



Vote

2004

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our
Democracy**

Candidates for city council and school board weigh in on transportation issues

by *Dave Campbell*

Ten candidates have tossed their hats into the ring to replace four current city council members in the November election, and five candidates are running for two open Berkeley Unified School District board seats. BFBC wants you to know what their ideas are about bicycling, walking, and transportation in general. We asked each city council candidate the same three questions, and

we asked the four school board candidates a different set of three questions. Excerpts from their responses are included in the following pages of this newsletter. You can read their full responses online at the BFBC web site: www.BFBC.org.

It's important to note that not all of the candidates responded to our repeated requests to meet the deadline for this issue. We received responses from the following candidates: for City Council District 2, no responses (the candidates are Darryl Moore and Sharon Kidd); for District 3, Jeff Benefiel and Laura Menard but not Max Anderson; for District 5, Laurie Capitelli, Barbara Gilbert, and Jesse Townley; for District 6, Norine Smith but not Betty Olds; for BUSD Board of Education, Merrilie Mitchell, Joaquin Rivera, Kalima Rose, and John Selawsky but not Karen Hemphill.

Please review their answers before casting your vote on November 2. Remember, there is still much work to do to make Berkeley a bicycle-friendly city. We will need the support of each of the successful candidates.

Question #1: *Nonbicyclists often say they are afraid to bicycle on Berkeley's streets because the streets are so dangerous. What would you do to promote safer streets so that bicyclists feel safer sharing the road with motorists?*

Jeff Benefiel (District 3): Let me start by saying I only own one form of transportation, a bicycle. Probably the single best way a bicyclist can improve safety is through higher visibility. It would be nice if we could get the DMV

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Berkeley group receives grant for youth bike program

by *Hank Resnik*

Kids and bikes—it's a great combination, especially for at-risk youth who are turned off by school, have a lot of energy to burn, and need a positive, constructive way to burn it.

Starting in late September, thanks to the Alameda County Transportation Improvement Authority (ACTIA), Berkeley youth will have such a positive opportunity as part of a new program being launched by the Tinkers Workshop in West Berkeley. ACTIA has made a two-year grant to the Oakland-based Cycles of Change youth bike program (initiated by former BFBC board member Maya Carson) to spread the youth-plus-bikes concept to three sites in the East Bay. The Tinkers Workshop site will be the only nonschool program and will build on the successful and creative approach to involving young people and helping



Youth on a Cycles of Change road trip descend Page Mill Road above Palo Alto. Berkeley's program will also include road rides.

them learn new skills developed by Cycles of Change.

For many years, the Tinkers Workshop, located on Channing Way in the same rambling structure where BFBC and Pedal Express have their offices, has been host to dozens of young people every week. They go there to find their tinker's soul in any number of different pursuits, most notably repairing used

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Calendar of Events

Berkeley Critical Mass

The second Friday of every month, September 10 and October 8, 6 pm, Downtown Berkeley BART Station plaza.

Solano Avenue Stroll

Sunday, September 12, Solano Avenue in Berkeley and Albany. Valet bike parking at the Wells Fargo Bank on Solano at Colusa. Volunteer bike parkers needed. Please send an e-mail to Dave Campbell at dcampbel@lmi.net or call Dave at 510.549-7433 if you can help for an hour or two.

City of Berkeley Bicycle Subcommittee Meeting

Wednesday, September 15, 4-6 p.m. (meetings are generally the first Wednesday of the month, but due to staff vacation plans, September's meeting was postponed) and Wednesday, October 6, 4-6 p.m., Office of Transportation, 1947 Center St, 3rd floor. Open to the public. The role of the bicycle subcommittee is to work with staff on implementing the Bicycle Plan, including prioritizing projects, discussing funding strategies, and providing input from cyclists on the work staff is doing. For more information, please contact Heath Maddox at 510-981-7062 or email at hmaddox@ci.berkeley.ca.us.

Berkeley Ferry Demonstration Ride

By reservation only! Saturday, September 18, 8:45 a.m. Berkeley

Marina behind the Harbor Master's Office. The San Francisco Bay Area Water Transit Authority, along with Assemblymember Loni Hancock, Berkeley Mayor Tom Bates, and Albany Councilmember Allan Maris invite you to preview the future by taking a demonstration ferryboat ride from Berkeley Marina to the San



Francisco Downtown Ferry Building and Farmer's Market. Reservations are required, but spaces are still available. To reserve your place, go to www.watertransit.org/berkeley/freeride.

How Berkeley Can You Be? Parade and Car-Free Day in Berkeley

Sunday, September 19, downtown Berkeley. Valet bike parking at Milvia St. and Allston Way. Volunteer bike parkers needed. If you can help for an hour or two, please send an e-mail to Dave Campbell at dcampbel@lmi.net or call Dave at 510.549.7433.

East Bay Bicycle Coalition Monthly Meeting

The third Tuesday of every month, September 21 and October 19, 7:30-9:30 p.m., at the Rockridge branch of the Oakland Library, 5366 College Ave. at Manila. EBBC is working to preserve bicyclists' \$20 million in Safe Routes to Transit from the Governor's unpopulist raid, as well on potential bicycle improvements in and around the wonderful new community resource center/casino planned for the City of San Pablo – again, the Governor at work again.

Traffic Calming Subcommittee

The fourth Wednesday of each month, September 22 and October 27. The Traffic Calming Subcommittee is working on developing a new Traffic Calming Program for the City—a program that will prioritize traffic calming based on selected criteria uniformly applied to the entire city (rather than traffic calming for the neighborhood that shouts the loudest). Meetings are in the Office of Transportation, 1947 Center St, 3rd floor.

BFBC Volunteer Night

Wednesday, November 3, 6:30-9 p.m. at the BCAT, 1336 C Channing Way at Valley. Your valuable assistance needed to help us get the next newsletter out and much more. Pizza, drinks, and bike smoothies for all!

BFBC on location in Berlin: Carfree Cities Conference a resounding success

by Jason Meggs

Ah, Europe: promised land of endless bikeways, beautiful train networks, and pleasantly people-scaled neighborhoods. On behalf of the BFBC, I joined roughly 200 others from 30 countries for the fourth annual Towards Carfree Cities Conference in Berlin, Germany.

This was my first trip to Europe to live the many-fabled transportation wonders there, and I must say, seeing is believing! Simply making my way across town by bicycle on the opening day of the conference was a revelation. I was told I had to take the major streets, which I dreaded. Yet to my surprise, dedicated bikeways comfortably carried me most of the distance. There was almost no cross-traffic; special bicycle green lights at roundabouts; and a plethora of other cyclists. For a good stretch I passed through a forest! Who would expect a ride across a major, contemporary city could be so divine? Yet this was only the beginning of what I would see.

The conference was inspiring and uplifting, spanning a full week and packed with attractions. It was difficult to choose between the many presentations covering everything from philosophical debates about the foundation of car culture to nuts-and-bolts theory on designing carfree spaces and oh so much more. We saw numerous photo-packed presentations on existing carfree environments: islands, pedestrian districts, and contemporary housing developments. I actually toured a number of "optically carfree" projects in Berlin during the tour day. The entire conference got bicycles for the tours thanks to a fleet of donated "Call-a-Bikes" normally found around the city and rented with a simple phone call.

The networking potential was unmatched. A veritable who's who of the global carfree movement was there. Indeed, a main focus of the conference was the further development of the World Carfree Network (WCN) which puts on the conference and publishes Car Busters magazine, as well as providing resources for many projects internationally. BFBC has officially joined as a member organi-



Ich Bein Ein Berliner

zation and encourages other groups to do so as well.

Perhaps the most poignant thing about the network is how well-grounded, inclusive, and realistic our foundation is by setting our goal on reducing car use substantially but not precluding groups, projects, and approaches which are not entirely free of cars. The Network invites all groups that are working towards reducing auto use to join and participate, even if cars are part of their plan (e.g., carsharing providers). The very name of the conference reflects this: "Towards" carfree cities. It's an exciting new development to see so many diverse international interests gathering together under the carfree goal. Together we can really make a difference.

Of particular interest to Berkeley, with its large population of people with

disabilities, Arie Farnam, fund-raiser for the Network, a journalist and filmmaker and a self-described transportation refugee from Oregon (as she can't drive due to her visual disability), focused on forging alliances between the disability and carfree movements. Her article in the latest Carbusters magazine (issue 20) will be available soon, free to BFBC members, for pick-up from the Bikestation and the BCAT.

After the conference I joined the fourteenth Ecotopia Biketour and pedaled across Germany for two weeks, zigzagging through the countryside, visiting and learning from organic ("Bio") farms, universities, protests of road-building, forests, and caravan villages. Much of the countryside has little traffic, and separate bike paths frequently adjoin the roadways. The scenery was beautiful, the way was flat, the weather perfect. And 50 riders

from perhaps 20 countries got to learn from each other and continue to build the network. Every town we went through showed the benefits of people-first planning, not only because of the excellent transit systems and people-oriented land use practices, but because starting in the '70s, cars were pushed out of the downtowns. Berkeley would benefit greatly on all levels were we to bring some of that European sensibility to our own ailing town and start painting in a carfree city center.

The next conference will occur in Budapest, Hungary, in July 2005. The Bay Area has until December 10 to produce a proposal for bringing the sixth conference here in 2006. Contact me immediately at jmeggs@bclu.org if you would like to help bring this excellent conference to the U.S. for the first time. Learn more about the network and past conferences at <http://www.worldcarfree.net/>.

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to make it mandatory to include at least one question on its driver's test that had to do with how a motor vehicle operator should behave around bicycles. This would help to solve long-term goals, but in the short term we are still in a risky situation. It's just a plain fact that the drivers of today are far less courteous than they were 25 years ago. It tends to stem from longer commute times, more job stress, less driver education, and more cars on the road. I would also, in the same voice, say that bicyclists are less prepared to mount the roads than they once were. It used to be that even very young kids had to pass a safety exam to ride their bikes on the street, and now all you need is the nerve. To get safer streets we need greater safety education on both sides of the equation, motorists and bicyclists.

Laura Menard (District 3): I was convinced by a coalition of neighborhood leaders to take this opportunity to ensure our voices are heard. While I find the questions too narrow and specific to answer, I would like to let you know how my family commutes. I have been a resident of South Berkeley for the past 23 years.

As a family of four, we own one car primarily for loads, shopping, and trips out of town. My husband uses a bike to BART, even when he has a meeting in South San Francisco or it is raining. On the weekend he can be seen rollerblading for stress reduction all over town, doing errands and personal business. My oldest son rides to REI, where he works in the action sports department. He will be a bike commuter next year at college. During his senior year at Berkeley High School he did a semester internship about climate change. His younger brother walks to the high school.

I prefer walking or biking, and I wish we had a more pedestrian-friendly town. Biking has been our preferred transportation method for many years and we have come up against all difficulties and barriers presented to bicyclists trying to share the road with

far too many cars. My husband has been injured in a hit and run, ripped ligaments in his shoulder when a door was opened into him, and he stills rides to work. We have suffered several bike thefts and are frustrated by the high percentage of bike thefts in Alameda County.

My motivation towards further public service comes from years of work on neighborhood and school reform efforts. I hope to give South Berkeley the attention and care it deserves. As a person committed to alternative transportation as a way of life, I will make balanced



decisions with a critical eye understanding of the realities of biking/ walking in Berkeley. I see the potential of reducing automobile use downtown by requiring large housing projects to develop car-sharing alternatives.

Laurie Capitelli (District 5): There are several things that can be done to promote safer streets for bicyclists in Berkeley. As long as we have the sheer number of vehicles on the streets that we have here in Berkeley, the situation will be difficult. With that said, I would suggest the following:

A. Promote the location and value of the existing bicycle boulevards and expand their number.

B. Develop traffic-calming techniques specifically for these boulevards as they relate to bicycles. Painting a line on a street does not make a bicycle boulevard.

C. Encourage bicyclists to use these designated streets as much as possible and to avoid some of the main arterials that are not so designated.

D. Increase public awareness of the need for drivers to share roadways not only with bicycles but also with pedestrians.

Barbara Gilbert (District 5): To promote safer streets, I encourage and support more traffic-calming measures and more enforcement of traffic regulations, including regulations that apply to bicyclists. We should consider licensing bicyclists, because it is a reasonable way to support some bike infrastructure and to encourage safe and legal biking. I also encourage walking whenever possible.

Jesse Townley (District 5): We need to complete the bicycle boulevards so that bicycle lanes go through destination districts as well as between destination districts. Shattuck Avenue in downtown Berkeley is especially dangerous and must be resolved as soon as possible. We need to implement a serious local "Share Our Streets" program. We can improve our streets and sidewalks by encouraging civility, common sense, and safety for users of all methods of transportation. We should defeat polarization based on transportation choices and encourage cooperation and coordination between all of us. After all, most of us do not solely use a single mode of transport. For instance, many of us switch from being a pedestrian to being a bicyclist to being an automobile driver within the course of an average day. Others of us switch from being wheelchair users to being automobile drivers daily.

Norine Smith (District 6):

A. Make more bicycle boulevard only streets. Bicyclists can feel totally safe when the entire street is dedicated to bicyclists with few interruptions like Channing, Virginia, and California Streets. Reduce the multi-use east-west

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and north-south streets to five or ten major ones and make all the others bicycle boulevards exclusively. This way the autos could make serious time on these major throughfares and stay away from the bicycle boulevard streets. I am not a bicyclist but a walker, and these rules could benefit all nonmotorized forms of transportation.

B. Maintain the 25mph speed limit on the major corridors and reduce the speed limit to 15 mph on the side streets. These side streets could then be bicycle boulevards when the street extends for seven or more blocks and just slower streets for the shorter roadways.

C. Mount an education campaign through signs and educational TV programs, extolling the contribution bicyclists and all self-propelled persons make to reduce global warming. Global warming is such a serious threat to our continued existence right now. Educate motorists to the fact that each of those bicyclists out there is doing their part to contribute to a cleaner, healthier earth, not melting the glaciers or the ice cap. Suggest they try to view bicyclists with a little more respect.

D. Make road signs like up at the Nimitz trail but for streets. The Nimitz trail signs read a bicyclist must give way to a horse and a walker, and the walker must give way to the horse. The road sign could read "Autos must give way to bicyclists and walkers."

E. Wheelchairs and bicyclists must give way to walkers/wheelchairs.

F. A campaign to encourage courtesy and respect from and to all other forms of transportation would be helpful. Motorists, bicyclists, or walkers all wish to be in control of the road situation. Let us suggest a little courtesy and respect for the other guy, no matter which form of propulsion he/she employs; motor, bicycle, feet, rollerblades, skateboard, wheelchair, scooter, whatever.

G. We need more bicycle protected parking facilities like Seagate will provide at the downtown BART station. We need these throughout the city. I see too many bicycle corpses.



Question 2. *Often with bicycle projects there are competing needs to accommodate motorists, such as maintaining traffic flows, parking, and vehicle access. What do you think is the right balance between improving streets for bicyclists and maintaining conditions for motorists?*

Jeff Benefiel (District 3): I have seen first-hand merchants leave the downtown because of decisions on parking (the destruction of the parking lot behind the main library). As a bicyclist I would love to see more bicycle lockups placed on sidewalks in front of mercantile areas. If there isn't a lockup I don't like making the trip to shop. Even in my workplace I'm forced to lock to a parking meter, and nearly every parking meter has a bike chained up during the summer months. This tends to anger motorists. I'm willing to bet there is no way we are getting a bicycle lane on Shattuck in the downtown area. Parking is a premium down there, and the merchants will go elsewhere if customer parking isn't

assured. I'd like to see stop signs near the Berkeley Bowl/Walgreens area on Shattuck diverting major traffic onto Adeline (a street that was designed for higher traffic flow). Making sure the bike routes all have traffic signals where they cross major streets would be a real plus (California where it crosses Dwight comes to mind). Telegraph, after it becomes one way at Dwight, is a disaster. There is more traffic than the street manage. If we closed it to pedestrian/bicycle only it begs the question "What about the merchants?"

Laura Menard (District 3):

Candidate Menard provided a single, comprehensive response to all three of our questions. Please see her response to Question 1.

Laurie Capitelli (District 5):

Most Berkeleyans will continue to use automobiles as their main mode of transportation outside of walking in their immediate neighborhoods. So I would again focus on the expansion and enhancement of bicycle boulevards to try, to the degree possible, to separate bicycles from autos. Where that is not possible I would suggest controlling auto behavior through traffic-calming techniques.

We have in place in our city a sometimes not so coordinated system of traffic diversion and calming. This system was originally established mainly to reduce levels of traffic and speed in the various residential neighborhoods while generally diverting traffic to an arterial system. It would seem to me that system could be revisited responding to the needs of bicyclists as well.

Barbara Gilbert (District 5): I am not a traffic expert, so I cannot say with certainty what is the correct balance between improving streets for bicyclists and maintaining conditions for motorists. The bike boulevards have provided safer routes for bicyclists, and these should be maintained.

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News & Items

I-80 overcrossing landscaping project restarts

The City's Parks & Recreation Department has started finalizing designs for the east side touchdown plaza and greenscape for the I-80 bicycle and pedestrian overcrossing. Consultant John Hykes showed a revised plan to the Bicycle Subcommittee in August that included the elimination of more than half of the greenscape areas of the touchdown plaza in favor of retaining car parking for an adjacent business. The Bicycle Subcommittee gave city staff an earful on that one, and staff agreed to reevaluate the idea and see how much of the parking can be removed. There is no timeline at present for when final designs will be complete. Original plans for the touchdown plaza, completed over one year ago through a public process, included a substantial greenscape around the touchdown plaza. However, an adjacent business may have a use permit for some of the existing parking spaces. Despite the efforts of bicyclists, a compromise may be needed.

Bikes on Sidewalk campaign continues to absorb money from the City's bike fund

Because the new, purple signs "Ride Bikes in Street" and "Walk Bikes on Sidewalk," recently installed in downtown Berkeley, are only single-sided, city staff have decided to replace them

with two-sided signs—and then follow-up with a full evaluation of their effectiveness at reducing bicycle riding on sidewalks. In addition, city staff has decided that some of the greatly dimin-



ished bike fund budget will be used to pay for the signs. Repeated requests by Bicycle Subcommittee members, as well as the Transportation Commission, that city staff solicit public input on how bike funds are spent, are being ignored. Now, not only will additional staff time be used for this project, but additional bike funds will be used as well.

New Albany Bike Listserve

There is a new e-mail list for people in Albany interested in bicycle and other non-auto-related transportation issues. People may sign up at <http://lists.ebbc.org/listinfo.cgi/albany-ebbc.org>. Albany-ebbc.org is a discussion list for bicycle, pedestrian, and other non-automotive transportation

issues and projects in the City of Albany. The purpose of this list is to exchange information on relevant projects, notify list members of important meetings and other public input forums, and to develop new alternative transportation projects. This list is hosted by the East Bay Bicycle Coalition.

Return of the Hoes Down Festival bike ride

The Hoes Down Festival held at Full Belly Farm near Davis will be held October 2-3, which means it's time to start thinking about the ride out there! There were 25 pedalers last year, and there may even be more this year taking the train to Davis, taking a fun and mellow ride out the farm, stopping for great food, jamming, laughing, and sweating a bit along the way. There is a web site with most of the informa-

tion you might need but the basics are included below. Feel free to invite as many folks as you want. This is certainly "the more the merrier" type of ride. We'll figure out the logistics of getting so many there by train once we know what we are working with, so RSVP to me when you can.

The Low Down: Hoes Down Ride 2004, Davis to Full Belly Farm (and back), Oct. 2-3, 2004

Meet at the Emeryville train station at 7 am on Saturday Oct. 2 (or Davis Amtrak station at 9 am). Ride about 35-40 miles on flat farm roads. Music, singing, laughing, and sharing food along the way. Arrive late afternoon at the Hoes Down. \$15 entry. Cyclists don't have to pay extra to camp (thanks to the Full Belly Folks!). You also have

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the option of volunteering for free entry. To do so contact judith@fullbellyfarm.com). Enjoy the music, food, dancing, booths, animals, the farm, and the people. Camp overnight. Big breakfast in the morning. Ride back to Davis to catch the 5:45 pm train Sunday. This is a self-supported tour—no sag vehicle (except for the Xtracycles carrying the coolers and bike-blenders) .

See: <http://homepage.mac.com/shanerh/GroupSites/Personal27.html> for more information. RSVP to Shane Rhodes at shanerh@mac.com.

BABC job posting

The Bay Area Bicycle Coalition (BABC) represents all the local bicycle coalitions on regional issues. BABC is planning to hire its first-ever executive director. BABC is looking for a dynamic individual with skills and experience in organizational development and a commitment to bicycle advocacy. BABC may also hire one or more coordinators to help plan and implement the next Bike to Work Day event (scheduled for May 2005). BABC is asking interested applicants for either position to submit a resume and letter of interest by September 30, 2004. The BABC job announcement is available at www.bayarea.bikes.org.

DUI driver get 14 years for killing cyclist

Friends and relatives tearfully remembered Daniel O'Reilly on a late-August Monday at the Superior Court sentencing of a drunken driver who killed the 43-year-old father of two last April as he bicycled home from work.

Judge Elaine Rushing then sentenced William Michael Albertson, 46, to 14 years in prison, the maximum term for vehicular manslaughter, in O'Reilly's killing.

O'Reilly, who lived in Sonoma, was

an actor, dancer, musician, environmentalist, marketing whiz, and devoted husband and father, family members said at Monday's emotion-filled hearing.

"He was so much more than a victim of this crime," said Mary Eble, his sister-in-law. "He can never be replaced."

O'Reilly's wife Patty said her life has been changed forever by Albertson's act. "I have lost my best friend for the past 17 years," she told the judge, "I have had to tell our daughters that their father would never be coming home to us again."

O'Reilly was bicycling home from his job as a marketing analyst at Kendall-Jackson Wine Estates in Santa Rosa when he was struck about 5:20 p.m. on April 19 on Mark West Springs Road. He was an avid bicyclist who pedaled to work at least once a week, friends said.

CHP investigators said Albertson's pickup swerved into a guardrail and struck O'Reilly, throwing him 25 feet off the road. Albertson, who lives in Lake County, didn't tell authorities he'd hit anyone, and O'Reilly's body wasn't discovered until later.

Albertson was arrested at the scene on suspicion of drunken driving, and authorities said the level of alcohol in his blood was almost three times the legal limit. He has been held without bail in Sonoma County Jail.

Last month, Albertson pleaded guilty to vehicular manslaughter, drunken driving, and hit-and-run driving.

O'Reilly's killing happened just eight days after two other bicyclists were struck by a drunken driver near Santa Rosa. One of those cyclists died and the other was seriously injured. The accidents outraged Sonoma County bicycle activists, who attended Monday's hearing and other proceedings in Albertson's case.

"Spare the Air" Day bike parking

Park your bicycle at a free BFBC-attended bicycle parking facility and then ride BART for free!

On the first five weekday "Spare the Air" days from 6:30 am-7:00 pm attended bicycle parking will be provided at Dublin/Pleasanton, North Berkeley, Walnut Creek, Downtown Berkeley, and Embarcadero BART Stations through October 15. Located adjacent to main station entrances, temporary bicycle parking "corrals" at Dublin/Pleasanton, North Berkeley, and Walnut Creek will be guarded by bicycle parking attendants on the first five weekday "Spare the Air" days through October 15. BFBC will operate the North Berkeley and Down-



town Berkeley corrals, and all three temporary Spare the Air bike corrals will be using BFBC's new valet bike parking rack systems.

The Bikestations at Downtown Berkeley and Embarcadero offer bike parking every weekday and will provide extended hours of operation on "Spare the Air" weekdays. Do your part to help "Spare the Air." You can get advance notification of Spare the Air Days by registering for email AirAlerts from the Bay Area Air Quality Management District. Go to <http://www.baaqmd.gov/> and click on "E-mail alerts."

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Jesse Townley (District 5):

There must be a balance of non- and low-polluting transportation (pedestrians, bicycles, wheelchairs, electric/hybrid/biodiesel vehicles) and auto/truck traffic. Realistically, our state and federal governments are systematically starving our public transit systems, so we cannot count on increased public transit services as a reliable alternative to auto use. Although pedestrian, wheelchair, and bicycle methods are preferable to any polluting transport method, there are many necessary uses for autos, paratransit vans, and delivery trucks. We should continue providing for safe, energy-saving, and efficient traffic flow for all transport methods. For instance, traffic roundabouts (with clear instructions for all users like everyone entering the roundabout yields to traffic already in the roundabout) are common-sense, cost-effective traffic-calming devices which serve all transport methods. The surrounding community can help defray maintenance/beautification costs by donating materials and labor for plants/gardening on the roundabouts.

Norine Smith (District 6): See the answers one through five to question one above. Motorists and bicyclists must make eye contact when parking or trying to enter a garage if a collision is to be avoided.

Question 3: *There is a lot of pressure to use public funds to build a new downtown parking garage. There are also many other worthy unfunded projects in downtown Berkeley to improve transit service, pedestrian safety, and bicycle access. As a council member, what leadership would you bring to this issue?*

Jeff Benefiel (District 3): Well, if you've been reading this far, you will note that I'm one of those who is none too pleased to see the parking garage behind the library go away. Now you say there is pressure to

build a new parking garage. It sounds like robbing Peter to pay Paul. A new parking garage means concrete, and unless you haven't heard, there is a world-wide concrete shortage that has driven the per yard price through the roof. In the short term, we need to think about less building material-intensive solutions to our problems. New project funding is not likely to fly considering the fiscal crisis we are in right now. If the police are willing, I'd like to see more safety seminars, especially in classrooms. It really is a police issue more than a fire issue, as it entails street safety. Perhaps the public needs to be shocked back into reality on what happens when a 150-pound pedestrian meets 2,000-pound automobile. I'm sure our paramedics can explain that sad event quite clearly.

Laura Menard (District 3): *Please see her response to Question 1.*

Laurie Capitelli (District 5): A new downtown garage is only one element in the important consideration of providing access to the downtown area for a large number of people coming to our community for employment, entertainment, and shopping. The Transportation Demand Management (TDM) study provides a number of proposals that suggest that merely creating more parking spaces is not the most efficient or best solution.

I believe access to the downtown is a critical element if we are to have hope of revitalizing this important community asset. Access can be walking, public transit, cars, or bicycles. Housing in the downtown will bring many more people onto the streets. Public transit will remain problematic until there is adequate and reliable long-term funding, but it does currently provide some limited access. Autos in the downtown consist of commuters (mainly public employees) and shoppers/visitors. These two groups of users need to be addressed differently. The city must provide

incentives for public and private sector employees not to bring cars into the downtown. There needs to be a strong and comprehensive system of incentives to accomplish this task through everything from transit passes to carpooling to limiting of actual parking spaces available for long-term use. There are many suggestions worthy of consideration in the city TDM study currently on the table. There must be adequate visitor parking provided to allow visitors using cars to have some level of confidence that they can be accommodated. Bicyclists need bicycle boulevards (streets that discourage or dramatically slow auto traffic, not just a thick line painted on the asphalt) and adequate and secure parking.

Barbara Gilbert (District 5): I want to see a lively and revitalized downtown that is a center for quality retail, commerce, and entertainment. We need this to reclaim our sense of our city's downtown core and to expand our sales tax base. I believe that, realistically, we will never draw Berkeley's middle class adult population to downtown to shop and play unless there is adequate parking. I propose satellite lots on the edge of the downtown core, within approximately five walkable blocks to the core. These should be supplemented by a shuttle service, geared to those who cannot or will not walk or to transport visitors with purchases, that circulates between Berkeley's major retail centers.

Jesse Townley (District 5): We need to bring the innovative Bikestation at Berkeley BART aboveground and fund it for longer periods of daily operation. We should expand other on-street bicycle and motorcycle parking and keep both types of parking free/exempt from parking permits/parking meters in order to encourage both extremely efficient modes of transport.

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B.U.S.D. Board—Excerpts

Question: *As a board member, what will you do to improve safety for pedestrians and bicyclists around Berkeley's schools?*

Merrillie Mitchell: I would like to do everything possible and reasonable, including slowing traffic, increasing parent, community and University student involvement. I would consider creative experiments such as colorful children's artwork on pedestrian crosswalks around schools (if the school and neighborhood got behind the idea). I believe we need more traffic officers and UC Berkeley should help supply them because they attract so many vehicles to Berkeley (and UC students will benefit from safer streets). I will lobby for more bike cops to traverse bike paths and routes and for more walking cops to walk where they are most needed. I would try to encourage BFBC to expand the good work they do to educate the community about bicycling and bike safety. We need to reach many more people. Berkeley streets have been considered the most dangerous in the state for pedestrians and bikers, so a licensing/education program would be an opportunity to educate all our bikers. This should be an incentive-type program, not a punitive one, and not a new tax on Berkeley homeowners. In South and West Berkeley, the safety of schools and streets is directly related to crime and gang activities. Two approaches have had great success in New York and Boston. One: put the "hot spots" on the map and go after them. Two: go after the little guys on the street who are involved in seemingly petty crime activity. Do both, along with real community policing and city efforts to improve the quality of life in those beleaguered neighborhoods.

Joaquin Rivera: In 1999 the Board passed a resolution, co-authored by the Bicycle-Friendly Berkeley Coalition, which led to the formation of a Traffic Safety Committee to address traffic safety issues around our schools. Working with the city we have made significant progress in this area. We need to continue building on the good work this committee has done. We must strengthen our traffic safety education campaign. It is essential that we identify the issues at each site and educate parents, students, staff, and the neighbors of desirable traffic patterns around schools, pick-up and drop-off locations, unsafe behavior, and what are the proper ways to do it. The District must monitor, on a regular basis, bus and parent loading/unloading areas, delivery areas, and parking to ensure the safety of the students, staff and community members. Working with the police department we need to enforce traffic rules to ensure the safety of all. Reducing traffic is also critical. Use of public transit and car-pooling should be encouraged for those who cannot walk or bike to school.

Kalima Rose: I will work with school sites to do community planning and apply for Safe Routes to School Funding. I will promote the bicycle safety video made last year with Berkeley High students to all school sites and on the Berkeley public television channel. And I will advocate that the Mayor and Superintendent add safe routes to school to the District-City collaboration.

John Selawsky: I am a regular bicyclist and pedestrian in Berkeley—in fact, I have limited my use of our one car, using it only for grocery shopping. Because I live on Blake St. between MLK and Milvia, I can walk and bike to meetings downtown. I also use my bike to get around between school sites and meetings in other parts of town. This issue is already one of my priorities, something I have worked on continually since late 2001/early 2002. I have been the Boardmember to introduce annual Walk (and Roll) to School and Work resolutions and have tried to publicize these events to the school community. With the very effective School Traffic Safety Committee (which I helped to first convene in 2002), community members have worked with me, District staff, City transportation staff, and the BPD on both safety issues and enforcement issues around our school sites. These issues include safe drop-off/pick-up zones, enforcement of double parking and unsafe practices (including crosswalk violations), and annual school safety plans that describe and detail procedures to mitigate and reduce congestion and to increase the numbers of kids and parents (and staff) walking and biking. We've made some solid small steps in this direction; I'd like to continue with this important work.

Candidate Karen Hemphill did not respond to our survey.

Bicycle-Friendly Berkeley Coalition, Inc.

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Claire Risley

BFBC is a non-profit, 501(c)(3) corporation and a grassroots advocacy organization dedicated to making the City of Berkeley a more bicycle- and pedestrian-friendly place in which to live and work.

Our vision is a Berkeley where everyone is safe using the roads and can conveniently get around by bike, foot and bus -- a city with a network of bicycle boulevards where kids can bike to school and play.

Candidates (cont'd.)

Safe, accessible downtown parking is vital for the following groups: families with small children, the physically disabled, seniors, regional patrons of the arts, regional shoppers/diners, people with large and/or multiple packages, and people who live in the hills beyond the reach of scheduled/convenient/reliable public transportation. Also, parking is vital for business deliveries, home deliveries, other economic purposes, and a huge array of cultural and social purposes. We should keep the current stock of vehicle parking and require replacement parking for any lost parking due to development in business districts. Parking is a shared responsibility of public and private interests. Innovative ideas like a parking assessment district would provide alternate funding sources for otherwise prohibitively expensive spaces. After all, Hink's garage was built by a private company and maintained for decades through a business assessment district.

Norine Smith (District 6): I want to bring back the city shuttles (there were 18 of them—under-advertised, obviously). They could make circles around the city, picking up at all the BART stops and winding around to Fourth Street, North Shattuck, Solano, Telegraph, and Downtown. When these routes were advertised folks could catch one of these shuttles to travel to downtown from their neighborhood. We will be losing Hink's parking lot and the Oxford and Kitteridge parking lots. MTC should be pressured to use more Proposition 2 monies for better A.C. Transit service in Berkeley so more parking lots are not necessary. A.C. Transit could also add more buses with bicycle racks on the front so intercity traffic by motorists would be reduced. Longer green lights will aid bicyclists and pedestrians and people in wheelchairs. The timed lights with a countdown at some of our major intersections are wonderful. We need more of them.

Youth Bike Grant, continued from page 1

and abandoned bikes. It's like a huge bike scavenger hunt, the grand prize being newly rebuilt bikes kids can ride away and call their own. The real product, though, according to Tinkers Workshop education director Fran Holland, is "youth empowerment."

"The main focus," says Holland, "has been supporting kids and adults getting their hands on a bike. It's been a good entry-level activity to introduce people to using tools to meet their own need. It's both complicated and simple. The simple thing is we're salvaging bikes and helping people fix them. But it's also a model program that's making abundant resources visible and useful." Holland spends a lot of his time every week, particularly in the summer, traveling the region in search of used bikes—an average of 40-50 per week. "We'll share them with anyone who comes," he says.

The ACTIA-funded program at the Tinkers Workshop is designed specifically for at-risk youth in the West Berkeley neighborhood where the facility is located. The main staff person for the new program will be Gregg Lavender. He brings three years' of experience with the Cycles of Change program, working with young people from East Oakland's poorest and neediest neighborhoods. A main feature of Cycles of Change has been educational and recreational rides, including overnight trips and excursions as far afield as Big Basin State Park in the Santa Cruz Mountains—all by public transportation and bicycle.

"For me it's been like a big family," says Lavender. "I love these kids and want to hang out with them. The people I work with are the most giving people I've ever met." Before the program, says Lavender, many of the participating youth spent their time in front of a TV set overdosing on sugar. Cycles of Change has helped them get off the couch and onto a bike—and to shape up both physically and mentally. "It's such a great

program," says Lavender. "It's magical." Lavender's hope is to reproduce that magic at the Tinkers Workshop.

Lavender lives in West Berkeley, and he's excited about the opportunity to replicate the Cycles of Change ideas in his own neighborhood with kids from his own community. "It's real grassroots activism," he says.

Fran Holland emphasizes that an important goal of the new program is development of young leaders who, in turn, will be catalysts in their communities for leadership development among other youth. "It's a more formal and focused way to support kids than what we've done previously," he says. "In addition to a series of trainings, we'll have a rides program for the trainees. But the rides won't be open to everyone. They'll be for the volunteers in the Tinkers Workshop bike program. They'll get support and training on mechanics, and they'll also get leadership development through the rides program. We'll be riding around to other sites where kids are running or participating in community programs."

There's an important hitch to this story—and it doesn't attach to the trailer pin of an SUV. The ACTIA grant will only go far enough to pay Gregg Lavender's salary. All the other resources—volunteers to teach specific bike repair skills, used bikes and bike parts, and additional money for trips—has to be raised separately.

To make a financial contribution to the program, write checks to Tinkers Workshop and mail to:

Tinkers Workshop
1336 Channing Way, Suite E
Berkeley, CA 94702

To volunteer contact Tinkers Workshop at 510.644.2577.

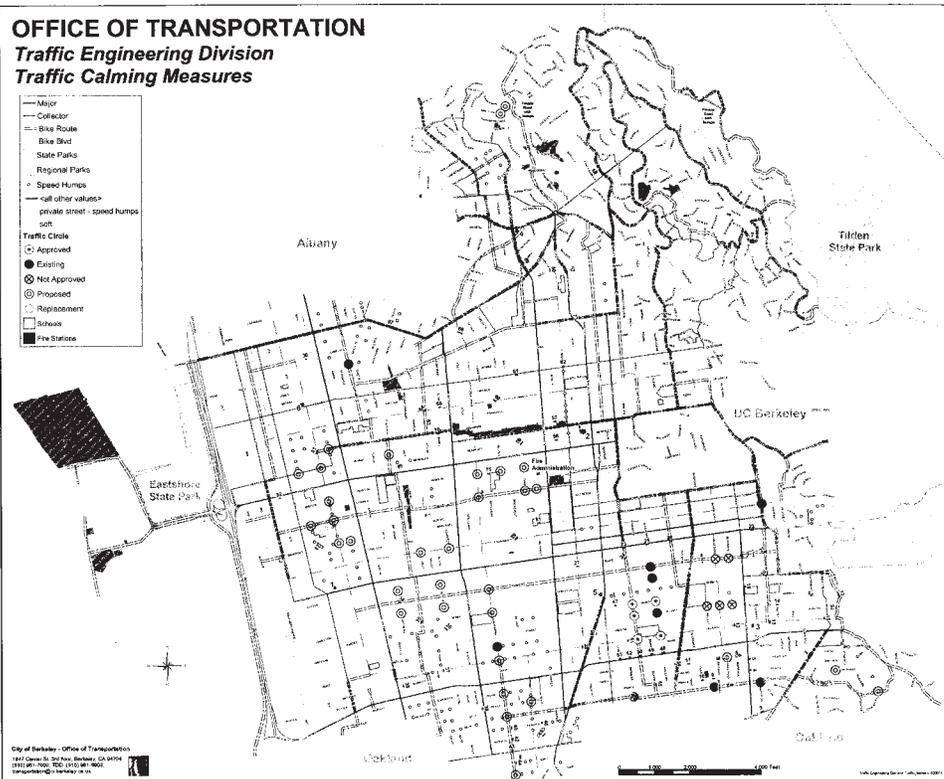
Gregg Lavender at G.lavender@excite.com. Fran Holland at tinkerfran@yahoo.com.

Berkeley following Seattle's lead with traffic circles

The Berkeley Office of Transportation is poised to begin installation of up to 25 new traffic circles in neighborhoods throughout the City. On July 20, 2004, the City Council approved the plan, with work to begin this fall. Funding will come from a variety of sources, including the Bicycle Fund. Fifteen of the traffic circles are planned for bicycle boulevards and other designated bicycle streets. The map

below shows the locations of the planned circles. Traffic circles are planned for Magna (6), South Oceanview (3), Dwight Area (6), Rosa Parks School (5), California Bike Boulevard (5).

All of the new traffic circles will be designed like the traffic circles recently installed in the LeConte Neighborhood, with full landscaping.



Key City of Berkeley Transportation Contacts

Road Hazards

For all road hazard and maintenance issues (e.g. potholes, tree trimming, street lighting):

Public Works Customer Service Unit
phone: 510.644.6620

Bicycle Projects

For information on bicycle facilities (including bike parking), and bicycle programs and projects in Berkeley:

Heath Maddox,

Bicycle & Pedestrian Planner
phone: 510.981.7062

email: <hmaddox@ci.berkeley.ca.us>

Transportation Projects

Peter Hiller, Asst. City Mngr. for Trans.
phone: 510.981.7000

email: <philler@ci.berkeley.ca.us>

Bicycle Registration

Berkeley Police Dept. 510.644.6233

Report Stolen Bikes/Illegally Parked Cars

Berkeley Police Dept. 510.981.5900

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District 8: **Gordon Wozniak**
Phone: 510.981.7180
Email: <wozniak@ci.berkeley.ca.us>

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Berkeley, CA 94704
Fax: 510.981.6901

Stay in touch on-line!

Join one of the BFBC e-mail lists. Either our weekly bike news bulletin or daily talk list.

For instructions, visit the web page:

<http://www.bfbc.org/maillist>



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Web Site: www.bfbc.org

Please let us know if you move.
We want to stay in contact with you!

Labor Donated.
Printed on recycled paper. Please recycle!

Sign me up for membership!

Name _____
Address _____
City _____ State ____ Zip _____
phone _____
Email _____

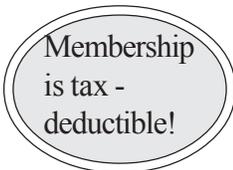
Membership pays for itself by providing discounts at the following bike shops and businesses in town:

- | | |
|--------------------|-------------------|
| Missing Link | BicycleREvolution |
| Left Coast Cyclery | The Bent Spoke |
| Mikes Bikes | Medina Cycles |
| Velo Sport | Solano Cyclery |
| Momovelo | Re-Cycles Bikes |

Details and more benefits and on our website: www.bfbc.org

Annual Membership Levels:

- ___ Take The Lane.....\$25*
- ___ Clean Air Champ.....\$50*
- ___ It's Your Lane, Too.....\$75*
- ___ Byke Pride.....\$100
- ___ BeLoVeD>.....\$500
- ___ Viva la Velorucion.....\$1000
- ___ Start Me Up.....\$10
- ___ Living Lightly,
Biking Heavily.....\$5



*These levels and above include membership card for discounts at local bike shops and a subscription to rideOn, the East Bay Bicycle Coalition's newsletter. You can also volunteer to earn full membership benefits.

Please do not share my name with other cool groups.

Make checks payable to:

BFBC
P.O. Box 13357
Berkeley, CA 94712-4357

I want to volunteer! I can help with:

Campaigns

- ___ Bike Boulevards
- ___ Bike Parking
- ___ Paving Conditions
- ___ Safe Routes to School
- ___ Traffic Calming
- ___ Downtown/Southside Planning

Outreach

- ___ Flying/Posting
- ___ Tabling
- ___ Merchant liaison
- ___ Neighborhood liaison
- ___ UC Berkeley liaison

Events

- ___ Bike Film Festival
- ___ Bike rides
- ___ Bike Month (May)
- ___ Valet bike parking
- ___ Birthday Party

Professional Skills

- ___ Artwork / graphics
- ___ Newsletter/layout
- ___ Small business mngmt.
- ___ Web skills
- ___ FileMaker Pro / dB

**BFBC
Store**

- ___ I would like a BFBC T-Shirt for \$10 + \$3 for shipping/handling. Check size: M L XL
- ___ I would like a copy of "Wheels of Change", a 28 minute video about BFBC for \$25ppd / \$15 for members.
- ___ I would like some cool, BFBC bike stickers -- free!!