



## A LOCK IS ONLY A DETERRENT

Jeanton Benton has commuted by bicycle for the past 10 years from his home in the San Ramon valley. In July of 2003 his yellow GT mountain bike was stolen from a rack at Walnut Creek BART. The following month, his grey GT mountain bike was stolen while parked at Dublin/Pleasanton BART. Both were locked with a U-lock.

Jeanton's battered Sekai caught my eye while I visited our Spare the Air attended bike parking operation at Walnut Creek BART on September 8, 2004. A "beater" does not typically attract my attention, but what I noticed were the three u-locks used to secure his Sekai to one of the station's racks. Jeanton learned! Next to the Sekai was a double-locked vintage racing frame with huret derailleur of little value to anyone except the owner who needs to ride home at the end of the day. By comparison, on the same rack, a modern aluminum Fuji Sagres with 8-speed click shifters seemed to warrant the protection from a u-lock through the frame and rear-wheel, plus a cable and padlock securing the frame and front wheel.

Nearby, a 1980s Diamondback was missing its rear wheel. Only the front wheel and frame were u-locked to the rack. The bike's owner dropped by to ask Leo Dubose about our free attended bicycle parking and mentioned that he had parked at the station three days prior and now needed to borrow a car to retrieve his bike. Too bad the air pollution levels had not warranted that EBBC employees offer secure parking that day.

My admittedly non-scientific bike-parking survey and interviews at Walnut Creek, and the prior smoggy air day at Dublin/Pleasanton BART, corroborates BART's own figures that show about half of regular bike commuters can expect to lose a bike or components to theft during the year.

### REDUCE YOUR VULNERABILITY

Even before the recent news that most cylindrical-keyed locks are vulnerable to simple lock-picking methods, we have long known that ANY lock could

be defeated.

*Rule #1: Get a Good Lock!* Thieves are like water--they follow a path of least resistance. U-locks and heavy chains have traditionally represented the most resistance to theft. If you have a cylindrical key, you need to replace the locking mechanism. Check with the lock manufacturer or your local shop for instructions on how to exchange your lock. Also, by using multiple locks, you double the effort-and exposure-needed to steal your bike.

*Deter Crimes of Opportunity* - Always lock anything you wish to keep. It is amazing how many bicyclists tempt opportunistic thieves with inadequately locked bikes. Quick releases on wheels and seat posts allow these unsecured components to fall prey to thieves without any tools whatsoever.

*Rule #2: Park your bike in high-trafficked and exposed areas, near an attendant, or under a security camera.* Criminals seek to avoid attracting attention while banging, sawing, cutting or picking a lock.

*Deter Prowling Thieves* - The bad guys have traditionally used bolt cutters, hydraulic jacks, sledge hammers and power tools. They watch for desirable bikes parked repeatedly in the same location and strike when their chances of getting caught are slight. Imagine a van pulling up to a rack to shield their activity from sight or hearing.

*Deter Lock Pickers* - No lock can be picked if the keyway is hard to reach. Even the deterrence of cylindrical key locks vulnerable to the BIC pen trick can be bolstered by pointing the keyway toward the ground or hiding it from easy access amid your spokes. Consider that no thief wants to lie on the ground to pick a lock. Practice making your lock inaccessible to pickers.

### LONG TERM ADVOCACY STRATEGIES

Bike advocates have long considered bike parking to be the proverbial "low-hanging fruit" of advocacy. Yet, we have failed to get most jurisdictions and transit agencies to offer ongoing programs to design, build, and maintain secure bicycle parking. The good news is that new technologies and ideas are now at hand. Secure parking solutions include the following



*While this lock barely survived a carjacking, it is vulnerable to the dreaded BIC Pen Attack (see page 2).*

suggestions: locating racks inside the paid area of transit stations; expanded deployment of eLockers; card-key cages; and more attended BikeStations. The EBBC is pursuing all of these suggestions with BART and we ask that you remind BART Directors and candidates running for election that secure bike parking is essential.

Law enforcement is another area of focus. The EBBC and the Bay Area Bicycle Coalition are appealing to police to be more effective at deterring theft. On at least one occasion, BART police checking bike lockers for station security left a door ajar and the bike inside was stolen. Instead, of such counterproductive activities, we suggest that security budgets be used to install security cameras and that sting operations be conducted to catch thieves.

In the meantime, if your bicycle is stolen, be sure to report the theft to your local police department or to BART Police (877/679-7000). Also, so that we can track the problem, please share a brief "Theft Report" with us on our web site, by mail or on the ebcc-talk discussion list.

**-Robert Raburn**

### NEXT MEETING

begins at 7:30pm on October 19 (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. The agenda will include discussion of candidate forums — check the League of Women Voters' [www.smartvoter.com](http://www.smartvoter.com) to find a forum near you — and our planning for Safe Routes to Transit funds from the recently passed bridge toll increase. At 8:30pm we will welcome our special guest speaker, Steven Grover, President of eLock Technologies LLC of Berkeley. Steven will present images of his innovative elockers that promise to revolutionize how bike lockers are utilized. Imagine joining a "club" to get an electronic key to unlock any vacant locker located anywhere in the Bay Area. Locker assignment to single users will eventually go the way of the dodo bird. After all, does Safeway reserve a parking spot for each shopper? Like Safeway, we want to maximize the utility of our parking resources. Bike lockers need not remain underutilized while the hoards of those who don't rent a locker must continually face the risk of theft.

## Vote For Better Bike Access on BART

by: Dave Campbell

Coming this November, bicyclists have an opportunity to elect a progressive, multi-model BART Board of Directors. Three BART board seats are up for grabs in the East Bay – **District 1** (central Contra Costa County) where the candidates are Gail Murray and Greg Bedard, **District 3** (Berkeley, San Leandro) where the candidates are incumbent Roy Nakadegawa, Bob Franklin and Kathy Neal, and **District 5** (Livermore Valley) where the candidates are incumbent Pete Snyder and Zoyd Luce. The EBBC surveyed the eight candidates for BART board positions, asking them questions about bicycle access, secure bike parking, and safer routes to BART stations. All candidates for Districts 1 and board seats responded to our survey. The candidates for District 5, Pete Snyder and Zoyd Luce declined to respond. Here's what the responding candidates had to say.

### BART Bicycle Access Plans:

#### 1. As a BART director, what do you feel BART can do to help improve bicycle access in the areas around BART stations?

*Background: Increasing bicycling to BART is one of the most cost efficient ways to improve BART ridership. The cost of bike lanes is much less than a new freeway interchange, for example. With this in mind, BART has developed, in conjunction with local jurisdictions, Bicycle Access Plans to many of its stations. These Plans include many good ideas for improving conditions for bicyclists trying to access the BART system.*

**Gail Murray** – One of the key goals of my campaign is to improve access to BART for all modes, including bicycles. I support the principles for bicycle access in BART's adopted Station Access Guidelines, which include: Work with local jurisdictions to provide direct, safe and well-marked routes to BART stations, and provide direct, safe and well-marked access through BART property to bicycle parking and fare gates. I served on the City of Walnut Creek's first Transportation Commission. As part of our responsibilities, we developed the City's first bicycle plan, which focused in particular on implementing safe and well-marked routes. I support the County's efforts to find a more direct path for both pedestrians and bicyclists in nearby neighborhoods to the Pleasant Hill BART station, particularly since the Iron Horse Trail is now being converted from parking to a bicycling/pedestrian path.

**Greg Bedard** – Improving bicycle access in the areas around BART stations is very important. That is why I will seek Transportation for Livable Community grants through the Metropolitan Transportation Commission so that we can make it easier for patrons who would rather bike to BART to reach stations quickly and safely. BART also needs to do a better job of communicating with and listening to local communities and city councils so that station improvements can be made in keeping with the circumstances and characteristics of each individual community.

**Roy Nakadegawa** – I have consistently maintained that access via bike/ped access is one of the most cost efficient ways to improve access and improve BART ridership. It is what I have supported all the while I have been on the Board. Since being on the Board I have pressed for BART's Strategic Plan, which includes Access Management and it lists the improving of bike/ped access. But sad to say BART only

pays lip service to this category. Under my continual criticism of this point that BART looks too much on auto access with bike/ped access mentioned in part of the Strategic Plan, BART has further developed and approved a Station Area Plan. We have further refined the Station Area Plan with a Station Area Development Plan, which still lacks any details as to the degree of facilities for pedestrian or bikes. Subsequently BART has come up with Station Area Guidelines that includes a priority list of facilities of what the Station Plan should contain. I have only made a quick glance of these developing Guidelines that places car parking at the bottom of the priority list, so I believe we are gradually progressing in the right positive direction. I have urged the Staff to set a Board session or workshop for these Guidelines so we can get a full discussion to familiarize the Board with various elements in the Guidelines.

**Bob Franklin** – BART has made improvements to numerous stations in the past 4 years to facilitate the various ways people get to BART, mostly by creating more efficient bus access and pick-up bays. BART can continue to work with cities and oversight agencies to lobby for improved bike/ped access to its stations as well. Comprehensive Station Areas plans are underway for many stations, which present an opportunity for the bicycle community to work with BART, local governments and other affected parties to ensure that safe bicycle access is included in this new endeavor for BART. Non-automotive access to BART is clearly an environmentally friendly, cost-effective mode upon which to focus. As parking lots present no option for ridership growth, it is only through better all-around access can public transportation improve in urban stations.

**Kathy Neal** – Bicycling to BART is not only one of the most cost efficient ways to improve BART ridership but it is also, and perhaps more importantly, the only regular method of transportation owned by some people. BART must be responsive to the needs of all of its riders, who I prefer to call customers. The most important action that the BART Board can take relative to improving access is to listen to regular bike riders. I would pursue establishment of an official bicyclist advisory group to formulate policies and promote ideas for improving conditions for bicyclists trying to access the BART system.

#### 2. As a BART director, what will you do to see that new BART stations meet certain minimum criteria for bike/ped access?

*Background: BART continues to pursue expansion of its system, such as the BART to San Jose expansion. Each new BART station should be a model of bicycle and pedestrian access.*

**Gail Murray** – Here again, I support the principle of the adopted Station Access Guidelines, which

states "ensure that all future station projects maximize the attractiveness of bicycling." This includes designing parking garages to avoid major conflicts with bicycle and pedestrian traffic, which is a problem I myself have experienced. BART now has an in-house architect. I will ask on every construction project whether he has reviewed and signed off that the bicycle/pedestrian access meets this principle.

**Greg Bedard** – New BART stations that are added to the system in the future should be on the cutting edge of accessibility for both bicyclists and pedestrians. Bike lanes should certainly not end a few blocks short of a BART station, leaving bicyclists stranded at busy intersections, scrambling to find a safe and easy path to the fare gates. This is not only a question of safety, but anything less will only contribute to a problem in attracting new customers to the system. When BART began operating in 1972, only 17,000 riders used the system each day. Within ten years, nearly 200,000 were using BART daily. So why, more than twenty years after that, have we added only another 100,000 new riders to the system? Clearly BART has lost its concentration on what matters most: the customer. Many of these customers would like to use a bicycle to get to stations and BART needs to do a better job of making sure they can. I, myself, walk to BART when I need to use it; I understand accessibility firsthand.

**Roy Nakadegawa** – A big problem with BART is we will have to change the one for one parking replacement policy which I believe will be difficult for I have tried to do this ever since I have been on the Board. Unfortunately parking can only increase ridership no more than 1.2 riders per space, and once the lot is filled there will not be additional riders, so adding parking is finite. With bikes we can easily expand since they utilize little space and there are simple economic additions one can install.

**Bob Franklin** – With lessons learned from the SFO and other recent extensions, there has to be sustained ridership beyond the commute period and after a parking lot is full to justify the enormous cost of expanding BART. This can be accomplished through transit villages and dense developments along the transit corridors. BART is most successful in areas that have safe and convenient access for all modes of transit - and bicycle and pedestrian access are two key components of this. As extensions are not probable in the near



**The Pen is Mightier than the U-Lock:** The cycling world was rocked by the revelation that the preferred weapon of choice against the popular lock isn't the blowtorch or car jack, but a Bic pen. Any lock — not just Kryptonites — with a circular key is vulnerable. Visit the Kryptonite website to arrange a free lock exchange. Other manufacturers are offering exchanges too.

term, there will instead be redesigns of strategic stations, which will serve as intermodal hubs: Union City, Oakland Coliseum, San Leandro and potentially Berkeley with a better connector between Amtrak, BART and UC campus. It is at these stations that opportunity presents itself for BART and the bicycle community to work together to create mutually beneficial improved access. When it is economically feasible to undertake BART extensions, BART must insist on pedestrian and bicycle friendly station areas, for the health of the community and environment.

**Kathy Neal** – I will include as a measurable performance requirement of the top management and any consultants or contractors, that all new BART stations must be designed to meet certain minimum criteria for access for all of its riders, bicyclist, pedestrians and physically challenged. I will move to include this requirement in any design solicitations for new stations that are developed. I will be adamant that regular status reporting be made to the board on this issue and if development designs and plans are not accomplishing this objective, I will move to have them changed.

### Bicycle Access on Trains:

#### 3. Do you support expanding bicycle access on trains running with load factors below 1.0?

*Background: BART's blackout periods for restricting bicycles on BART trains is based on BART's load factors. When a segment of a BART line has a load factor of less than 1.0, bicycles are generally allowed, subject to certain restrictions. However, many segments of the BART system continue to operate with bicycle blackouts with load factors below the adopted threshold of 1.0. For example, bicycles are not allowed on trains during commute hours between North Concord and Pittsburg/BayPoint, or between Dublin/Pleasanton and Castro Valley.*

**Gail Murray** – I would need to know why these restrictions haven't been lifted on some segments before taking a firm position. However, allowing bicycles on trains running with load factors below 1.0 seems reasonable to me as a position I could support.

**Greg Bedard** – BART needs to assure good access to both bicyclists and non-bicyclists alike. As BART Board Director, I would certainly want to evaluate the reasons why many segments of the BART system continue to operate with bicycle blackouts with load factors below the adopted threshold of 1.0. If there is no interference with the quick, easy and non-interrupted flow of passengers on and off of a train, bicyclists should be given more opportunity to bring their bikes on trains.

**Roy Nakadegawa** – Yes I support bikes on trains of lines that consistently have a load factor less than 1.0. However we need to consider that our ridership has been gradually increasing as congestion increases and some sections that serve high density urban areas are approaching crush loads. To overcome this BART needs to increase the frequency of trains and decrease the dwell time or boarding and off boarding at stations. I have checked with staff why BART was not allowing bikes on outer portions of the routes that do not have standees such as towards the ends of the line during peak periods. I felt they could not come up with a good reason other than what I thought was the reason, which is once a biker is on the train it may be difficult to have the biker adhere to the rule that one should exit at the station where standees begin to accumulate.

**Bob Franklin** – Bicycles currently are not permitted during

*continued p. 4.*

## SHORT REPORTS

**OAKLAND BIKETRIPPERS** - Take a historical tour of Oakland. The last summer tour in 2004 will be led by Oakland Museum docents from 10am to 1pm on October 17. Meet at the 10th St entrance to the Oakland Museum, 10th and Oak Streets, one block from Lake Merritt BART. Interested in training to become a docent Biketripper? Join other Biketripers for a luncheon following the tour. For more info call (510)531-8217.

**OAKLAND TELEGRAPH AVE** - Join a discussion and review of proposed streetscape improvements on Telegraph Avenue (what about bike lanes?) with city staff on Wednesday, October 27th at 7p.m. at Beebe Memorial Church, 3900 Telegraph. For info, contact Kathy Kleinbaum, City of Oakland CEDA - Redevelopment Division (510/637-0247).

**ALBANY ROAD DIET** - Good news for bike and pedestrian safety! On September 23, the Traffic and Safety Commission of the City of Albany stood firm in their commitment to reconfigure Marin Ave from 4 lanes to 3, including a center turn lane and bike lanes. They will make a final recommendation to certify the Initial Study and Negative Declaration on Oct. 28. Many supporters voiced their support (and yes many detractors against), so Albany will stay the course. City staff is very supportive of the plan. The EBBC formally requested a wider downhill bike lane to avoid possible dooring. More information can be found at [www.albanyca.org/news](http://www.albanyca.org/news).

**BERKELEY ROAD DIET** - Marin Ave extends into Berkeley. A similar treatment to that proposed in Albany (above) will reduce speeding and improve safety for pedestrians, bicyclists and reduce rear-end collisions by providing a center turn lane. Please attend the Berkeley Transportation Commission meeting at 7 PM on Oct 21 at 1901 Hearst Street.

**STREET SKILLS** - You know how to ride a bike — now learn to drive one. Sign up now for this Bicycle Friendly Berkeley Coalition-sponsored bike safety class in November. The class includes a 3.5-hour evening classroom session and an all-day, 6.5-hour on and off bike practical skills session. Choose a classroom date: Wednesday, November 10, 6-9:30pm, or Friday, November 12, 6-9:30pm. The On-Road bicycling date is Saturday, November 13, 9am-4:30pm. Pre-registration required (\$20 fee): call (510)549-RIDE (7433).

**NORCAL YOUTH** - A galaxy of the San Francisco Bay area's cycling movers and shakers will gather on Saturday, October 30th, 2004, at Delancey Street, San Francisco, for the debut of Nicole Hahn's film "Children of the Dirt" and to hear US cycling champion Fred Rodriguez talk about why the Northern California High Schools Mountain Bike League model should be adopted by education authorities across the USA. Contact Matt Fritzing (510/325-6502) for invitation to the \$100/plate event.

**FREMONT** - The first Fremont Bicycle Master Plan public meeting is tentatively planned for October 20th. Remind your candidates for mayor and city council that you expect the plan to be completed and implemented. For info, contact EBBC-rep Michael Graff ([michael.graff@pobox.com](mailto:michael.graff@pobox.com)).

**ELECTION CANDIDATE FORUMS** - Attend local candidate forums (go to [www.smartvoter.com](http://www.smartvoter.com)) and identify yourself as a bicyclist. Arrive early to fill out a question card clearly labeled with the subject "TRANSPORTATION" on the top. Make your query informative and simple. For example, "The plan for the Bay Trail in Richmond calls for 36 miles of waterfront access for bicyclists and hikers, yet existing segments lack consistent directional signs that don't cost much money. Will you support Bay Trail improvements as well as push for closing bikeway gaps and improved safety

for bicyclists and pedestrians in Richmond?"

**UNION CITY** seeks to create a citizen-based pedestrian and bicycle committee advisory committee (BPAC) to guide the development of the pedestrian and bicycle plan. Citizens living or working in Union City are encouraged to participate. When the plan is completed and adopted by the City, in Spring 2005, the role of the BPAC will continue. Please contact the City's plan consultant: Ian S. Moore, Senior Associate, Alta Planning + Design [ismoore@altaplanning.com](mailto:ismoore@altaplanning.com).

**OAKLAND** - The City of Oakland plans to install another 150 or so "wave-style" bicycle parking racks in the city's shopping areas. Oakland staff welcome your input on where to place the racks, which will be installed in the spring of 2005 with funding from a Bay Area Air Quality Management District grant. Racks are free, can be installed on public property only, and must not impede pedestrians, wheelchairs, and transit users. For information about other placement requirements, and to request a rack location, please go to [http://www.oaklandpw.com/bicycling/#city\\_racks](http://www.oaklandpw.com/bicycling/#city_racks), or call (510) 238-3983.

**CARQUINEZ SCENIC DRIVE** - Supervisor, Gayle Uilkema, recently mailed constituents a post card soliciting comments regarding opening the closed segment of Carquinez Scenic Drive as a portion of the Bay Trail so that "it will once again become an important local resource, providing safe transportation and recreation for thousands of hikers, commuters, bicyclists, and equestrians." Please let her hear your support.

**HAYWARD** - The 238 Bypass project was presented to a largely skeptical City Council on Sept 28. The present plan would widen Mission and Foothill and act as a barrier to pedestrian and bicycle traffic. The EBBC reiterated our appeal for a Grand St "road diet" with bike lanes to serve Hayward BART and safely close a gap between Western Blvd and Whitman St. We further urged that the project include a Foothill Blvd bridge crossing of San Lorenzo Creek.



*EBBC will be providing valet bike parking at Fruityvale's Dia de Los Muertos Festival Sunday 10am-5pm October 31 on International Blvd (between Fruityvale and 40th Ave).*

## BAC Calendar

Compiled by: John Ruzek

**Alameda County Transportation Improvement Authority**  
Meets as needed on 2<sup>nd</sup> Thursday of the month, 426 17<sup>th</sup> Street, Suite 100, Oakland. Refer to [www.acta2002.com/MEETINGS/meetings.html](http://www.acta2002.com/MEETINGS/meetings.html) or call staff to confirm next meeting. **Staff:** Rochelle Wheeler, 510-267-6121, [RWheeler@acta2002.com](mailto:RWheeler@acta2002.com).

**Albany** A Bicycle Advisory Committee is in its formative stages. Contact Preston Jordan at [PDJordan@lbl.gov](mailto:PDJordan@lbl.gov) for details.

**BART** Oct 4, Dec 6, 6 pm MTC, 101 8<sup>th</sup> Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6446; **Co-Chairs** Joe Carroll, 510-464-4821, [Joe-the7thCarroll@lmi.net](mailto:Joe-the7thCarroll@lmi.net), Dave Favello, 925-939-9462, [Davello@aol.com](mailto:Davello@aol.com), - County representatives: Alameda - Eric McCaughrin [EMcCaughrin@yahoo.com](mailto:EMcCaughrin@yahoo.com); Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, [Chagelin@astound.net](mailto:Chagelin@astound.net).

**Berkeley** Oct 6, Nov 3, 4:00 pm, 2118 Milvia St., 3rd floor, **Staff:** Heath Maddox, (510) 981-7062, [HMaddox@ci.berkeley.ca.us](mailto:HMaddox@ci.berkeley.ca.us); **Chair:** Sarah Syed; EBBC rep. Dave Campbell 510-540-5971 [DCampbel@lmi.net](mailto:DCampbel@lmi.net).

**Brentwood** Oct 25, Nov 22, 7:00 pm Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, [JHansen@ci.brentwood.ca.us](mailto:JHansen@ci.brentwood.ca.us), Delta Pedalers rep Dave Stoeffler 925-634-1793, [DaveS@ecis.com](mailto:DaveS@ecis.com).

**California Bicycle Advisory Committee (CBAC)** Oct 7, Dec 2, 10:00 - 3:00 pm, Meetings held bimonthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. **Staff:** Ken McGuire, Caltrans, 916-653-2750, [Ken\\_McGuire@dot.ca.gov](mailto:Ken_McGuire@dot.ca.gov); **Chair:** Alan Wachtel, CABO, 650-494-1750, [Wachtel@aol.com](mailto:Wachtel@aol.com); BABC rep: Josh Hart, (415) 431-2453, [Joshua@sfbike.org](mailto:Joshua@sfbike.org).

**Caltrans District 4**, Oct 12, 1:30 pm, 111 Grand Avenue, Oakland (Call Chair to confirm). Meets quarterly to review state highway projects that impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, [Julian\\_Carroll@dot.ca.gov](mailto:Julian_Carroll@dot.ca.gov); **Chair:** Doug Kimsey, MTC, 510-464-7794, [DKimse@mtc.dst.ca.us](mailto:DKimse@mtc.dst.ca.us); EBBC rep Doug Faunt, 510-655-8604, [Faunt@netcom.com](mailto:Faunt@netcom.com).

**Contra Costa County** Meets yearly in late fall to review TDA Article 3 projects. **Staff:** Joe Yee 925-313-2258; **Chair:** John Ruzek, 925-939-5181, [John\\_Ruzek@yahoo.com](mailto:John_Ruzek@yahoo.com).

**Danville** Meets as required. **Staff:** Tai Williams, 925-314-3313, [TWilliams@ci.danville.ca.us](mailto:TWilliams@ci.danville.ca.us). **Chair:** Vacant.

**Dublin** Meets yearly in late fall to review TDA Article 3 projects **Staff:** Ferd del Rosario, 925-833-6630, [Ferd.delRosario@ci.Dublin.ca.us](mailto:Ferd.delRosario@ci.Dublin.ca.us).

**East Bay Regional Park District** (Park Advisory Committee) Oct 25, Nov 22, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 **Staff:** Ro Aguilar, 510-635-0138 x2006, **Chair:** Henry Losee, 510-276-2271, [EBhiker@aol.com](mailto:EBhiker@aol.com).

**El Cerrito** - special Community Workshop on the Circulation Plan for Bicyclists, Pedestrians, and the Disabled. Call staff for follow-up meeting date. EC Community Center, Council Chambers, 7007 Moeser Lane. **Staff:** Natasha Goguts, 510-215-4312, [NGoguts@ci.el-cerrito.ca.us](mailto:NGoguts@ci.el-cerrito.ca.us).

**Emeryville** Oct 14, Nov 11, 5:30 pm, 1333 Park Ave **Staff:** Peter Schultze-Allen, 510-596-3728, [PSchultze-allen@ci.emeryville.ca.us](mailto:PSchultze-allen@ci.emeryville.ca.us). **Chair:** Ken Bukowski, [Bukowski@earthlink.net](mailto:Bukowski@earthlink.net).

**Fremont** Oct 20, Nov 17, 7:00 pm, Niles Room, 39550 Lib-

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commute times into SF in the morning and out of SF in the afternoon. But at the end of the line, when the trains are just beginning their routes, bikes should be allowed, but should exit before the train becomes too crowded. I would support this creative improvement to BART's bicycle rules. Bicycle coalitions have been instrumental in shaping and fine tuning BART's bike policy since its inception. As a Director, I will be very accessible and receptive to additional changes in BART's bicycle rules (like this one), with the goal to maximize the circumstances when bikes are allowed on BART. Something that would be great, however difficult to get by the insurance department (and I did already ask BART's insurance department about this), is permitting bikes on escalators (even baby strollers currently are not allowed.) The only way that this would be conceivable would be to only permit bikes after everyone else from the train has taken the escalator ahead of you.

**Kathy Neal** – Yes. In fact I would like to explore eliminating the restriction of bicycle access on trains during certain hours and from certain stations, perhaps through a dedicated car approach on all trains. While it may take some time to work out the logistics, which might include reconfiguring seating on one car, it would be worth the effort.

#### 4. Would you support removing bike access restrictions at 12th St. and 19th St. BART stations?

*Background: The two BART stations in downtown Oakland, 12th Street/City Center and 19th Street, restrict bicycle access into the station during commute hours, even though some of the trains running through the stations during commute hours allow bicycle access. The stated reason is that the lower-level platform (for trains bound for San Francisco or Fremont) is not wide enough for waiting passengers and bicycles. Many bicyclists would like to see this restriction eliminated.*

**Gail Murray** – I have waited many times on the lower-level platform, and it does seem narrow to me. However, I would like to have BART work through a solution with bicyclists. Perhaps bicyclists could wait at the end of the platforms, where people usually do not congregate, until the train arrives.

**Greg Bedard** – I often have need to use the 12th Street/City Center and 19th Street stations in Oakland and there certainly are important safety issues related to the width of the lower-level platform. BART staff may be very concerned with liability issues related to the size of the platform in comparison with the number of passengers waiting for a train. I would probably not be in favor of eliminating this restriction unless some method could be devised that would assure safety and not interfere with ease of movement on the platform.

**Roy Nakadegawa** – I talked to staff and asked why BART restricts bike access/egress at these stations and with their explanation I agree to keep the restrictions. 12th street has the greatest number using the station on the Eastbay side and 19th street is the third, and because of this volume and the platform width of riders coming from MacArthur, bikers would affect the egress/access where it could be a hazardous and the added dwell time that would cut into the tighter peak period schedule. Sure it could be only 5-10 seconds but this is the time when we are operating with the tightest number of trains and the schedule could effected since there are other types of small delays that are unpredictable and adding this delay at 12th and 19th will add to this. Being that one has a bike, would it be so bad to get off at MacArthur of Lake Merritt and ride to their destination?



**Bob Franklin** – The crossover between Richmond and Pittsburg Bay Point is often very crowded. The Fremont/SF platform also is very narrow and constricted. I know firsthand how inconvenient it is to have to get off at MacArthur or Lake Merritt and have to go to Oakland's city center. I would support the reducing the times when bicycles cannot be in these stations. As far as the peak of the commute, I would have to reevaluate after seeing the effects of having bicycles in these stations around the fringes of peak commute, even though I am a bicyclist myself. I know that if a train is late, there can be major backups on these platforms, making it difficult for both bicyclists and other passengers to maneuver.

**Kathy Neal** – Yes, please see answer to number 3 above. Also, if there are historic reasons based on safety for this current policy, I would bring together the bicyclist advisory group referenced in question 1 and appropriate BART staff to work on solutions.

#### 5. Do you support the installation of more bike lockers at all BART stations?

*Background: Some BART stations continue to have a demand for secure bike parking greater than current bike locker supply. These stations include Fruitvale, Concord and North Berkeley. One of the biggest reasons people don't bicycle more often is because they have had their bikes stolen. Secure bike lockers are part of the solution.*

**Gail Murray** – My husband commuted to BART on his bicycle for many, many years. One reason this was an attractive alternative to him was the existence of a secure locker, for which he paid a nominal annual fee. So I know first-hand the importance of bike lockers. Even when people take transit, they contribute to air pollution with cold starts when they drive to the station. I would definitely support installing more bike lockers as an investment that brings positive returns for BART by freeing up parking and promoting an environmentally-sound travel mode.

**Greg Bedard** – I would be generally supportive of adding more bike lockers.

**Roy Nakadegawa** – I have examined bike storage in other countries where a large percentage of riders access the station via bicycles. Very few stations provide lockers but invariably they provide large storage. Some in Japan are even in structures of three floors where thousands of bicyclists use it, but even here most bike parking facilities charge a small fee. Also some are located not immediate to the station but are a block or more away from the station. Most are secure and have an attendant but some users to lock their bikes. I have seen many lots that are filled beyond capacity with bikes parked illegally just outside of the bike parking lot. I have yet to see a station that provides public funded auto parking. There are some private autos parking near stations but they all charge prices that are similar to what we generally charge at our downtown parking garages.

**Bob Franklin** – I would support first more bike racks, as

“BAC” continued p. 8.

they are more affordable and just as effective, if there is a secure, protected area available. I have had 2 bicycles stolen from BART stations myself. Whenever possible, bike racks should be in a visible location, preferably within the sight of the station agents' booth. Security cameras and protective overhead coverings are alternative ways to improve bicycle parking. I personally think bike lockers are too bulky when competing for valuable space around a BART station.

**Kathy Neal** – Yes.

## 6. Do you support the installation of bike racks within paid areas at all BART stations where practical?

*Background: A few BART stations have bike racks installed within the paid areas of the stations (16th Street station in San Francisco, for example). These secure bike racks are extremely popular.*

**Gail Murray** – Yes, for the same reasons described above.

**Greg Bedard** – If practical and not disruptive to the free flow of BART patrons within paid areas of BART stations, I would be generally supportive of adding more bike racks. This issue would have to be judged on a station-by-station basis, in keeping with the circumstances and characteristics of each station.

**Roy Nakadegawa** – I support bike storage within the paid areas of the stations provided the area is not planned to be utilized some projected time up to 10 years.

**Bob Franklin** – I support safe bike parking and would work to improve security. If there is room inside the paid area and a need for improvement at that station, then I would support it. At the Embarcadero Station, the problem of street parking will be solved through after-hours access to the bikestation. Alternatively, as few stations have capacity to install bike racks in the paid area, I would support installing bike racks just outside the paid area where feasible.

**Kathy Neal** – Yes, if space permits. I would encourage exploration of the presence of Bikestation franchises in all BART stations, look into the possibility of expanded open hours as an opportunity to provide a valuable and needed service, and see whether a community partnership can be created with the expanded hours to provide a local employment opportunity through an established workforce development program.

## 7. Do you support continued BART funding for the operation of Bikestation facilities?

*Background: BART has taken the lead among transit operators nationwide in funding Bikestation attended bicycle parking facilities. The Berkeley Bikestation parks more bikes per day than any similar facility in the country. In addition, Embarcadero Bikestation is being converted to an after-hours facility and the Fruitvale Bikestation is scheduled to open soon.*

**Gail Murray** – I don't know the financial implications of providing Bikestations. In principle, however, I think they are a terrific idea.

**Greg Bedard** – I support continued BART funding for the operating of Bikestation facilities.

**Roy Nakadegawa** – As for Embarcadero Bikestation, it is used only 28% of Berkeley's. Whether it is a paid area or not, I do not think it makes much difference in its use. As mentioned I am very cost conscious for operation and this station is located in a very high property value area that could be

leased out for business and gain revenue for BART. It is currently funded in part by the Air District and BART at considerable public cost about similar to what we subsidize structured BART parking users. It has shown little increase in use during the time it has been provided. BART is now considering it to be a combined part time attendant manned service during peak periods to lower cost and off peak to an automated electronic secured system where one can access at all the other times BART operates.

**Bob Franklin** – I do support BART having a role in the funding of bikestations, to ensure that they continue. As a user of the Berkeley Bike Station from its opening day, I would not mind paying an annual fee myself to help support the operation. Bikestations present a valuable option for commuters, by permitting bicycle access to BART at times when bikes are not allowed in the system. BART provides a substantial subsidy and commitment to parking, and should provide an equitable commitment to alternative means of getting to BART.

**Kathy Neal** – Yes.

## General Question

### 8. Is there anything else you would like to say that would be of interest to bicyclists who use the BART system?

**Gail Murray** – For 10 years, I created and operated the Berkeley TRIP Commute Store in conjunction with the University of California and the City of Berkeley. Some years after I left the University, the Store was closed. However, for over 15 years, the Commute Store promoted alternatives to driving alone, including bicycling. We gave people bike maps and counseled them on safe paths, where available, for bicycling to work or school. We were active participants on the University's bicycle committee and were instrumental in getting ribbon racks installed on campus and in the downtown. I have a long-term commitment and a proven track record for supporting commute alternatives, including bicycling.

**Greg Bedard** – Higher density and affordable housing needs to be incorporated into future BART expansion plans. We need to make the most of new BART stations and use the opportunity to add new customers to the system and reduce the number of cars on our roads. Mixed use is also important

so that people are encouraged to resort to driving less when they can walk or use a bicycle. The plans that Supervisor Mark DeSaulnier and former Supervisor Donna Gerber worked so diligently to promote during the Pleasant Hill BART charettes in 2001 and 2002 are an excellent example of what BART and the surrounding areas can become. I live in Walnut Creek, less than two blocks from the Pleasant Hill BART station. BART was an important factor in my choosing to live where I do. I use BART regularly. We need to enable more people in the Bay Area to choose a similar option. BART needs to encourage new pedestrian and bicyclist customers.

**Roy Nakadegawa** – Also I want to emphasize that I am very much for encouraging and increasing secure cost-effective bike storage because it will help our environment and will help in developing a better form of development around BART Stations rather than the tremendous car parking that we currently have which does neither.

**Bob Franklin** – As a Director, I would welcome any suggestions for improvements to BART's bike rules that would allow increased bicycle access to BART. There are exceptions to all rules, and the bicycle coalitions have been very creative in defining these exceptions, which has allowed more bikes on BART. Also, I think it is important to continue to show consideration for fellow passengers. There is a very small percentage of bicyclists who take 2 sets of seats (4 seats total) with a bicycle, while there are passengers standing. A greater sense of consideration by bicyclists will create a stronger acceptance by the public in trying more ways that bicyclists and BART can expand their relationship.

**Kathy Neal** – As the backbone of our Bay Area public transportation system, BART must be sensitive and accommodating to all of our customers. I have watched in astonishment bike riders who must struggle to walk their bikes up stationary stairs or try to stuff them in elevators that are not always working. As someone who has succeeded in my own business for over 20 years, I know that this is no way to treat a customer. This is another problem that I want to see solved. During my membership on three statewide governing boards and the Port of Oakland Commission, I have been a successful advocate for fairness, inclusion and constituency consideration. I look forward to continuing this tradition on the BART Board.



*The lack of bicycle parking at Oakland's Downtown BART Stations is particularly frustrating. The EBBC is urging BART and the City of Oakland to collaborate on installing new racks inside the paid area.*

# Minutes

of the Board and General Meetings of September 21, 2004, held at the Rockridge Public Library

## BOARD OF DIRECTORS MEETING

**Chair** was Craig Hagelin.

### ELECTION OF MEMBERS OF THE BOARD

**FOR 2005:** Board elections will be held in November. A Board Elections Subcommittee was formed to ascertain current board member's intentions and to consider other potential candidates..

**FINANCES:** Our Treasurer Debbie Lewis distributed a spread sheet showing income and expenditures; and it was accepted. Our new 'It's My Lane, Too!' CVC 21202' T-shirts have been sold out.

**MAP:** The new East-of-the-Hills bike map is nearing completion. A final meeting of the map committee will be held at Raburn's home Saturday morning, Oct 9, 2004, starting at 9 AM. At Raburn's suggestion, it was decided to print up only some 7,000 copies, so that in about one year we can correct any mistakes, or make additions, before a larger quantity is printed. We are paying Barclay Maps \$37,000. Amber Crabbe volunteered to help get the art work done for the new map cover.

**SPARE THE AIR DAYS:** So far there have been four unhealthy air days this Summer. Two have been on weekdays when the EBBC is engaged to perform attended parking at Walnut Creek and Pleasant Hill.

## GENERAL MEETING

**CHAIR** was Craig Hagelin.

**MINUTES** of the previous meeting of Tue, Aug 17, were approved.

**ANNOUNCEMENTS:** Robert Raburn will receive an award from MTC on Wed morning, Sep 22.

Marin Ave in Albany will get a "road diet" (re-stripe from 4 lanes to two lanes, a center turn lane, and two bike lanes) if approved by Albany City Council on Oct 28.

Bike tour of NorCal Solar Homes will be on Sat, Oct 2, in Mosswood Park, Oakland, at 10 AM.

RM2 (Regional Measure 2) has \$20 million for the Safe Routes to Transit program. EBBC and TALC must ensure that this money is not diverted to pay for other things, such as the new Bay Bridge. We should attend meetings planned for Wed, Jan 12, and Wed, Feb 9.

**RICHMOND AREA** has three problems: (1) There is a commercial battle between large gambling concerns as to which will get a portion of the shoreline. We must ensure that the Bay Trail goes on this land no matter who wins the battle. (2) We are still trying to solve a problem in San Pablo in that westbound bikes on San Pablo Dam Road cannot make a left turn onto southbound Amador St to get to El Cerrito del Norte BART. (3) If the gambling casino gets built there will probably be more traffic on the Richmond-San Raphael Bridge (RSR Bridge), which may result in the currently unused third lane being used for cars rather than for bikes. The EBBC passed a motion that casinos should have to pay for a dedicated bike/ped path on the bridge as a mitigation for any extra traffic that might consume the existing shoulder.

Hacienda Transportation Fair in Pleasanton, Thu, Oct 7, 10:30 AM to 2 PM.

Dia de los Muertos celebration event, Sun, Oct 31, Fruitvale area.

**BRIDGES:** Benicia-Martinez Bridge bike shuttle was abruptly discontinued on Aug 15, 2004. BCDC, which has jurisdiction over the Bay bridges, should have held a public hearing on this matter. We will try to get it on the agenda for a future BCDC meeting.

**BIKE SHOPS:** Jennifer Stanley put forth the idea that to become an EBBC Supporting Shop, bike shops should simply agree to give discounts to coalition members — like other local bike coalitions do — rather than also paying \$40 a year. This might make it easier to recruit supporting shops.

**BART BOARD ELECTION:** Dave Campbell presented for discussion questions we should submit to Board candidates.

**BALLOT PROPOSITIONS:** Measure AA would sell bonds for BART seismic retrofit. Measure BB would allot money for AC Transit. Measure CC would tax only parts of East Bay for EBRPD. After much discussion it was decided to endorse Measure BB (AC Transit funding) and to not take a position on the other two measures.

**ELECTION INFO** can be obtained from League of Women Voters at [www.smartvoter.org](http://www.smartvoter.org).

**LAB BIKE SAFETY CLASSES** will be offered by BFBC (510) 549-7433 Nov 10, 12, and 13, 2004.

**CAL FOOTBALL GAMES VALET BIKE PARKING** will be offered by us at UCLA game, Sat, Oct 16.

**RETREAT** Our annual retreat will probably be held weekend of Jan 22-23, 2005, at a place in Antioch called "Big Break."

**NEXT MEETING** will be at the Rockridge Library at 7:30 PM on Tue, Oct 19, 2004.

*Respectfully submitted by Yehuda Sherman, sec'y.*



July 2004: Marin Ave resident Tom Bowen was walking back from the grocery store. The car in the first lane stopped, the minivan in the second lane did not. Tom died after 11 difficult days in the hospital. Berkeley's Transportation Commission takes up the issue of Marin Ave reconfiguration on October 21, 7PM at the North Berkeley Senior Center (see Short Reports).

EBBC Online Resources
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## NEW LIST SERVE!

### ebbc-talk@ebbc.org

To keep up with the latest news and happenings, subscribe to the EBBC online mailing list. Mailing lists are a great way to quickly notify lots of EBBC members of important meetings, hearings, etc. Try the **digest** version.

To **subscribe** or **unsubscribe**, go to <http://lists.ebbc.org/listinfo.cgi/ebbc-talk-ebbc.org>, and follow the instructions.

No subscription is needed to **read the list**. (For entries prior to November 17, 2003, see the "Resources" page at [www.ebbc.org](http://www.ebbc.org).)

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**Rick Rickard** . . . . . Oakland  
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**Berkeley Bicycle Club** www.berkeleybike.org  
**Bicycle Trails Council of the East Bay**  
 510-466-5123 www.btceastbay.org  
**Cherry City Cyclists** Nikki Grimes 510-793-3648  
 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** Ben Lee 510-651-2448  
 http://fremontfreewheelers.org  
**Grizzly Peak Cyclists** Al Forkosh 510-655-4221  
 http://GrizzlyPeakCyclists.org  
**Hikanbyke** http://hikanbyke.org  
**Oakland Yellowjackets** 510-986-9011  
 http://www.oaklandyellowjackets.org  
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 Bill Oetinger srcc@metro.net  
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**Strada Sempre Duro** Rick De Gette 925-944-7049  
**Valley Spokesmen** Jim Eklund 925-743-9824  
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 http://www.valleyspokesmen.org

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**Bay Area Bicycle Coalitions** www.bayareabikes.org  
 David Burch, Chair 415-749-4641  
**Bay Trail Project** http://www.abag.ca.gov  
 Janet McBride, 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.biketethebridge.org  
 Jason Meggs 510-273-9288  
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**Transportation and Land Use Coalition**  
 http://www.transcoalition.org  
 Stuart Cohen, Exec. Dir 510-740-3150

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(See Also: BAC Calender & Affiliated Orgs.)  
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**Pleasanton** Robert DeMattei 925-484-1470  
**West CoCoCo** Bill Pinkham pinkhammar@hotmail.com  
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*“BAC” continued p. 4.*

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**Lafayette** Next date TBD, 3675 Mount Diablo Blvd. Quarterly mtgs, check website, [www.ci.lafayette.ca.us](http://www.ci.lafayette.ca.us), or call staff for date. **Staff:** Leah Greenblat, [LGreenblat@ci.lafayette.ca.us](mailto:LGreenblat@ci.lafayette.ca.us), 925-299-3229, **Chair:** Bart Carr, [Bart\\_Carr@yahoo.com](mailto:Bart_Carr@yahoo.com), 925-299-1664. **EBBC rep:** Yehuda Sherman, [YehudaSherman@aol.com](mailto:YehudaSherman@aol.com), 925-284-5363.

**Livermore** (BAC being formed.) Call Community Development Department, 925- 960-4500, for further info)

**Oakland** Oct 21, Nov 18, 4:00 pm at 250 Frank Ogawa Plaza, Suite 4314. **Staff:** Kathryn Hughes 510-238-6493, [KHughes@oaklandnet.com](mailto:KHughes@oaklandnet.com); **Chair:** Ron Bishop 510-652-4667, [RBishop747@aol.com](mailto:RBishop747@aol.com).

**Pittsburg Community Advisory Committee** Oct 6, Nov 3, 7:00 pm, City Council Chambers, 65 Civic Ave **EBBC rep:** “Ole” Ohlson, [BruceOleOhlson@hotmail.com](mailto:BruceOleOhlson@hotmail.com), (925) 439-5848, **Staff:** Paul Reinders, [PREinders@ci.Pittsburg.ca.us](mailto:PREinders@ci.Pittsburg.ca.us), 925-252-4822.

**San Leandro** (BAC being formed.) Call Anna Vickroy, 510-577-3310, [AMVickroy@ci.san-leandro.ca.us](mailto:AMVickroy@ci.san-leandro.ca.us), for further info.

**Pleasanton** Next meeting TBD. **Staff:** Mike Tassano, 925-931-5670

**UC Berkeley** 3-5 pm 2150 Kittredge St., 3<sup>rd</sup> Floor. Refer to [www.berkeley.edu/transportation](http://www.berkeley.edu/transportation) or call staff for next meeting. **Chair** Karl Hans, [KHans@uclink4.Berkeley.edu](mailto:KHans@uclink4.Berkeley.edu); **EBBC rep:** Rachel Hiatt 510-325-6665 [RHiat@uclink.berkeley.edu](mailto:RHiat@uclink.berkeley.edu), **Staff** Rita Bond, [Rita-Bond@uclink4.berkeley.edu](mailto:Rita-Bond@uclink4.berkeley.edu), 510-642-7194.

**Walnut Creek** Sept 15, Nov 17, 7:30 pm, 3<sup>rd</sup> Floor conf. Room, City Hall, 1666 N. Main. **Staff:** Mike Vecchio, Community Development, 925-256-3529; [Vecchio@ci.walnut-creek.ca.us](mailto:Vecchio@ci.walnut-creek.ca.us) **Chair** Chuck Kaplan, [CKaplan@swinerton.com](mailto:CKaplan@swinerton.com), **EBBC rep:** Dave Favello, [DaveVelo@aol.com](mailto:DaveVelo@aol.com).

**West Contra Costa County** Bicycling interests are being addressed by an ad hoc BAC. Contact Robert Raburn at 510-530-3444, [RobertRaburn@csi.com](mailto:RobertRaburn@csi.com), for further info.



A “Ghost-Bike” left in memory of Matthew Sperry, who was struck and killed by an unlicensed driver. See “Justice Denied” in the June 2004 rideOn newsletter.

**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. Logo design by Martha McNulty.

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