead, as the basic bicycle network is built and wayfinding signage installed over the next 5-10 years, we plan to push the city to complete upgrades needed to modernize the bikeway network and make it work better for everyday bicyclists like yourself. With your continued support, we are pushing for innovative treatments such as green paint to highlight conflict zones (coming later this year); separated and protected bikeways (like the ones you are going to see on E.12th St, Adeline St and MacArthur Blvd this year); bicycle traffic signals; intersection improvements; more on-street bicycle parking corrals; and more parklets. EBBC will advocate for the removal of on-street car parking where that is necessary to fix dangerous blocks where bike lanes end abruptly or sharrow are plopped down on busy streets.

Our goal is to fully complete five bikeway corridors in Oakland by 2015: Telegraph Ave, MacArthur Blvd, E. 12th St/International Blvd, 14th St Downtown into West Oakland, and Broadway. With these improvements, Oakland will be poised to compete for a Gold-Level certification from the League of American Bicyclists.

Oakland Bikeways Campaign 2013 Rolls Down Telegraph, 14th St and Park Blvd

Join our campaign for high-quality bike lanes on three key bike routes in Oakland!

If you ride into and out of Downtown Oakland, you should be able to do so comfortably and safely, without having to battle traffic every block of the way. With your help, we can make this a reality on several key bike routes in 2013. Imagine riding every day on a bike lane like the one shown below on Park Blvd. Imagine how many more of your friends and neighbors would ride if they could enjoy a bike facility like this.

Oakland is ready to study the removal of travel lanes and striping of bike lanes on Telegraph Ave south of 51st Ave, on 14th St downtown, and on Park Blvd. We support these bike lanes, but are pushing the City to ensure the lanes are of the highest quality so that cyclists can comfortably ride on lanes that are buffered from traffic. Top notch bicycle lanes can also give thousands of new riders the courage to try bicycling in Oakland.

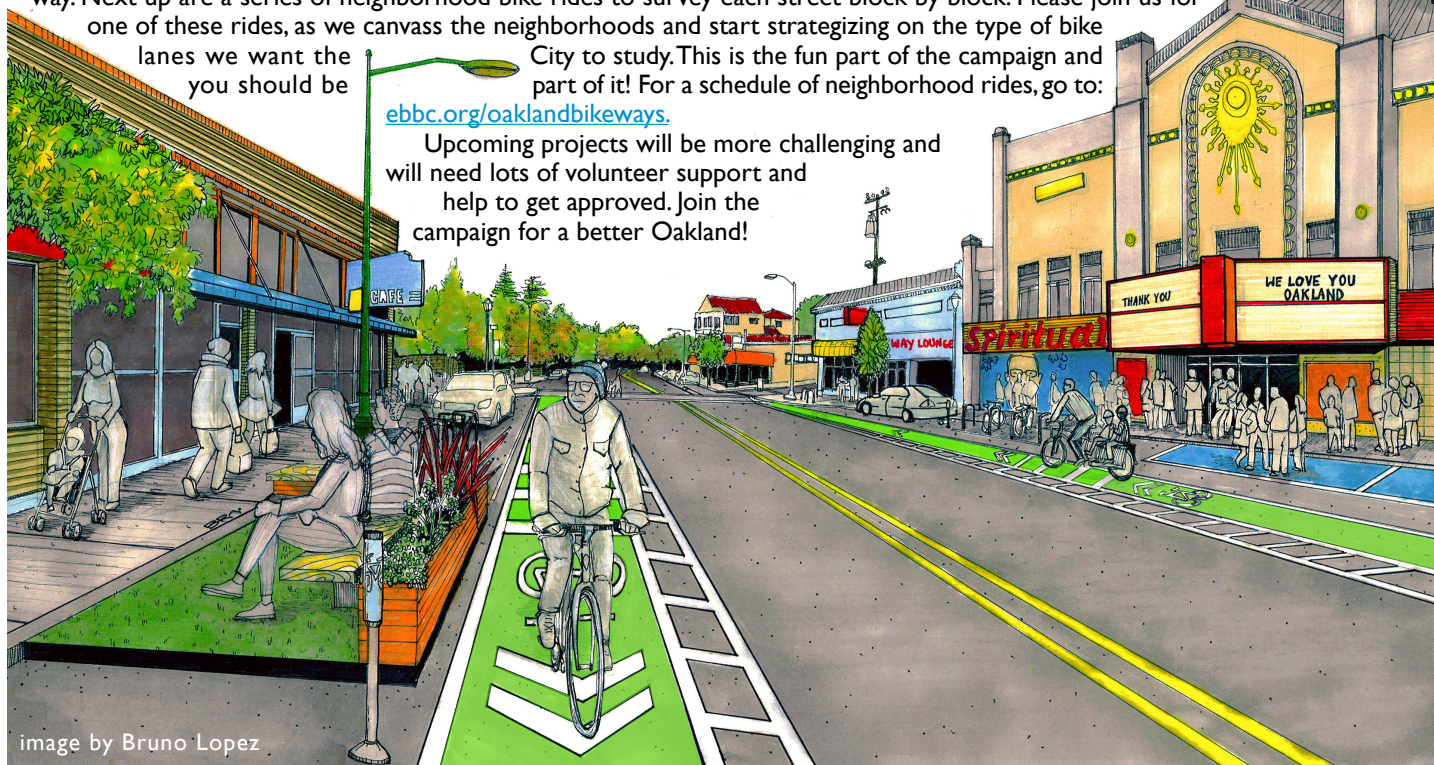
On January 30, a room full of energized volunteers kicked off EBBC's 2013 Oakland Bikeways Campaign, along with our partners at Walk Oakland Bike Oakland. Teams have been formed to lead the campaign for each bikeway. Next up are a series of neighborhood bike rides to survey each street block by block. Please join us for one of these rides, as we canvass the neighborhoods and start strategizing on the type of bike

lanes we want the
you should be

City to study. This is the fun part of the campaign and part of it! For a schedule of neighborhood rides, go to:

ebbc.org/oaklandbikeways.

Upcoming projects will be more challenging and will need lots of volunteer support and help to get approved. Join the campaign for a better Oakland!



News Briefs

Cruise Across a New Trail Crossing in Pleasant Hill

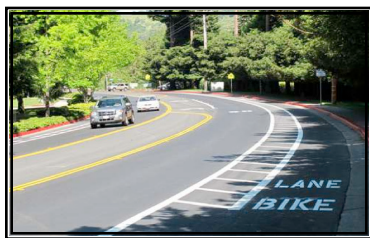
When Mark Peterson, the Contra Costa District Attorney, met in 2011 with EBBC and transportation officials and said that the County needed to upgrade the crossings of its trails with busy streets, Pleasant Hill staff listened. Last November, six of the major trail crossings throughout the city were significantly upgraded for safety - and they look good.

Each intersection has red paint at the crossing, in-pavement lights that flash to warn cars of crossing bicycles, push-button triggers to activate lights, shark teeth yield markings, and street names in reflective paint. Some have radar speed feedback signs and pedestrian refuge islands. EBBC will push for a complete set of these exemplary crossing upgrades throughout the East Bay Regional Parks pathway network. Let us know what you think.



San Pablo's Exemplary Complete Street Plan

Buffered bike lanes, fewer travel lanes, and new sidewalks: the City of San Pablo has developed grand plans for improving San Pablo Avenue north of Lake St up to Hilltop Mall in Richmond. It will make this stretch of San Pablo Avenue a model of a 'complete street.' Residents from San Pablo and Richmond attended two community workshops last year and asked for these improvements on what is otherwise a dangerous stretch of roadway. This area is also planned for in-fill development, which means it needs to be a walkable, bikeable neighborhood.



We need your help to urge the cities of San Pablo and Richmond to seek funding from the One Bay Area Grant Program. Please contact Tina Gallegos of the City of San Pablo at tinag@sanpabloca.gov and Kieron Slaughter of the City of Richmond at Kieron_Slaughter@ci.richmond.ca.us and let them know you support this great bike project and want to see it built.

Livermore Connecting to Pleasanton



The first section of a bikeway connecting Pleasanton to Dublin opened on October 27, 2012: the Alamo Canal Trail connection under 580. This winter, Pleasanton has reached to the east to connect Stoneridge Drive to the new Jack London Blvd. pathway in Livermore.

This east-west connection will provide a new direct route to North Livermore and Las Positas College from the East Dublin/Pleasanton BART Station.

"This connection is important because it is the safest, most efficient bike commute route from our home in East Dublin to my job at the National Labs in Livermore," says EBBC member Peter Marleau of Dublin.

Livermore's section of the pathway opened on January 31 and Pleasanton's connection will be completed in Fall 2013. Pleasanton's connection will include state of the art buffered green bike lanes. Kudos to these forward-thinking cities for prioritizing important improvements that provide safer and faster inter-city bicycle travel.

Richmond Hears Your Calls for a Bikeway on Cutting Blvd

This year Richmond is repaving its 2nd highest priority bikeway- Cutting Blvd- and thanks to your calls to city staff is including a bikeway as part of the project. Cutting Blvd provides essential access to Richmond's shoreline for the nearby community of south Richmond and will be a much safer street for people driving as well as people riding once bike lanes are added. EBBC will continue to work with city staff to maximize the design of the bikeway to ensure it is comfortable for all users of the roadway, including bicyclists of all ages and abilities needing to



use this important east-west connector. The new Richmond LBNL Research Facility also provides an opportunity to improve the bikeway design, as it will need to look at traffic impacts on Cutting Blvd. EBBC has submitted comments on this LBNL project and highlighted

the importance of Cutting Blvd. We will keep you posted. In the meantime, please send a thank you email to City Manager Bill Lindsay at bill_lindsay@ci.richmond.ca.us for including a bikeway on Cutting Blvd.

In 1972, a small group of activists met with the goal of giving voice to the rights and needs of bicyclists. Within a year, membership in the newly formed East Bay Bicycle Coalition had hit 200. With this small and plucky membership, EBBC paved the way for the huge surge in cycling we have witnessed in the East Bay.

Now, with 4,000 members, we are creating a fantastic and growing community of East Bay residents who believe in the bicycle as everyday transportation. We have ambitious goals in 2013 - bringing projects like green, buffered bikeways to the East Bay. To make these goals possible, we need to grow our membership. Help us make the voice calling for better bicycling 5,000 strong!

- » Use the form below to join EBBC or renew your membership today.
- » Buy a gift membership for someone you love. Safety makes a great Valentine's gift!
- » Volunteer at ebbc.org/volunteer to help EBBC reach even more bicyclists this year.



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