



Ride On



PROTECTED BIKEWAYS ARE COMING

For even the strongest of bicyclists, it is no fun to ride on a busy street. This is why Bike East Bay is currently campaigning for protected bike lanes on major arterial roads and connections to transit in 15 cities across the region. These strategic bikeways include a protected bike lane leading to BART in downtown Fremont, the Milvia Street bicycle boulevard in Berkeley, 14th Street in Oakland, Grant Street in Concord, and Central Avenue in Alameda. To take on these ambitious projects, we are partnering with local leaders at Bikeways for Fremont, Walk Oakland Bike Oakland, Bike Concord, Bike Walk Alameda, and more.

We are focusing on these campaigns because protected bikeways have been shown to make a significant difference in bringing more new cyclists to our streets. Protected bike lanes in US cities have led to huge increases in bicycle traffic – up to 75 percent more than the same stretch of road without these protections. Protected bike lanes attract a larger spectrum of the population: more women, more kids, senior citizens, and more new riders, who can safely build their skills without worrying about car traffic.

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“I’m really looking forward to the protected bike lanes on Telegraph Avenue, not just because they will be safer, but also because they will be attractive, for kids, older bicyclists, and for the neighborhood in general.”

-Cathy Leonard

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LETTER FROM THE SADDLE

One year ago, 125 Bike East Bay members, volunteers, local working group leaders, and key partners (maybe even you) got together with our staff and board members at the South Berkeley Senior Center to craft a new strategic plan. It was a learning experience that energized our staff team, and we came out of it with a strategic framework and action plans that guide our work today and will continue to do so for the years to come.

We shared our strategic framework, goals and key actions in the spring and summer newsletters last year, and they are also available on our website at BikeEastBay.org/Mission.

So how is our strategic plan informing our work today? What have we learned? Where are we focusing on change?

I am happy to report that we are on track with our goals to get more people on bikes, win more funding for bicycle and pedestrian projects, push the next generation of infrastructure (including protected bikeways), educate thousands of adults and kids to ride safely, and engage our community with fun events. We got the message that you want us to keep these core elements of our work moving forward and we are doing just that.

A big theme that emerged from our summit was equity and diversity. It is a strategic imperative for Bike East Bay to reach a broader audience. We want to become a more diverse organization and movement, not just because it is the right thing to do but also because it will make us stronger and more effective.

Over the past year we have worked as a staff and board to define what equity means to Bike East Bay and taken key steps to become a more equitable organization. We are starting from the inside out. I am very proud of the work our Board of Directors is doing through their Equity Task Force to examine white privilege within our board culture, to educate themselves about structures of racism, and to look at how we can shift our internal culture to be more inclusive.

Another key element of our equity work is growing our reach beyond our traditional power base of Northern Alameda County. I am proud to see how the local groups we work with across Contra Costa and Alameda counties are emerging as real leaders in bicycle advocacy. Bike Concord, Bike Walk Castro Valley, Bike Walnut Creek, the Richmond Bicycle and Pedestrian Advisory Committee, Bike Walk Alameda and Walk Oakland Bike Oakland are just a few of the local powerhouses we are proud to partner with and support in their work to bring better bicycling to their communities. We are lucky to have such a rich ecosystem of bicycle advocacy groups in the East Bay. We are stronger for it and we at Bike East Bay learn so much from these leaders.

On February 20th we will hold a summit for these local groups. The summit is open to all our members and will continue the work from last year's strategic plan summit. This year, we will focus specifically on building the capacity and strength of these local working groups. I look forward to sharing what we learn and the actions that come out of this summit in our next Ride On newsletter.

Ride on,
Renee Rivera, Executive Director. ●



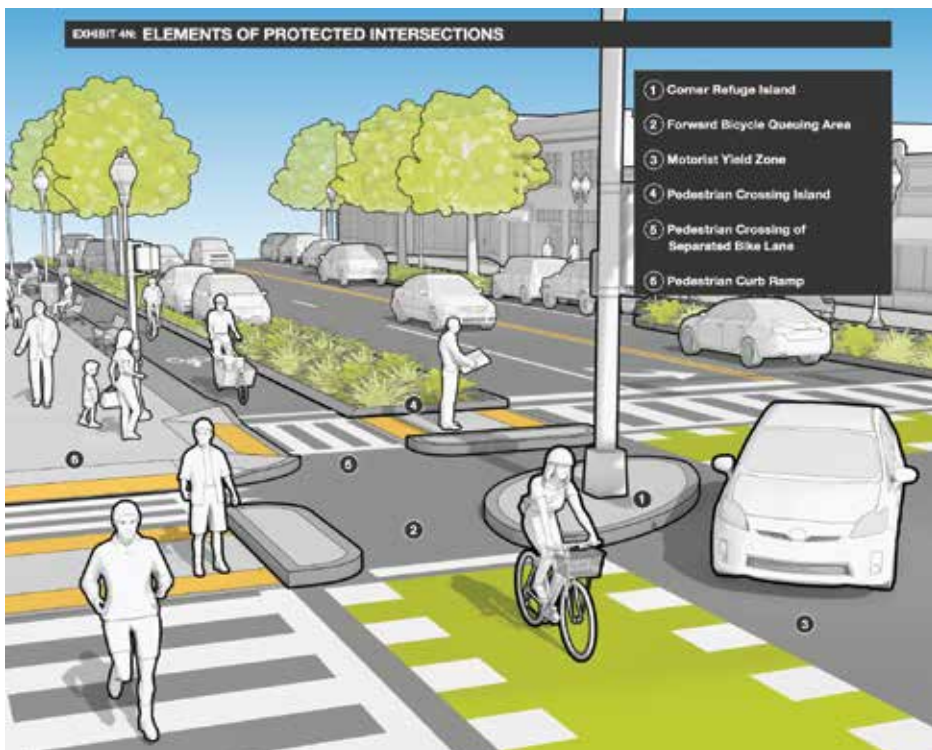
photo: Lisa Beth Anderson

PROTECTED BIKEWAYS ARE COMING

Continued from page 1

Bike East Bay member Cathy Leonard has not ridden on Telegraph Avenue since she was harassed by an aggressive driver a year and a half ago while traveling to downtown Oakland from her home in the Santa Fe neighborhood. She is a native Oaklander who looks forward to a future where she and her neighbors can bike safely on all of the city's streets. "I want to get back out on Telegraph because there is so much going on there," she says. "When I ride I can see so many more new local shops than I can when I drive and I really feel like I'm a part of the community."

Cathy co-chairs the Santa Fe



Community Association & Neighbors and is a leader working on several neighborhood improvement projects. "I'd love to see bike lanes on MLK Jr Way in our neighborhood, and on Shattuck Avenue and all the way up Telegraph too." Our goal is to provide Cathy and everyone with safe space to bike on busy streets and to connect you with important destinations. We won't rest until people from 8 to 80 years old feel comfortable

getting around the East Bay by bike.

As we have known for a while, people who want to bicycle for everyday trips but are concerned about safety will only get on a bike if they feel that their entire trip is safe. It's not enough to build a nice bike lane part of the way. For people who wish they could bike around town but do not currently ride, what makes a bike lane on a busy street feel comfortable and safe is separating it from moving cars. This enhanced comfort level is crucial if we want to expand the biking community beyond the most confident riders to be more inclusive of the population at large. It has happened in Europe and elsewhere, and it can happen here. ●

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Pleasant Hill	Treat Boulevard
Walnut Creek	California Boulevard
El Cerrito	San Pablo Avenue
Berkeley	Hearst Avenue
Oakland	14th Street
Fremont	Walnut Avenue

Get involved at BikeEastBay.org/Campaigns

A LOCAL CAMPAIGN SUCCESS STORY

El Niño's downpours are welcome in our dry state, but they do have one downside for bicycle advocacy: construction delays. Despite these rain delays, excitement is high for projects that have been years in the planning. Bike lanes on Concord's Detroit Avenue, for example, have been striped and are 90 percent finished: all that is missing is green paint.



Spray paint marks the spot for future green paint.

The green paint was a late add-on to the project design, only incorporated after repeated requests from community members. It was not an easy sell especially once funding became tight. Kenji Yamada, Lead Advocacy Organizer for Bike Concord, was there when this crucial element for bike safety was approved.

"The turnout at the Infrastructure & Franchise meeting, which secured the green paint treatments for Detroit, was possible because Bike Concord has become more than an advocacy organization," Yamada says. "We are a group of people who care about each other's lives, who know each other personally and connect in many different ways."

Detroit Avenue was an ambitious project, born out of strong community engagement from the Contra Costa Regional Group, Monument Impact, Contra Costa Health Services, and other great local community groups. That this project got off the ground and built, says Yamada, is a testament to the determination of "Monument Community residents who set aside time from all the other demands in their lives to go to meetings." Seeing Detroit Avenue get repaved and striped is worth all of the time and effort, of course. "It feels like finally getting traction after pedaling hard with no apparent movement," he says.

Bike East Bay continues to partner with and assist local groups in their work to champion new projects in communities like Martinez, San Pablo, Pleasanton, and Fremont – it's time to get to work everywhere. Join other local leaders at our summit to see how you too can become a leader! See page 6 for more information. ●

OPERACIÓN LUZ LIGHTS THE WAY IN CONCORD



On Monday, November 30, 2015, a day on which the sun set at 4:49 p.m., Bike East Bay, Monument Impact, and Bike Concord were streetside on Monument Boulevard distributing free bike lights to riders in Concord. Operación Luz was in full swing.

The Monument Corridor community has no bike shops, is served by few bikeways, and is bordered by a high-speed arterial, Monument Boulevard. In a low-income community with high numbers of underpaid workers and unemployment, this adds up to many people for whom a bike is their only way to get to a job. These residents can't afford and have nowhere to buy decent bike lights. Operación Luz was funded in part by the Kaiser HEAL Zone Initiative (Healthy Eating, Active Living) which helps people in underserved communities make healthy choices about nutrition and physical activity.

Two dozen bicyclists and curious community members stopped by to talk with us and receive free lights. With some leftover sets, Operación Luz will do follow-up outreach on neighboring Detroit Avenue, once new bike lanes are completed there. In the long term, Bike Concord has plans to establish a bike kitchen (a nonprofit community bike shop) to better serve this community.



Micah Pearce installs a red rear light on Robert's bike.

CALENDAR of EVENTS

OAKLAND DISTRICTS 2 & 3 BIKE SHARE WORKSHOP

Thurs, February 18, 6-8 p.m.

SPUR offices, 1544 Broadway, Oakland

Bikeshare is coming! Join Bay Area Bike Share staff and Oakland elected officials to discuss station locations for Oakland's districts 2 & 3. Choose one of two sessions: 6-7 p.m. or 7-8 p.m.

LOCAL LEADER SUMMIT

Sat, February 20, 9:30 a.m.-5 p.m.

San Lorenzo Community Center, 1970 Via Buena Vista, San Lorenzo

Join us for a day of discussion regarding local bike advocacy organizations. See page 6.

CENTRAL AVE BIKEWAY AT ALAMEDA CITY COUNCIL

Tuesday, February 24, 7 p.m.

Alameda City Hall, 2263 Santa Clara Ave

Bike Walk Alameda fights for a safe Central Avenue in the west end of the island.

CLIMATE RIDE TRAINING RIDES

This is a multi-ride series is designed to get our team ready for the 2016 California Climate Ride on May 22. Everyone is welcome to join us for these rides. More info at BikeEastBay.org/ClimateRide.

Sat, Feb 27 - Bay Trail and Bay Bridge

Sun, Mar 13 - Oakland to Fremont

Sat, Mar 26 - Oakland/Berkeley Hills

Sun, April 10 - Three Bears

Sat, Apr 23 - Pleasant Hill to Davis

ADELINE CORRIDOR COMMUNITY WORKSHOP

"Placemaking, Complete Streets & Parking 101"

Saturday, March 19,

10:00am-1:00pm

South Berkeley Senior Center

A wide, separated bikeway could extend from Shattuck Avenue to Oakland city line.

RIDE LIKE A GIRL

Sunday, April 10, 1-4 p.m.

Fruitvale BART Bike Station, Oakland

Walk Oakland Bike Oakland's bicycling skills workshop designed for women who want to ride. Join us for bike safety checks, a gripping skills presentation, real-life practice and a super fun group ride! Bring your own bike and helmet.

OPENING DAY FOR TRAILS

Saturday, April 16, 10 a.m.

Bike trails all over the East Bay

Opening Day for Trails is a day for people all over the country to get outside, shake off the winter blues, and celebrate local bike and pedestrian trails. We're teaming up with the Rails to Trails Conservancy to organize rides exploring the Bay Trail, the Iron Horse Trail, and other East Bay gems. Details at BikeEastBay.org/opening-day

BIKE AMBASSADOR TRAININGS

Thursday March 24, 6:30-8 p.m.

Thursday April 7, 6:30-8 p.m.

Step up your volunteering! This interactive training will give you in-depth knowledge about local bike advocacy, updates on current campaigns, and talking points help to sign up new members.

BikeEastBay.org/Volunteer

UPCOMING FREE BIKE EDUCATION CLASSES

Visit BikeEastBay.org/Education for full details and registration.

URBAN CYCLING 101: CLASSROOM WORKSHOP

Learn new skills to bike with confidence. For adults and teens, no bike required. Free reflective vest for participating at some classes.

Berkeley: Mar 7, 6:30-8:30 p.m.;

Apr 4, 6:30-8:30 p.m.

Dublin: Apr 2, 10 a.m.-Noon

Oakland: Mar 12, 1-3 p.m.; Apr 12,

5:30-7:30 p.m.; Apr 27, 6-8 p.m.

Pleasanton: Mar 26, 10 a.m.-Noon

URBAN CYCLING 101: ON-THE-BIKE ROAD CLASS

Learn bike handling skills and crash avoidance maneuvers. For adults and teens, bikes and helmets required. Prerequisite: Urban Cycling 101 Classroom.

Alameda: Feb 19, 9 a.m.-2:30 p.m.

Oakland: Mar 29, 11:30 a.m.-5 p.m.

Dublin: Apr 9, 10 a.m.-3:30 p.m.

ONE HOUR WORKSHOP

Go in-depth with one of our certified instructors on a specific topic. For adults and teens, no bike required.

Berkeley: Feb 27, 11 a.m.-Noon (bike commuting)

Dublin: Feb 27, 1-2 p.m. (theft prevention)

Richmond: Mar 17, 12-1 p.m. (bike commuting)

ADULT LEARN-TO-RIDE

Learn the very basics of balancing, pedaling, and steering a friendly, non-judgmental environment. For adults and teens.

Oakland: Mar 12, 10 a.m.-1 p.m.; Apr 16, 10 a.m.-1 p.m.; May 14, 10 a.m.-1 p.m.

FAMILY CYCLING WORKSHOP

Learn about biking together as a family. For parents and kids in grades 2-6, bikes and helmets required

Alameda: Apr 9, 10 a.m.-12:30 p.m.

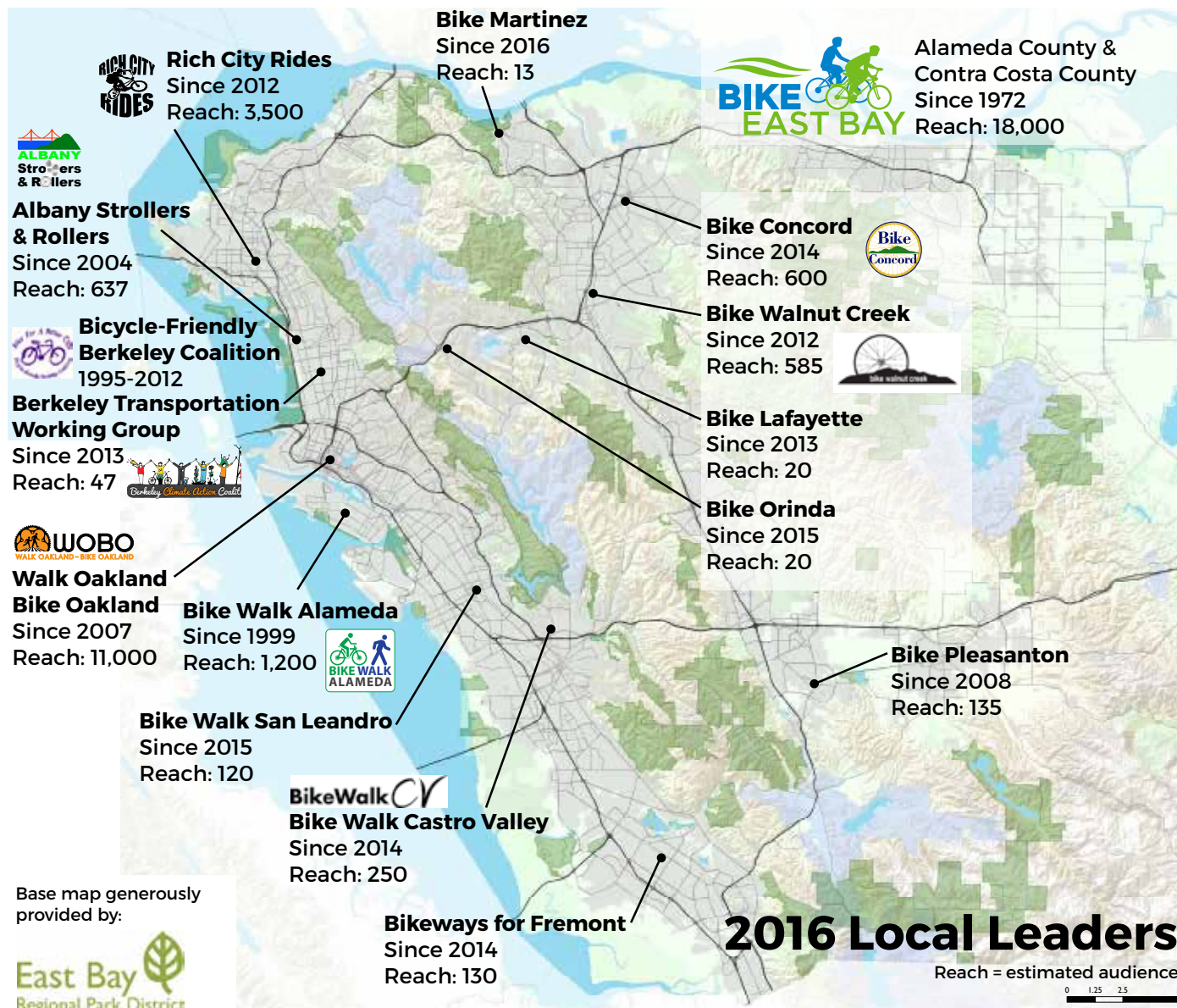
Pleasanton: Apr 23, 10 a.m.-12:30 p.m.

FAMILY BIKE RODEO

Kids and parents learn safe cycling skills with our certified instructors. Bikes and helmets provided, or bring your own! Course takes about half an hour for each child to complete.

Fremont: Apr 23, 11 a.m.-Noon

FOR EVEN MORE EVENTS
AND CLASSES VISIT
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ORG/CALENDAR**



JOIN LOCAL LEADERS AT OUR SUMMIT

Bike East Bay is committed to expanding our advocacy in the East Bay communities we serve. We hope you will join us at our Local Leader Summit on Saturday February 20, to share ideas and to organize your fellow riders to advocate for better biking. This will be the first ever summit for the East Bay's local bike advocacy groups, many of which have formed in just the past two years. As Bike East Bay encourages more people to get involved and spearhead street campaigns, community events, and more,

we want to build a reliable structure for effective local advocacy groups.

In the past year, we've set up monthly calls and an online resource for local leaders as ways to connect them with advice from experts and crowd-source ideas. We're looking forward to continuing this work by acting as an incubator and providing practical support. But there are still a lot of questions. How can we be the most effective group of advocates, together? How can local leaders support regional bike advocacy, and how can regional level bike

advocates support local leadership?

In 2015, our members came together to map out Bike East Bay's future at our Strategic Planning Retreat. They drafted a new mission, values, and goals. The Local Leader Summit is a tangible step towards acting upon those strategic goals as we build partnerships, create a broad voice for change, serve as a hub, and facilitate collaborations. We hope you can join us in shaping the future of regional bicycle advocacy.

Register today:
BIKEEASTBAY.ORG/LOCAL-LEADER-SUMMIT

ACTIVE BODIES, ACTIVE MINDS: BIKES AND BOOKS AT EAST BAY LIBRARIES

There's a covert movement afoot in the East Bay, subversively exposing unsuspecting individuals to the usefulness and allure of the bicycle. Who is responsible for this insurgency? Librarians, of course!

You may have already come across one of the several bike-book-mobiles on the streets in the East Bay: Library on Wheels in Berkeley, the Bike Library in Oakland, or Words on Wheels in Alameda. These mobile mini-libraries are cargo bikes or trikes outfitted with shelves, literature, and sometimes even a sound system. They are all official projects of the local public library, devised by creative librarians to bring their passion for books to their communities. By pedaling their wares (in both senses of the word) directly to community events, schools, and festivals throughout each city, mobile libraries are able to make reading even more accessible and fun for everyone.

The bicycle love doesn't stop there, as local libraries are also helping to keep bikes in good repair. In East Oakland, free mechanics workshops are offered weekly at Oakland's 81st Avenue Branch, hosted by RB, president of the Scraper Bikes Team. In Alameda, a brand new, bright purple bike repair station was recently installed outside the main library, providing tools and a pump to the public for free 24 hours a day. In North Oakland, the Temescal Tool Lending Library added a full set of bike tools for patrons to borrow. East Bay libraries are also adding more bike racks and upgrading their facilities, with secure BikeLink lockers to coming soon to the Concord Library. Community is key for strong bike culture, and libraries are keeping patrons connected with local history bike tours, guest lectures by bike book



Bicycle fix-it clinic participants at Oakland's 81st Avenue Library.

authors, banned books bike party rides, and more.

As a huge supporter of East Bay public libraries, we can't think of a better combination than bikes and books. Study after study has determined that regular physical activity has a positive impact on cognitive skills and learning ability for all ages, especially for youth. This is one of the reasons why Bike East Bay puts so much effort into child and family bike education and encouragement around the East Bay, empowering kids and parents to stay active and healthy together. Studies show that reading also has a positive impact on memory retention and stress reduction.

After a record-setting 2015, many of our most successful partnerships in our award-winning bike education program are with local libraries. Over the past two years, 658 residents participated in 43 free classes at library locations in 13 East Bay

cities, from Concord and Pittsburg all the way south to Union City and Fremont. Class topics addressed barriers keeping individuals from taking more trips by bike, including theft prevention, mechanics training, family biking, riding after dark, urban cycling, and more. Especially in communities impacted by dangerous, high-speed streets and poor access to transit facilities, public libraries often provide space for educational and social needs. Through our work with libraries, Bike East Bay has become more connected to and knowledgeable about the diverse regions we serve all around the East Bay, while providing resources to assist these effective local champions.

To find out more about the library programs listed above visit BikeEastBay.org/LibraryBikes. Check out BikeEastBay.org/Education to sign up for a free class or request one in your neighborhood. ●

MORE ADVENTURES TO SAVE THE PLANET WITH CLIMATE RIDE

Over the past five years, Climate Ride, an annual fundraising ride in May, has raised almost \$100,000 to support our advocacy work, thanks to spectacular work of our team of riders.

Climate Ride has grown, offering more funding to bicycle advocacy, and more rides. There are now seven rides across the country and around the world, and you can choose Bike East Bay as your beneficiary for any one of them.

For the first time this year, Climate Ride has added a Death Valley National Park ride, starting on February 27, 2016. Kevin Martin and Shiraun Jacob are riding for Bike East Bay in this new, four-day event that will showcase little-trafficked roads, relatively warm winter weather, and amazing wildlife and wildflowers.

You may have met Shiraun at one of our events last year. As our fall Outreach Fellow, he signed up lots of



Shiraun Jacob and Kevin Martin gear up for the four day ride in the desert.

new members and made our Biketopia auction a big success. Shiraun is excited about the Death Valley Climate Ride: "Taking your bicycle is one of the most healthy, environmentally-friendly

ways to travel. It keeps you fit, and produces no carbon emissions. It's also a ton of fun!"

Not only did Shiraun register for the ride, but he also convinced his stepfather Kevin Martin, a long time bicyclist and Bike East Bay supporter, to sign up as well. Together Shiraun and Kevin make up the Badwater team. We can't wait to hear how their adventure unfolds! It is not too late to support their ride with a donation at support.climateride.org/participant/shiraun.

You can join our Executive Director Renee Rivera on Team Bike East Bay for this year's North Coast Climate Ride, on May 22 - 26, 2016! Sign up at bike.climateride.org/team/BikeEastBay.

Our first training ride is on February 27. Find the full list of upcoming rides in the calendar and at BikeEastBay.org/ClimateRide. ●

A background image for the Dolan Law Firm advertisement showing a person surfing on a wave. The image is blurred to convey motion.

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CLASS SPOTLIGHT

FIRST RIDE

Amy, an Oakland resident, joined us for a free Adults and Teens Learn-to-Ride class in 2015. After the class, she reflected on the importance of this class in overcoming the barriers that kept her from learning to ride a bike. By identifying the elements that made the difference, she showed the connections between our work and very real needs in the community. We are pleased to share Amy's story with you.

"On a beautiful Saturday morning in September, I took a 3-hour class and learned to do something new. It was something that has intimidated me for a long time, and also something I thought I might never learn. I finally learned to ride a bike at the age of 35.

"I tried to learn when I was a kid and after I fell off once and it hurt, I was done. But everyone's always telling me how great bikes are! They're environmentally-friendly, they're healthy, they're fun... So every couple of years, I borrow a bike from a friend, find a low-traffic alley or parking lot and try to ride. In the past, this is what that looked like: me, helmet on, determination up, getting on the bike—followed by me, standing over the bike, not sure what to do next, fumbling for the pedals, falling off to the side. Repeat a few times. Then, it's me, discouraged, taking off the helmet, thinking to myself, 'I guess I'll never ride a bike.'

"The instructors at Bike East Bay who taught this free 'adult learn-to-ride' class took the time



Amy's first time with two feet on the pedals.

to think through the steps to riding a bike, and then they broke them down, one at a time, over the span of a 3-hour class. This class taught me the skills I needed, and more importantly (for me) the instructors created

a positive learning environment so I could get over my fear of this thing that I don't know how to do. They probably realized I felt nervous and awkward, and that my heart would be truly warmed to meet 11 other adults who also never learned to ride!

"I was truly bad at gym class in school, and I had some reservations about how athletic I was expected to be to ride a bike. I'm a fat activist and I know that people with big bodies can do all kinds of things, but I was wary of hurtful comments. The instructors focused on teaching skills, with the belief that everyone can learn to ride a bike, and created a safe space where gender, size, and ability were non-issues.

"I didn't think it was actually possible for me to learn to ride a bike, and I was wrong. With your help, I did it! A few hours of intentional and thoughtful step-by-step instruction made the difference for me between frustration and success. It was fun, and I can't wait to ride more. I'm not road-worthy yet, but I can ride a bike. And that's life-changing. I'm incredibly grateful. Thanks Bike East Bay!" ●

BIKE EAST BAY CLASSES

Bike East Bay's Adults and Teens Learn-to-Ride A Bike classes taught 75 adults to ride for the first time in 2015. This program is one of our most popular and classes often fill up weeks ahead. Our class attendees come from all kinds of backgrounds. Do you know someone who didn't learn to ride as a kid and wants to ride? Send them a link to our classes.

By focusing on the fundamental skills of balancing, pedaling and steering in a supportive, non-judgmental

environment and in the company of other adults learning to ride, we are proud to report our instructors help get nearly every participant riding by the end of the session. Bike East Bay's Learn-to-Ride program was even featured in a front page article in the Wall Street Journal.

More free classes are scheduled monthly through the first half of 2016. Learn more and sign up at BikeEastBay.org/Education.

BAY AREA BIKE TO WORK DAY MAY 12, 2016

Bike to Work Day is Thursday, May 12

Mark your calendars: Bike to Work Day returns on Thursday, May 12, 2016. Join tens of thousands of people around the East Bay for a celebration of pedal powered commuting. Stop at an Energizer Station to pick up a free canvas bag filled with bike-friendly goodies while you renew your Bike East Bay membership.

This year, we're bringing Bike to Work Day to more neighborhoods. In 2015 there were after-work "Bike Happy Hours" in Berkeley, Oakland, Alameda, and Concord. In 2016 we plan to spread the love by promoting lively celebrations in more locations around the East Bay.

Energizer Stations form the bedrock of Bike to Work Day. Over 120 locations around the East Bay will provide healthy and fun giveaways while volunteers cheer on bike riders during the morning commute. In 2016, Bike East Bay will focus on bringing new energizer stations to neighborhoods that haven't hosted them before. More people than ever will be able to find an energizer station and be included in the annual bike count, documenting the growing popularity of bicycling.



Commuters enjoy breakfast snacks on Bike to Work Day in 2015.

Stay tuned as we approach Bike to Work Day for details on happy hours, energizer station locations, and other new activities for 2016.

Bike-Friendly Business Awards

Do you have a favorite local business that prioritizes bikes? In the lead up to Bike to Work Day, Bike East Bay presents our annual Bike-Friendly Business Awards and we need your help to identify the nominees! Do you know a company that makes bicycling a central part of their business strategy, or a local shop that provides tons of bike

racks for their customers? Nominate them for an award at BikeEastBay.org/BFB.

Volunteer Opportunities

From stuffing Bike to Work Day bags to chatting up commuters at outreach stations, over 150 volunteers are needed to help make Bike to Work Day a success. Sign up today for one of the many fun volunteer events leading up to Bike to Work Day and throughout Bike Month in May at BikeEastBay.org/Volunteer

Bike Ambassadors

Step up to be a Bike Ambassador on Bike to Work Day. We need trained outreach volunteers for 20 strategic Energizer Stations. Spread the word about Bike East Bay and help bicyclists join or renew their membership. You'll get our famous "Beautiful Machine" volunteer t-shirt (printed by Oaklandish) and many high fives for helping us grow Bike East Bay membership. We sign up more members on Bike to Work Day than any other day of the year. You must attend a Bike Ambassador training beforehand. Plan ahead and sign up for a training today at BikeEastBay.org/Bike-Ambassador.



Bike Ambassadors are a key part of our outreach on Bike to Work Day.

NEWS BRIEFS

FREMONT ADOPTS VISION ZERO POLICY

Last fall, Fremont became the first East Bay city to adopt a Vision Zero policy. The new City Engineer, Hans Larsen, formerly San Jose's Director of Transportation and author of their Vision Zero policy, is leading the charge in Fremont.

Vision Zero is an initiative that started in Sweden and has been taken up by many cities around the world. It is guided by the belief that traffic deaths and injuries are not accidents but the products of poor street design. "Vision Zero is a shift in thinking about safety and the kind of data you collect and how it informs your priorities," said Larsen. In Fremont, the focus will be on where and why the most severe collisions occur. In 2015, there were 34 severe collisions, including eight fatalities, which was consistent with numbers from the last couple of years. Half of those involved pedestrians and bicyclists.

The Vision Zero action plan is scheduled to be released by March. This will dovetail with the city's Bicycle Master Plan update, for which community outreach will begin in spring. To learn more about Fremont's goals, including why they're aiming for a 2 percent bike mode share, and to get involved, visit

BikeEastBay.org/Fremont.

MEASURE J STUCK IN TRAFFIC

Contra Costa Transportation Authority (CCTA) continues efforts to build consensus on a new Measure J transportation expenditure plan, but much work remains and time is running out. Bike East Bay is working with allies at Greenbelt Alliance, Transform, and Save Mount Diablo to

push for a transformative plan with a strong urban limit line that includes smart growth policies, bicycle and pedestrian funding, and a shift in emphasis away from sprawl-inducing freeway projects.

Bike East Bay is specifically pushing for a dedicated complete streets category of roadway projects that requires protected bike lanes on busy streets that connect you to your destination. We are meeting with decision-makers to advocate for \$150 million in funding for complete streets. Decision-makers want to finalize a plan by May and place it on the ballot by July, for a November 2016 vote.

BikeEastBay.org/MeasureJ

BAY BRIDGE WEST SPAN DESIGN OPTIONS UNVEILED

Excitement was high at the Bay Bridge West Span Bike Path open house on January 20, 2016. At this meeting, hosted by the Bay Area Toll Authority, 60 percent of attendees said they would commute across the bridge and 100 percent would ride for recreation. We are happy to report that plans are underway to complete the path all the way to San Francisco, with a completion date in eight to ten years. The Toll Authority expects an estimated 10,000 users per day on the bicycle and pedestrian path.

Design teams from Arup and HNTB have divided the West Span of the bridge into three parts: the San Francisco landing, the two-mile bridge span, and Yerba Buena Island, with several options for each section. Bike East Bay likes the option for the path to follow the Fremont exit and touch down on Essex Street, combined with elevators to the Embarcadero for bikes and pedestrians.

After receiving public feedback at the open house, the design teams will now focus on selecting the two best end-to-end designs. Look for another meeting in September to learn about the final options and cost estimates.

BikeEastBay.org/campaigns/Bay_Bridge

CENTRAL AVENUE BIKEWAY DECISION DAY

On February 24, 2016, the Alameda City Council will decide whether or not to make Central Avenue in western Alameda a much safer street for walking and bicycling. The decision should be easy because the street does not carry a lot of traffic and the proposed road diet with bike lanes and safer pedestrian crossings will be able to handle current traffic loads just fine. However, a "Drive Alameda" group is attempting to defeat this much-needed project, so the Council needs to hear from bicycle and pedestrian advocates about the importance of these street improvements.

The project brings Central Avenue to one lane in each direction, with center turn lanes, between Main Street and Sherman. The bikeway includes a two-way cycletrack between Main Street and Paden Elementary School, then bike lanes and some sharrows at key locations to Sherman Street. There is still time for you to support this priority project.

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TAKE THE 2016 MEMBER SURVEY!

Your feedback helps Bike East Bay learn about your experience as a member and improve our programs. Take the survey online anytime this February.

BIKEEASTBAY.ORG/SURVEY

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