



Promising Developments for 2007

The year ended with three very promising developments for East Bay bicyclists. Each reflects the strength of not just one organization, but of "coalitions of coalitions." Tenacity and coalition building are two key elements to any successful effort. A campaign focus is also essential to advocacy success. You can't win by sending a mixed message.

We often tell new members that political leaders don't roll out of bed with benevolent ideas about what they can do on our behalf—we remind them! Please also note that in each of the following examples there remains additional follow-up work to be done before "brick and mortar" access or safety improvements are implemented.

ESTUARY CROSSING

BikeAlameda led a tremendous campaign over the past year that the *Oakland Tribune* characterized with the headline "Cyclists push for cleaner crossing" (12/11/06). The *San Francisco Chronicle* reported: "A boat would shuttle bicyclists and pedestrians across the Oakland Estuary to Jack London Square. The landscaped waterfront would be lined by the Bay Trail"

(See: "Rebirth on tap for naval site," 12/11/06).

The Alameda Landing project site is located adjacent to the estuary, immediately opposite the foot of Broadway and Oakland's Jack London Square. Yet, given the bike/ped access on a dingy 3-foot wide sidewalk in the Webster Tube, the nearby College of Alameda has always seemed like it was light years away from Oakland. If the plans approved by the Alameda City Council for retail, offices, housing, and transportation (including the Estuary Crossing) continue to move forward, we can look forward to transcending the estuary barrier.

OAKLAND - OAK TO NINTH

Following Oakland's July 18, 2006 approval of a 3100-unit project on the Oakland waterfront, the EBBC joined the Oakland Heritage Alliance, the League of Women Voters of Oakland and the Sierra Club in gathering 25,000 signatures

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Longtime EBBC Board Member, Secretary and all-around great guy and dedicated bicyclist, Yehuda Sherman is stepping down from our Board.



Bike-to-Work Day planning for Alameda County starts Wednesday, January 17, 12 noon at the offices of ACTIA, 426 17th Street, Suite 100, downtown Oakland. Their offices are 1/2 block off of Broadway, right next to the 19th Street BART Station, bikes allowed inside of building.

What should we do new for 2007? Where should Energizer Stations be located? Plans are also underway to increase sponsorships of the big event, which will help with promotion and marketing to a wider audience. Meeting is open to the public.

NEXT MEETING: General membership meeting begins at 7:30pm on Tuesday January 16 at the Rockridge Branch of the

Oakland Public Library, 5366 College Ave at Manila. The agenda will feature discussions of possible State Legislation for Safe Passing Distance (Nava-AB60) and Complete Streets. We will also discuss how the EBBC will participate in the AM-GEN Tour of California, Stage 3 from Stockton to San Jose on February 21.



New EBBC Board Members



Steve Ardrey (upper left) enjoys cycling with his family. Steve and his wife Natasha take leisurely bicycle rides around their Concord neighborhood. His daughter Julia is always eager to take the “Dairy Queen Ride” on their Raleigh tandem.

Much of Steve’s cycling experience has been off road because of his apprehension of cycling in traffic. That changed following participation in some Critical Mass events in San Francisco and adoption of a regular bicycle commute.

Steve has commuted to San Francisco using BART and two bicycles in lockers for the past three years. The exercise from his commute around Lake Merced to his job at the San Francisco Water Treatment plant has really paid off. He has lost more than twenty pounds and seen improved lab results at the doctor’s office. At the end of the workday, Steve can honestly say that he has contributed to clean water, clean air, and better health.

Tom Ayres (lower left) is an LCI who relies heavily on his bicycles for both utility and recreation. Formerly a member of the board of the Silicon Valley Bicycle Coalition, he now lives in Kensington, where he runs a Bike to Work Day station each year. He volunteers on the annual AIDS Lifecycle rides, including as a training ride leader, and has made the 550 mile ride on his cwb recumbent (see photo on the Pacific Coast Highway in 2005).

Tom has a PhD in experimental psychology and has worked as a human factors consultant since he left teaching. He is especially interested in research to evaluate the effectiveness of safety programs such as bicycle education classes.

Promising 2007, *cont from page 1*

OAKLAND - OAK TO NINTH

...supporting a referendum on the project to be put before Oakland voters. The City Attorney rejected the signatures. On September 21, the petitioners filed suit against the City of Oakland.

Overall, the project ran into a wall criticism from many perspectives. The EBBC’s participation specifically seeks to insure that bicycle access and safety improvements are included in the referendum. On December 14, 2006 the *San Francisco Chronicle* reported “Judge’s ruling favors Oak to Ninth’s foes.” The ruling by Alameda County Superior Court judge Winifred Smith denies

the City’s request for dismissal and the case will now go to trial. To help pay our attorney bills, you can make a tax-deductible contribution by sending a check made out to “Sierra Club Foundation” with ‘Save Our Waterfront’ noted on the memo line and mail to Joyce Roy, 258 Mather St., Oakland CA 94611.

TRANSBAY BUS BIKE CAPACITY

A search for “bicycle” on the AC Transit web site finds hundreds of documents and policies that reflect a long and positive relationship with the EBBC. Recently, when bicyclists complained on EBBC-talk about not being able to board buses that already had two bikes in the front rack

and empty—but locked—luggage bays, we organized a campaign to document incidents of bicyclists “getting bumped.” The assembled letters were acknowledged by AC Transit’s elected Directors who asked staff to review the policy that led to bicyclists either being unnecessarily delayed or altogether barred from travel. If the policy recommendation is approved by the full Board later this month, effective February 1, 2007, customers on MCI buses (the green buses with luggage bays) will be allowed to store their bikes in the undercarriage area of the coach when the front bike racks are both occupied.

January Short Reports

BART BIKE RACKS – According to Laura Timothy, BART Access Program Administrator, progress is on the horizon to increase bicycle security with racks inside the paid area at the Ashby Station. Also, abandoned bikes and skeletal frames are now being tagged and removed on a regular basis as per bicycle advocates' requests (See: BBATF in BAC Calendar).

ALAMEDA CO – In December, county transportation officials received a flood of applications for the \$7.7 million available for bicycle and pedestrian projects. The amount includes \$3 million from Alameda County's half-cent transportation sales tax, also known as Measure B administered by Alameda County Transportation Improvement Authority (ACTIA). The remaining \$4.7 million, administered by the Congestion Management Agency (ACMA), includes \$2 million from the Regional Bicycle/Pedestrian Program and \$2.6 million of federal Congestion Mitigation and Air Quality Funds (CMAQ). These funds may be used for capital projects, master plans and programs. When completed, the proposed 2006 countywide bicycle network will total 545 miles; about 215 of these miles are existing facilities and 330 miles are new or improved facilities.

CONTRA COSTA CO – The Co-CoCo Bicycle Advisory Committee reviewed over a dozen proposals for Transportation Development Act (TDA Article-3) funds for bicycle and pedestrian projects during site visits on December 12, 2006. We await announcement of their scoring results. For now, please direct your applause to the following dedicated individuals on the committee: Richard Anderson, Brian Mulligan, Paul Carter, Bruce Ohlson, Derek Liety, Robert Richards, John Ruzek, Kathleen Tate, Dave Stoeffler, Mike Dunbar, Steve Ardrey, Brian Swisher, Diane Althoff, and Grant Petersen.

CITIZEN INPUT – You can influence how bike/ped funds are spent. Participate in your local Bicycle Advisory Committee! The EBBC successfully fought for the bucks, now we guard against diversion of the funds to inconsequential, staff-driven, or politically motivated projects. According to the MTC's resolution 875, "The county or congestion management agency shall establish a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding. Each county and city is required to have a Bicycle Advisory Committee ..."

http://www.ebbc.org/pdf/MTC_Reso_875.pdf

CA SAFETY PLAN – The EBBC joined numerous other coalitions in Sacramento on March 7, 2006 to help shape the Strategic Highway Safety Plan (SHSP). On September 26, Sunne Wright McPeak, the Secretary of the Business, Transportation, and Housing Agency approved the SHSP as required by the federal government's "Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU). Now, transportation experts and advocates are working in sixteen implementation teams to evaluate and recommend strategies for improving safety on all public roads. Advocates' input contributed to the consideration of bicyclists in all areas—from provision of construction detours to emergency response. Jim Baross, CBC Board Member from San Diego, continues to participate with the team focused on improving bicycle safety on the roadways.

CONCORD – The Mayor and City Council strongly opposes a Navy proposal, announced on Nov. 13, 2006, to circumvent the public planning process and sell the 5,170-acre inland area of the Concord Naval Weapons Station adjacent to North Concord BART. The role of the twenty-one member citizen commit-

tee to oversee the base conversion remains in limbo. Members of the committee include Beverly Lane, EBRPD Director, and John Mercurio, EBBC member. To find out more or get involved, visit:

<http://www.cityofconcord.org/crpf/>

OAKLAND MEASURE DD – The Citizen Committee learned on November 21, 2006 that the 12th Street dam project bids came in at \$45 million (originally estimated at \$35 million). Meanwhile, EBBC representative Rick Rickard solicited public feedback on the proposed "Kiosks" for the Bay Trail along the estuary (55 markers similar to a prototype adjacent to the Jack London Aquatic Center a cost of about \$1.6 million); and the \$1 million cost-cutting proposal to reduce the width of the proposed multi-use path adjacent to Lakeshore Avenue (the proposed bike lanes are not at risk). The informal poll consensus is that the kiosks are unnecessary, but the heavily-used Lakeshore path needs to be wider than 8-feet.

EMERYVILLE – Councilmembers John Fricke and Ken Bukowski have been grappling with the dilemma of how to align the Bay Trail south of the Powell Street chaos. A shoreline path proposal along the Emeryville Crescent was long-ago scuttled due to opposition from groups interested in protecting the marshland and wildlife habitat. At the City's November Capital Improvement meeting, they succeed in funding a study for their latest idea to solve the problem: build a bike/ped crossing of I-80 at Temescal Creek, remove the "SF Only" on-ramp, and use the vehicle lane to continue the Bay Trail south of Powell Street without infringing on the marshland.

PITTSBURG – In response to Bruce "Ole" Ohlson's query about construction work on Century Blvd at North Park Blvd, engineer Joe Sbranti replied that the current signal project will not implement the bike lanes

January Short Reports, *cont.*

called for in Pittsburg General Plan. However, Sbranti indicated that the future widening plans for Century Blvd to 4 lanes includes bike lanes and that the project start may coincide with the widening of the underpass at SR4, also slated for bike lanes, scheduled to begin in spring/summer of 2008.

FREMONT – The Bike/Ped Transportation Advisory Committee seeks to replace 3 outgoing members. The term of service begins in January 2007 and continues for 4 years. The BPTAC meets on the third Wednesday of the month on as-needed basis. Those eligible to serve must live or work in Fremont. Please contact Rene

Dalton, Transportation & Operations Department, at (510) 494-4535 or rdalton@ci.fremont.ca.us.

WALNUT CREEK - In April, 2007, there will be two vacancies on the City's Bicycle Advisory Committee (BAC). The BAC advises the City's Transportation Commission on the planning, development and maintenance of bicycle facilities and is composed of nine voting members, seven of which are at-large members of the community. This person must either live or work within the city's "sphere of influence." Terms are for three years. At present, meetings are held at 7:30pm on the second Wed of every month. Please contact Julie Iamele, of the City's Transportation Division, at 925 256-3529 or

iamele@walnut-creek.org for applications. Application deadline is 5pm, Friday, January 19, 2007.

POLLUTION – Transportation leads the industries responsible for greenhouse gas pollution in California, the state Energy Commission reported on November 1, 2006, only days before voters approved Prop 1B spending for more highways. How will the state reduce greenhouse gas emissions to 1990 levels by 2020, as mandated by AB32 passed last fall and signed by Gov Arnold Schwarzenegger?

“My two favorite things in life are libraries and bicycles. They both move people forward without wasting anything. The perfect day: riding a bike to the library.”

- Peter Golkin, National Air and Space Museum spokesman (1966-)

North Hills Phoenix Association supports Caldecott bicycle mitigations

From their letter of November 22, 2006

“4. Construct pedestrian and bicyclist pathways

** Mitigate cumulative impacts by reconnecting the neighborhoods that were severed during construction of SR24, SR13 and the Caldecott Third Bore:*

** East-west: Establish a pedestrian crosswalk at the intersection of the Warren Freeway (SR13) with Tunnel Road; and provide a walkway from the intersection to Chabot Road.*

** North-south: Replace the Landvale Bridge that was torn down for construction of the third bore, a replacement project that has a 25-year history, and is an ACCMA high-priority in the long-range plan; and connect Mountain Blvd. with Broadway.*

** Complete the severed and incomplete sidewalks on both sides of Tunnel Road west of the Hiller traffic signal, and provide a crosswalk.*

** Upgrade the Kay Overcrossing bike route.*

** Construct sidewalks and bike lanes between SR13 and Parkwoods Condominiums*

** Install dedicated bike-lanes on Broadway Avenue*

5. Construct safe routes to schools

** Complete the severed and incomplete sidewalks on both sides of Tunnel Road west of the Hiller traffic signal near Kaiser and Bentley Schools, and provide a crosswalk.*

** Evaluate the safety at crossings for school*

pupils at the Broadway on- and off-ramps, the College Avenue exit, and the Claremont Avenue on- and off-ramps, near Chabot, Rock La Fleche and Claremont Middle schools, and construct improvements where applicable.”



Production and sales crew at StyloCicles in Mendoza, Argentina proudly display EBBC's "Viva La Bici" sticker ...after selling Robert and Pat Raburn two new Mendoza-made bikes for about \$200. You can learn more about Woods Valves, ultra-cheap components, and bicycling in Argentina at the January 16 EBBC meeting.

Mining the TRB Proceedings for Bicycle Ore

The world's premier English-language research forum for transportation planners and engineers meets each January in Washington DC as the Transportation Research Board. Of the 1713 paper presentations in 2006, 65 researchers specifically addressed non-motorized transportation issues. These proceedings represent a veritable gold mine of interesting new or innovative research and information. I wish to share with you a select digest from the 2006 proceedings. For more information, visit www.TRB.org/trb/meeting.

One can develop keen optimism for improved Estuary Crossings between Oakland and Alameda from reading just the abstract of *Bridging the Gaps: How the Quality and Quantity of a Connected Bikeway Network Correlates with Increasing Bicycle Use* by Mia Birk & Roger Geller. "Since the mid-1990s Portland, Oregon has pursued a 'build it and they will come' strategy... Between 1992 and 2005 Portland increased its developed bikeway network by 215%, from 83 miles to 260 miles. During this same period, bicycle use in Portland soared. ... Annual bicycle counts on Portland's central city bridges, which connect close-in residential neighborhoods across the Willamette River to the city's primary commercial and employment center, show a 210% increase in bicycle trips between 1991 and 2004."

Like Portland, a comparison of mode share, before and after construction of bicycle facilities in the Twin Cities, lends support for bikeways. University of Minnesota researchers, Gary Barnes *et al*, concluded in *Longitudinal Analysis of Effect of Bicycle Facilities on Commute Mode Share* "that downtown Minneapolis and the University of Minnesota, where most of the facilities were concentrated, showed large increases in bicycle mode share, while downtown St. Paul, which had few improvements, had no increase."

The "nuts and bolts" of bikeway installations are addressed by David R. Loutzenheiser in *Estimating Bicycle Facility Costs*. His handy online spreadsheet assembles and discusses mundane cost estimates for various bicycle pavement markings, bicycle parking, signs (w/post \$200), excavation, pavement types as well as esoteric items like costs to remove curbs (\$5/ft).

<http://www.bicyclinginfo.org/bikecost>

Roundabouts, the big brother of bike-friendly traffic circles, are examined by David Harkey and Daniel Carter in *Observational Analysis of Bicyclist and Motorist Behaviors at Roundabouts in the United States*. The slender volume of US data, however, and lack of a substantial survey of recent European literature leads to inconclusive results. Had the authors consulted the thorough Danish Cycle Plan they would have found significant evidence that, "roundabouts are bad for cyclists." Nevertheless, the authors conclude that in European practice, "if vehicle and bicycle volumes are high, then separate cycle tracks traversing around the roundabout may be required."

"Road diets," the popular conversion from four to three vehicle lanes with the beneficial addition of bike lanes, received added support from an Iowa traffic safety study of 15 treated sites in *Iowa's Experience with "Road Diet" Measures: Impacts on Crash Frequencies and Crash Rates* by Michael D. Pawlovich. The study found "a significant decrease in crash rate and density over time in all sites." In comparison with untreated sites, the study observed a 25% reduction in crash frequency per mile and a 19% reduction in crash rate over the 15 treatment sites.

Research relevant to bicyclists is found throughout the many other subject headings at the TRB. After all, bicyclists ride on streets, link with transit, and depend on the overall planning and maintenance of these systems.

Since 1965, traffic engineers have relied on level of service (LOS) evaluations of motor vehicles to justify road widening. At the 1997 TRB, Bruce Landis, *et al*, presented the notion of a Bicycle LOS Model as developed in Florida. Many others have followed in both critiquing the existing LOS and developing a multimodal LOS. In *An Alternative to Auto LOS for Transportation Impact Analysis*, Rachel Hiatt from the SF County Transportation Authority, writes convincingly about how LOS mandates employed by county Congestion Management Agencies and Transportation Authorities, reinforce the incumbent mode, discourage multimodal improvements, and are inconsistent with Transit First Policies. According to Hiatt, "the most effective LOS reform is to replace auto LOS standards with a measure and standard that allows for the short term auto congestion that results from infill development and improvements to transit, walking, and cycling."

A UC Berkeley survey of residents along San Pablo Avenue, a 15-mile corridor from Oakland through Richmond reinforces that that urban transportation planners need community involvement to design the urban transportation system. Specific findings in *Views of the Street: Using Community Surveys and Focus Groups to Inform Context Sensitive Design* by Carolyn McAndrews, Josefina Flórez, and Elizabeth Deakin identified the dysfunctional access and safety for non-motorists, while acknowledging that vehicle trips are typically very short. For example, the survey found that "bicyclists used the Avenue, but frequently rode (illegally) on sidewalks rather than on the street itself ...because they were heading for a destination there." The study also reported, "the negative characteristics of San Pablo Avenue are highlighted when one is a pedestrian," and noted broad support for lowered speeds and improved crossings.

East Bay Bicycle Coalition**November 21, 2006 – Minutes of Board Meeting 7:00-7:30 pm**

Board members present: Craig H., Bruce O., Rick R., Leo D., Dave F, Eric M., Bill P., Mary N., Andrew R.

Administrative items

- Robert has suggested a renewal reminder at year end; Rick will work on this with Mary.

Newsletter preparation committee

- Sherry Keith is interested in helping with editing, proofreading, but not page layout. Robert has not met with her yet to discuss her role.
 - Eric uses Framemaker; if someone new, they could try to update the look of the newsletter. The biggest job, he says, is getting together material. He does not get much from BACs, primarily what Eric or Robert put together; hence suggestion of a committee.
 - One suggestion is to go to a bimonthly newsletter; example is SFBC that puts news out at their website (and by a weekly email) and uses the newsletter more for features and opinion pieces.
 - Volunteers for committee to consider changes to the newsletter and news process: Craig, Dave F, Andrew, Tom.

January retreat

- Robert had the impression there is not a great deal of interest in typical retreat, including the work to arrange for lodging, food, etc.
 - After discussion of options, board APPROVED a motion for a 1 day retreat, probably on January 20th at Andrew's house in Pleasanton, or else on 27th there or at Tom's in Kensington, with other venues still being considered.
 - Volunteers for committee to plan for retreat: Andrew, Leo, Tom, Ian M.
 - Bill will look into a plaque for Yehuda, to recognize his many contributions to the EBBC.

Meeting room reservations for February and after

- The Rockridge library room can only be reserved 2 months ahead (and pay \$20 each time); can come in on day of meeting to get the key. Steve and Craig are willing to share the responsibility of reservations.
 - Members are asked to look for another site that won't have such complications.

Uniform level-platform boarding standard

- Eric
 - Most rail systems in California do not have level-platform boarding, other than BART; this is a problem for people who find it difficult to carry bike up/down. A proposed rule change at federal level (ADA-related) would require level boarding for any new project, not just reliance on lifts or ramps. This would be an example of routine accommodation.
 - Eric would like EBBC and other groups to agree and support this as a de facto standard even if fed rule is not passed. He notes there is

opposition, including from some transit groups, and from concern for the safety for any rail workers who are hanging off side of train. Upcoming rail projects include Dumbarton Rail and e-BART.

- Motion to support level platforms for new projects and possibly for newly-purchased rail vehicles: APPROVED

Minutes of General Meeting**Announcements**

- Rick - had a response regarding gravel along side of Summit Road; issue reportedly is being corrected.
 - Rick - RSR Bridge - Robert and others wrote asking for consideration of bicycle input by Caltrans; Steve Kinsey replied, described a meeting between Caltrans and MTC. Caltrans rejected a pilot access project; decided to study e.g. movable barrier system on top deck for off-peak access, or 2-way path possible; will not release their plan for 6-lane access until this study is done.
 - Bill: November 22nd biofuel Bluegrass Bash in Berkeley, with parade, rally, music, and a benefit concert.
 - Dave F. : BART is tagging abandoned bikes, locks.

Election of EBBC Board for 2007

- Yehuda can't continue as secretary.
 - Andrew has not been working on membership because of computer and software problems; he is willing to continue on that if software problem resolved, or Mary could take it over
 - Motion for Steve Ardrey to take Andrews place on board, and for Tom Ayres to replace Yehuda on board as Secretary – APPROVED.

Richmond's Carlson Blvd resurfacing - Bill

- He described long-term problems in this effort, and hopes that the new bike-friendly mayor will help (Gail McGlaughlin of the Green Party).
 - Robert wants to send a letter - resurfacing and crown removal project, to include bike lanes while also improving ped safety through road diet; Bill will work on letter. Motion for this letter: APPROVED.

Matters tabled for future input and consideration:

- ACTIA measure B bike/ped discretionary funds, for EBBC to support Alameda's request that Oakland collaborate on Estuary Crossing.
 - Discussion of using sharrows and signage instead of bike lanes in the area of 2nd to Fruitvale (because roadway reportedly too narrow).

West-of-the-Hills map update

- The update is progressing. Bill would like people to submit any errors - mark up map, send it in (will receive new map as replacement). He notes there are many more correc-

tions than expected.

- Eric notes that southern part of map ends inconveniently without connections e.g. to Milpitas, suggests extending coverage in that area if possible.
 - People need to contact their local bike shops to confirm whether shops that already give discounts will continue to do so (and be shown in bold-face on map list as a supporting shop), and to see if other shops would like to start giving discounts.
 - There was a discussion of urging BABC to work towards a uniform system for route numbering across county lines, and of possible changes in the color system for bike routes and bike boulevards in the map.

Kiosks for Bay Trail in Oakland - Rick

- Bay Trail through Oakland is being built with Measure DD funds, including the plan for various markers including gateway arches and 22' tall steel kiosks. At a meeting last night, there was a feeling that money might be better used in other ways. As a start, one 22' kiosk has been built in Jack London square for people to consider, go look and send comments; rail required where steep drop-off on side, seeking feedback on the fencing. Please send suggestions to Rick, who will pass ideas to city staff.
 - He also notes the plan to reconfigure f Lake-shore along Lake Merritt, from Embarcadero to 18th St.. This is currently a 4-lane speedway with parking both sides, dangerous for pedestrians. The plan calls for a road die, with narrowing street by 8-10', 2 lanes of traffic plus bike lanes and parking; then grass strip, trails; but moving curb would be expensive in terms of utility poles etc. to be moved. So they are going to consider an option that would not change street width, instead would have shared left turn lane in middle, still have bike lanes and parking, but push multi-use path further into park. There is a proposal to reduce width of multi-use path (from 10' to 8') and eliminate jogging path.

Other

- Olli reported on a meeting about the e-BART, with discussion of its location and reach, and a rejection of a bus rapid transit proposal.
 - Steve reported that the Navy revealed a deal with a developer, the Shaw Corp., to develop the Concord - Naval Weapons land and in return build a Navy facility elsewhere. On Monday, a Navy representative spoke with the Concord mayor, assuring Concord they would be involved in planning process; go-ahead should happen in December.
 - Steve showed prototype EBBC caps.

Next EBBC meeting - Jan 16, 2007, 7:30 pm, Rockridge Library

Minutes prepared by T. Ayres

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Bicycle Trails Council of the East Bay
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Cherry City Cyclists Nikki Grimes 510-793-3648
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 http://www.deltaped.org
Diablo Cyclists http://www.diablocyclists.com
Different Spokes Derek Liecty 510-339-2345
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 http://fremontfreewheelers.org
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Oakland Yellowjackets 510-986-9011
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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

510-549-RIDE www.bfbc.org
Bike the Bridge Coalition www.bikethebridge.org
 Jason Meggs 510-273-9288
 jmeggs@ucdata.Berkeley.edu

CA Association of Bicycling Organizations

Kathy Tate, East Bay Rep 925-671-7579
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California Bicycle Coalition www.calbike.org
 K.C. Butler, Exec Dir 916-446-7558

Greenbelt Alliance www.greenbelt.org
 David Reid, EB Rep dreid@greenbelt.org

Transportation and Land Use Coalition
 http://www.transcoalition.org
 Stuart Cohen, Exec. Dir 510-740-3150

COMMUNITY REPS & ADVOCATES

(See Also: BAC Calender & Affiliated Orgs.)

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EAST BAY BICYCLE COALITION membership form

Send your tax-deductible donation to EBBC, PO Box 1736, Oakland, CA 94604
 For EBBC information & messages, call (510) 433-RIDE (433-7433)

Name

Address

City, State, Zip

Phone/Fax

E-mail Address

Workplace/City

Interests

Membership Type

- ☐ Sustaining (\$25)
☐ Half-Century (\$50)
☐ Century (\$100)
☐ Shop/Club (\$40)
☐ Introductory (\$12)
☐ Living Lightly (\$6)

- ☐ New
☐ Renewal
☐ Please do not
 share my name
 with other mailing
 lists.

Moving California Backward



The future of bicycling and walking in California just took a turn for the worse. When

California voters passed Proposition 1B, the \$20 billion dollar transportation bond, they unknowingly increased the risks and hazards on California roads. "Our roads should accommodate all users, not just trucks and cars" said KC Butler, Executive Director of the California Bicycle Coalition (CBC). "This measure will continue the cycle of investing in congestion, air pollution and global warming, threatening public health, safety and well-being, diminishing our quality of life in California."

The bond clearly ignores the intent of California's own Department of Transportation. Caltrans Deputy Directive 64 states that all projects

funded by or through the department should consider the needs of all users, including pedestrians, bicyclists, youth, the elderly, disabled, and the transit dependent. Though the bond includes \$4 billion for public transit, it fails to invest in infrastructure to improve access to transit; further, the investments in roadway expansion will undermine transit expenditures, compromising their utility, despite the great need, especially in the face of global climate change.

CBC is already building momentum to advocate for the passage of legislation that ensures that Proposition 1B funds are used to serve all Californians. "We plan to work with the Legislature to ensure that California's bicyclists have safe and convenient access to the road. Our plan will save lives!" said Mr. Butler.

CBC's plan is based on the national "Complete Streets" movement. Com-

plete Streets is the concept that a road doesn't fulfill its mission unless it accommodates all users. Federal transportation policy supports a Complete Streets approach to roadway design, and many communities throughout the country have adopted legislation to require that roadways serve all users.

In launching a statewide Complete Streets Campaign, CBC's first goal is to build a diverse coalition of supporters to demand legislation that guarantees safer and accessible roads for all. Every road, every trip, every walk to school or the grocery store should be safe; otherwise, California is making a bad investment!

You can find out more about the Complete Streets movement at www.completethestreets.org/. To get involved in the CBC campaign, go to www.calbike.org or contact KC Butler at (800)679-2453.

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