Guide to Starting a Bicycle Education Program

In Alameda County and Beyond

by Cycles of Change

Spring 2006

Funded by grant from Measure B through a partnership with ACTIA

ALAMEDA COUNTY TRANSPORTATION AUTHORITY

Cycles of Change
Guide to Starting a Bicycle Education Program in Alameda County and Beyond

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History of Cycles of Change and ACTIA Measure B project

Cycles of Change is a bicycle education program founded in July 1998 as part of the Roosevelt Village Center, a community-based partnership aimed at reversing the root causes of youth violence. In introducing a dual-component program of mechanics workshops and bicycle-based adventures, our mission was to promote cycling as a primary means of safe, enjoyable, accessible, inexpensive, healthy, and sustainable transportation for as many Bay Area residents as possible. Operating out of a large middle school in East Oakland’s San Antonio district, the program was quickly successful in engaging neighborhood youth with its exciting program of adventure rides and hands-on mechanics. Cycles has grown steadily to become a well-known presence in our local area, providing beginners’ ride safety training, advanced bicycle adventures, bicycle restoration workshops, and environmental science programs for hundreds of East Bay youth.

In 2003, Cycles began a two-year partnership with the Alameda County Transportation Improvement Authority with the goal of furthering the development of bicycle education programs county wide. In Oakland, our strategy was to work through existing partnerships with schools to integrate bicycle education into secondary education curriculums; as a result, three high schools and a middle school have bicycle riding as a part of their PE or science programs. In Berkeley and Union City, Cycles collaborated with schools and community-based bicycle organizations to establish four new after school bicycle education programs based on the Cycles model.

Background and purpose of this guide

The growth of bicycle education as a movement has taken place due to the dedicated efforts of many individuals and organizations across the country; the sharing of resources has catalyzed this process tremendously. Our desire in putting together these manuals is for bicycle education programs to have access to as much of the existing body of knowledge as is practical. Toward this end we have included the indispensable works of New York’s Recycle-A-Bicycle, whose brilliantly written “Tools for Life” and “One Revolution at a Time” need no improvement. They have graciously offered the rights to distribute their works to other programs through the manual. In addition, the safe street riding guide is a perfect foundation for teaching safe riding principles; our deepest thanks for allowing us to include their publication. As Cycles of Change, our contribution has been primarily to add some very useful information which is specific to the Bay Area – how to make use of our regional transportation systems, local resources available to bicycle programs, and destinations/routes for unforgettable bicycle adventures. Anyone who has ever had the joy of taking youth on a bicycle trip to a place that is special to them, or of helping them build their own bicycle, understands firsthand the immense rewards involved in youth bicycle education. Our hope is that by strengthening alliances and sharing experiences we can help those who are inspired to make a commitment overcome some of the obstacles.
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**Extensions**
1. **Tools for Life:** A start-up guide for youth recycling & bicycling programs by George Roman Babiak and Karen Overton
2. **One Revolution at a Time:** A guide to starting and running youth bike ride clubs by Karen Overton and Audrey Warren
3. **Bicycling Streets Smarts:** Riding confidently, legally and safely by John S. Allen
CHAPTER I

USING BAY AREA PUBLIC TRANSPORTATION

The Bay Area is ideal for a bicycle adventures program because of the variety of spectacular outdoor locations that are easily accessible from urban areas. The combination of bicycles and various transit systems (primarily BART) is the key to this high level of access – with a savvy guide, a group of young adventurers can get from any flatlands school to at least 20 local and regional parks within the time frame of a 3-hour after school outing. To make full use of these opportunities it is essential to become familiar with the ins and outs of each transit system.

I. BART

BART's strength as a rail system is that it is quick, predictable, and has a large range. Its main weakness is that it has few stops, meaning that getting to further out areas from a particular stop almost requires a bicycle or car; luckily, BART has rules that are very favorable to bicycle access, and the combination of bikes and BART is an almost perfect one that allows a group to reach a wide variety of destinations in a reasonable time.

Obtaining tickets – go to a supermarket (like Albertson’s or Safeway) and purchase red discount tickets from customer service. Buy a number that is slightly larger than your maximum group size (some will invariably get lost or damaged) and keep them in a very special place, as they are essential and valuable – they are an up front investment that makes BART affordable for student groups. Unfortunately the price has risen sharply of late, but still you get $24 worth of trips for $9 as of 2006.

Wise practices – there are BART rules for cyclists (which any agent will happily give you a written copy of), but in addition to these there are other practices that as a leader of a group of students with bicycles you would do well to follow. This is not only to ensure that your trip goes well, but also that BART continues to have a good attitude towards accommodating cyclists in general.

Basic rules to observe at all times –

- Do not use the escalator – students who feel unable to carry their bikes can use elevators (you should help them do this the first few times)
- Do not ever board the front car
- Do not ride your bike anywhere in the station or on the platform
- Do not attempt to ride on commuter trains (SF to Oakland) during weekday rush hour (4:30-6:30). In fact, although it is technically permitted to ride the Richmond-Fremont line during rush hour, some stretches of it – particularly between Berkeley and Oakland – tend to be very crowded and this makes boarding with a large group very stressful. In any
event, try to avoid having to get onto crowded cars by not using the busy stretches during commuter times.

**Train your students about some basic practices** -
- They should bring their bike through the swinging door (with you or a helper holding open the gate).
- Get their bike safely out of the way of everyone and come back through the swinging door.
- Get a ticket from you, proceed through the fare gate, and then immediately give you (or a helper) their ticket.

*Note – You should keep track in your hand – with two separate piles - which tickets have not been used, and which have been run through (and will need to be run out upon exiting). Try to not get tickets confused ever, but if you do you can go to the station agent and ask politely for help in sorting them out.

Students who use the stairs should hold their bike in a safe and easy-to-carry manner – you may need to demonstrate this at first. When students are waiting on the platform remind them that they will need to get into boarding groups of 4 at each door (six is an absolute maximum, only in the event of a large group and a small 3-4 car train). They should let outgoing passengers out first by standing to the side; when boarding, they should carefully stack their bikes (3 or 4 to a stack at the most) against the sideways seats near the entry doors. The students should stay near their bikes (one student must always be physically next to the bikes to be responsible for them in case they fall). You will have to show them how to stack the bikes at first. It is a little tricky, make sure the pedals don’t get caught in the spokes or exiting will be a nightmare. It is also important not to annoy passengers with the bikes, and instruct the students to say excuse me, please, and thank you to avoid conflicts.

You should make sure all the students know in advance where you are exiting, helping them read the maps to count the number of stops and keep track of where they are, until they have learned the system. After passing the stop just before yours, go through the train and warn students “next stop!”.

They should then find their bike and prepare to exit. When exiting they should go in a smooth, quick, orderly fashion, one bicycle at a time. Going out of the station, they do the same process as for entering, and should wait patiently in a designated area for everyone to finish exiting and for further instructions.

*Once in a few hundred trips or so a student for whatever reason will fail to get off at the right time – do not panic, just go quickly to the station agent, ask them to radio the train operator to inform the student of what to do, and wait on the platform at the correct stop for the student to return on the next train coming back.*

**II. Bus**

Taking the bus can sometimes be useful for hiking trips that are far up in the hills and just not practical for a beginning group to ride to. Many students have bus passes for getting to their school, so this saves you from having to buy all of the tickets.

In the East Bay, the main bus service is AC Transit (www.actransit.org). Remember that transfers only last for one and a half hours. If you are exiting BART and then taking the bus, each student who obtains a transfer (at boxes by the exit gates) will save 25 cents on the bus ticket. Although the bus schedule is fairly reliable, do not count on it completely; also, have your group act on their best behavior on the bus as some drivers will lose their patience with loudness. Cultivating *good relationships with the drivers* is a very wise idea, as they have a lot of power to either bend the rules in...
III. Ferry

This is a very useful way of getting to certain areas as well as an exciting experience in itself. There are two main ferry companies, Blue and Gold (http://www.blueandgoldfleet.com/Ferry.htm) which runs the Oak-SF-Alameda commuter, Angel Island, and others, and the Golden Gate Ferry (http://goldengateferry.org/schedules/) which runs to Sausalito and Larkspur. The SF-Oakland run is affordable ($1.75 per youth if you call group sales in advance) and quick – it takes only 35 minutes each way. Check the schedule because it doesn’t always run on a frequent basis (once per hour at the most). Generally it picks up at both Pier 41 and the Ferry building in SF, then stops at Alameda (the far west end) before arriving at Jack London in Oakland. Arrive a few minutes early, because it is first come first serve for cyclists (although there is almost never a problem, and the ferries will find a way to accommodate your group even without advance notice). Angel Island is an exciting, memorable trip but it is a long day – the ferry leaves from Pier 41 in the late morning (during summers there are runs from Oakland on the weekend), returning in the late afternoon. It is $6 per youth for the ferry and park admission unless you get an educational discount from the Angel Island Association by calling in advance. Alcatraz Island is also a popular trip with tourists, so you will have to book it well in advance to even get on the boat. The Larkspur ferry can be useful as an access point to Northern Marin county – San Rafael area, and also as an alternate (very lengthy) route to Angel Island (check schedule first). There is also a ferry that runs from the Ferry Building to and from Vallejo, and there are currently plans for ones to Berkeley as well.

IV. Train

The Capitol Amtrak line can easily accommodate up to 15 cyclists per train. They do not even have to box their bikes, just roll them on and off. The service to nearby areas is fast and reliable (unlike the overnight long-distance trains), and the fares are surprisingly affordable, especially when you book well in advance and go through group sales (50% discount for youth). Davis, Sacramento, and San Jose are great train/bike trip ideas. For longer trips on non-commuter lines, you will have to box the bikes, get off at a staffed station prepared to handle baggage (inquire in advance about this situation), and be prepared for significant delays if you are not the beginning of the line, especially on the cross-country trains and the notorious Coast Starlight. To book reservations on Amtrak call 1-800-USA-RAIL or go to www.amtrak.com.
CHAPTER 2

GETTING TO DESTINATIONS

I. Destinations near BART

The combination of bikes and BART makes it possible to take groups to a wide variety of spectacular Bay Area destinations in a way that is accessible, convenient, affordable, and lots of fun – without using motor vehicles. All that is necessary is a familiarity with the logistics of taking groups of cyclists on BART (explained in previous section), a list of trip possibilities with detailed descriptions, and a set of maps. Following is a compilation of Cycles’ favorite trips, listed by BART station:

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1. Daily City

Fort Funston-Lake Merced-Ocean Beach

Distance – 4+ miles; Difficulty – Moderate (one large hill); Traffic – Moderate.

It can be a long BART ride, and there are some tricky and hazardous spots on the way, but this is
Another option is to continue further down the cliffs and watch the hang gliding, or explore the trails and old batteries around Fort Funston (lots of dogs). At the bottom of the hill on Skyline is the SF Zoo, and for a longer ride continue up the bike path along Great Highway to the Cliff House and the old Sutro Baths (the ruins and wind caves are fun to explore). If you have a reasonably strong group and all day to ride, you can then return through Golden Gate Park to Civic Center BART. If not, a good return route is to follow John Muir Dr. along Lake Merced (separated bike path), and then take a right on Lake Merced Blvd. (wide shoulder for a while). At the light, you can cross over and use the sidewalk on the other side if you are nervous as the shoulder disappears for the last stretch. Cross John Daly as pedestrians and go uphill on the parallel service road, which on the steep part becomes a separated bike path. Carefully cross the freeway on ramp and then you can enter the BART using a underground pedestrian walkway (much safer than crossing John Daly).

**2. Balboa Park**

This station offers easy access to Cow Palace events and San Bruno Mountain, which is somewhat forbidding and as of yet unexplored by Cycles, but is also San Francisco’s last true wilderness area.

**3. 24th St. Mission/16th St. Mission**

This neighborhood makes for an exciting bicycle mural tour, a map for which can be obtained at the Precita Eyes mural center (located on Precita). Some of the highlights are Balmy Alley (off of 24th), the Women’s Building (18th and Valencia), and Clarion Alley (between Valencia and Mission near 17th). Just be wary as traffic is dense and roads are narrow – avoid Mission and Folsom, and Valencia has a nice bike lane. The Mission Cultural Center (on Mission at 23rd) also hosts exciting events and classes.

**Mission Dolores** - (on Dolores by 16th st.) is quite interesting as well, a window into pre-U.S. San Francisco. The curator, Andrew Galvan, is an archaeologist of Ohlone descent.

**Randall Museum** - (a great science museum geared towards youth) is also close, but at the top of an insanely tall hill.

**Golden Gate park** - is best reached via a route known as the “wiggle”. From 16th St. BART station, go up 17th St. to Sanchez, go right, cross Market, continue past Dubose park and take two lefts and two rights that get you to the corner of Fell and Scott (basically just avoid the hills and follow the bike route signs). Go left on Fell until you reach the panhandle and then use the bike path to get to the park, with its many attractions – kids’ playground, tea garden, stow lake, de Young museum, arboreum, buffalo (!), etc.

**Asian Art museum and the SF library** - are also easy walking distance from Civic Center.

**4. Powell**

The relocated Science Museum and Aquarium is easy walking distance, as is Yerba Buena gardens, a good urban picnic area that contains Zeum (a youth-oriented arts museum), and the Museum of Modern Art (MoMA, [http://www.moma.org](http://www.moma.org)), and a giant movie theater called the Metreon. It is also the cable car stop (very expensive).

**5. Montgomery**

This station is the easiest access point for Chinatown, also for the Transbay terminal, which is where you catch the Golden Gate Transit buses to Marin county (for all day or overnight hiking trips on Mt. Tam or to go to Stinson Beach via the 80 and 63 lines). This station has attended bicycle parking.

**6. Embarcadero**

**Distance** – 5 miles to bridge; **Difficulty** – easy riding; **Traffic** – light traffic.

The beginning of most trips along the north end of SF to the golden gate bridge, also the access point for the SF-Oakland ferry (behind the Ferry building). Use either the bike lane or the sidewalk (being very considerate of pedestrians) to follow the water to pier 39 and Fisherman’s Wharf, the main tourist areas of SF. This is the access point for the ferries to Angel Island and Alcatraz. Here there is also the Bay Aquarium, a youth-oriented aquarium that is free for school groups (call ahead). Another interesting stop is the Mechanical Museum at the end of the wharf. It is easy to continue biking along the water up to Fort Mason, then along the Marina to the Presidio, where a restored wetland area and beach at Crissy Field makes a nice lunch and rest stop.
Coming out of Crissy field, a one-way road with a bike lane leads gradually uphill to the Golden Gate Bridge, the left side of which is reserved for bicyclists. When biking across the bridge stay alert, stay to the right, and do not weave around, as many cyclists whiz by at high speeds. Once across the bridge, there are a few great ride options:

**Kirby Cove**
*Distance – 5 miles from bridge entrance; Difficulty – moderate riding; Traffic – moderate traffic.*

Go up the first very steep part of Conzelman Rd. up to the first viewpoint. Here, look for a fire road leading down, it winds down a moderately steep but well used dirt/gravel road about a mile to a beautiful isolated beach with water, picnic areas, and campsites (reserve through Golden Gate National Recreational Area - GGNRA, [http://www.nps.gov/goga/](http://www.nps.gov/goga/)). A great all-day ride for a fairly strong group.

**Marin Headlands**
*Distance – 10 miles from bridge entrance; Difficulty –moderate riding; Traffic – moderate traffic.*

After crossing the bridge, go back under the highway and over to Vista point, continuing along a bike path to Alexander Ave., beginning the descent to Sausalito but taking the first left (use extreme caution crossing the street) into a tunnel. The tunnel opens into a long road that takes you about 3 more miles through the Headlands and out to Rodeo Beach. This is a realistic day ride only for an advanced group (best in combination with the Sausalito ferry for the return trip), but offers some overnight possibilities through the Headlands Institute, the Marin Youth Hostel, or the YMCA Point Bonita. On the headlands, the old bunkers and missile sites make for great exploring, the Marine Mammal Center (where wild sea animals are rescued and cared for) is worth checking out, and the hiking/biking trails are almost endless if you have the time, a favorite is the Coastal trail, and the Lighthouse trail.

**Sausalito**
*Distance – 6 miles from bridge entrance; Difficulty – moderate difficulty; Traffic – moderate traffic.*

A lazy tourist town where you can access a ferry that takes you back to the SF ferry building (or out to Larkspur). There is a nice grocery store (Real Food Co.) on the street that runs parallel to the main drag and there is a nice ice cream shop (Lapperts) right across from the ferry terminal. A bike path leads north out of town, offering possibilities such as Tennessee Valley (another great isolated beach), Mt. Tam and beyond.

Going south from Embarcadero, you arrive at the Giants stadium, which has a great indoor playground that is open all during the season. You can also continue along the water on Illinois (parallel to 3rd street) to reach Bayview/Hunters point, which has a yearly youth festival and a youth-run restoration project at Heron’s head park (run by the Southwest Coalition for Environmental Literacy and Justice). There are also other odd parks and places to explore along the way for the adventurous.

**7. West Oakland**

**Middle Harbor Park** - Head East on 7th st., go right on Adeline. Be careful going up the hill due to truck traffic - take the lane and have a strong rear guard - then continue on Middle Harbor, taking the shoulder. The park will be on your left after about two miles.

**Lake Merritt**

**Lake Merritt**
*Distance – 3.2 miles around lake; Difficulty – easy riding; Traffic – easy traffic.*

Exiting the BART station, go right on E. 9th. Go one block (in front of you will be Laney College), and then take a left on Oak and then an immediate right on E. 10th. On your left is the Oakland Museum, a great attraction (free for Oakland kids groups, bring school/org. Letterhead) open Wednesday through Sunday featuring Ecology, History, and Art and rotating special exhibits. Bring a long cable lock. Take a left just past the museum into a park with a narrow waterway - an estuary that links Lake Merritt and the Bay. In the
adjoining parking lot close to the lake is a tunnel that will take you to the path that leads around the lake. On the opposite (Grand ave. to the North) side of the lake, you will find Fairyland, a theme park for young children, and the Lake side Park Garden Center; just past this is a Lake Merritt Boating Center (http://www.oaklandnet.com/parks/programs/boating.asp) where you can rent all kinds of boats for very reasonable rates (call for hours and prices) – there are even special programs that teach youth about the lake’s ecology while on boats (Sailing into Science – call for appointment). In the same building is the Lake Merritt Institute, run by Lake keeper Dick Bailey, which is an environmental education center with classes and weekly volunteer days. Just past this going towards Lakeshore Dr. are the Art and Science Center, the Rotary Nature Center (a small wildlife museum), and a park with bird feeding and play area. An interesting side trip is to go up Grand Ave about ten blocks (be extremely careful on this heavily trafficked stretch) up to Jean st., cross Grand and head into the Oakland Rose Garden, a small paradise of fountains and flowers.

Estuary Park to Jack London Square
Distance – 1 mile; Difficulty – easy riding; Traffic – easy traffic.

Headed the other way from estuary park, you can follow the water across 10th st. behind Laney college. You will then go through a tunnel and under the freeway to a small bike path that links you with the downtown/produce market area. Continue all the way down to Embarcadero (passing the Oakland Amtrak station), cross the parking lot, and link up with a bike trail that follows the shoreline over to Jack London Square, a nice rest stop. Nearby (going towards West Oakland) is the Oakland Ferry terminal (to SF or Alameda, or Angel Island on summer weekends), and a half mile in the other direction (towards the 5th avenue embarcadero) is a shoreline park with a playing field and the Jack London Aquatic Center. They offer exciting boating possibilities for reasonable rates (call ahead).

9. 12th street downtown

Nearby (within ½ mile, check Walk Oakland map for exact locations) are the African American Museum, Ebony Art Museum, Alice Art Center, MOCHA (Museum of Children’s Art), Preservation Park, Asian Cultural Center, City Center, and the city, State, and Federal Government buildings. Traffic is heavy (lots of bus traffic) and roads are narrow and often one-way, not as bad as SF downtown, but ride with caution.

10. 19th street

A good alternate access point to lake merritt, just go along 20th street until you reach the water, following the pedestrian crossings across Harrison to get to the bike path. Nearby on 18th st. (between Broadway and Telegraph) is the Oakland Ice Center, ice skating with youth group discounts. A point of special interest is the Paramount Theater (call for tours), an amazing art house theater from another era (but still in use!).

11. MacArthur

Just a few blocks away is a large park and recreational center with great outdoor basketball courts and large picnic areas. In addition, at 45th and Broadway is Temescal Pool (call for hours) and studio one art center (call for classes).

12. Rockridge

Distance – 2 miles to Lake Temescal; Difficulty – moderate riding; Traffic – moderate traffic.

The closest access point to Lake Temescal, a small lake with a beach, swimming area, good fishing, picnic areas, and some hiking/biking trails. To get there, take a left at the first light (going south on College) onto Keith Ave. Go up the hill, carefully crossing Broadway, and continue up the service road that runs alongside the freeway (good sidewalk and shoulder, light traffic). It is a moderately steep but short hill, maybe a half mile to the park entrance. Coming back to BART, be careful of the sudden stop at the end of the downhill, after which you have to make a sudden right turn, go under the freeway, and then make a perilous left turn onto Chabot St. (rear support is crucial). Another option for groups returning to East Oakland is to exit the
park on the other side of the lake and take a left onto B’way Terrace. Follow the roads that stay low along the creek (Duncan, then Mountain Blvd.) until you reach downtown Montclair, then take a right turn and descend down Park Blvd. The roads are narrow and sometimes heavily trafficked, so prepare your group well and watch out for them - consider taking the lane on the downhill all the way to Leimert Bridge. Someday there may be a separated path down this stretch, but until then it is definitely not for beginners.

**Skyline**

*Distance – full circuit over 15 miles + 1200 ft. climb/descent; Difficulty – moderate; Traffic – narrow roads.*

Along the way to Lake Temescal is the beginning of Old Tunnel Road, the easiest way of reaching Skyline Blvd. from the flatlands (to reach it, continue past the lake entrance and cross 24, then come back a few hundred yards on Tunnel). It is a difficult but manageable ride for an advanced group. Skyline is a spectacular experience but stay in the right place on the road always as there are blind curves and sometimes fast traffic. Sibley and Huckleberry regional parks, and the Bayview trail in Joaquin Miller park are stunning stops to make along Skyline, there are also mountain biking trails (use at your own peril) throughout Redwood Regional Park. Chabot Science Center (with powerful telescopes, an interactive museum, IMAX theater, and great classes for school groups) is also accessible from Skyline.

**13. Ashby**

On weekends, there is a flea market here that is especially interesting. On Sundays from 10 AM - 2 PM, the Thai Cultural Center (across from a park at M.L.K. and Russell) offers a open brunch. Down Russell, crossing San Pablo onto Heinz is one of our favorite stops, the Sharffenberger chocolate factory (call ahead for advance group reservations on one of their free tours).

At Derby and Telegraph is Willard Pool (call for drop-in hours), also with basketball courts, sports fields and a playground.

At Ward and Milvia is Iceland, a skating rink, and Tuesday afternoons is the Berkeley Farmers’ Market 1-2 miles away, in North Oakland, are two community gardens run by the Peoples’ Grocery, a community food security alliance with many projects and a strong youth component (call for appointments and programs).

**14. Berkeley**

**Marina, Aquatic Park and Bay Trail.**

*Distance – 2 miles from station; Difficulty – easy riding; Traffic – easy traffic.*

Head West from BART on Addison until you reach the water, this is the area known as Aquatic Park. You can find here a drop in community bike shop run by Tinkers’ Workshop, located at the foot of the bike bridge. Crossing this bike bridge will take you to a small restaurant/snack stand which is the entrance to the marina and the Bay Trail. Out on the marina, there are some nice riding trails, as well as a unique playground (Adventureland - call for reservations and hours) and the Berkeley Sailing Club (which can offer free lessons, call for info). Also here is a nature center that offers a variety of naturalist programs (Shorebird Nature Center).

The Bay Trail heads towards Emeryville, where it ends abruptly at Powell, linking up to bike routes along Shellmound (back to Oakland on 40th St.) and the Amtrak station and the Emeryville Public Market. The Marina Park is a popular windsurfing area. Going the other way (North), you will pass a restored wildlife area on the left, in which is an informal dirt bike jumpers’ park called Shady 80. A trail in back of this, running along the water, connects you with Golden Gate Fields. Go up the hill, down through the parking lot, and you will arrive at the entrance to Albany Bulb, one of the most interesting areas in the East Bay for exploring. The Bay Trail continues past the Bulb through Albany, El Cerrito, and to the Richmond Marina. From the Bulb, you can cross the 80 freeway on a nice underpass + overpass and easily reach Albany Hill (see El Cerrito stop).

From the BART, it is also possible to take a bus
(either AC Transit or a UC shuttle service) to several points of interest, the **UC Botanic Gardens** and the **Lawrence Hall of Science** (both have fees). There is also great hiking in the **Strawberry Canyon** area into the hills above the **Botanic Garden**. **Do not attempt to ride up Centennial Dr. to these areas**, but it is possible to access the hiking trails from Strawberry Canyon Pool (which is a long uphill but rideable). Finally, for those preferring to hike in Tilden Park without the uphill climb on bike to get there, the 67 bus leads directly from Berkeley BART to Tilden’s entrance.

**Tilden**

*Distance – full loop 12 miles; Difficulty – difficult riding; Traffic – moderate traffic.*

**Indian Rock**

*Distance – ; Difficulty – ; Traffic – . 2 miles from station, moderate riding, moderate traffic.*

From the Berkeley BART, go down one block to Milvia (a bike route). Heading north on Milvia, there are several possibilities. Turn right on Virginia and head up to Spruce. Go left onto Spruce and follow a long hill up to **Tilden Park**, which contains a great swimming lake, a small farm/nature center, and lots of hiking and biking trails. It also connects to the mountain bike route through Wildcat Canyon (see El Cerrito Norte). Or, turn left onto Arch, go onto Bayview up to Euclid and explore the spectacular Cordonices Park and Rose Garden area. **Codornices** has a hidden waterfall (visit with the utmost respect) and a cardboard slide; both parks are worth the uphill climb. Continuing on Milvia brings you to Berryman; take a right up to Henry, a major thoroughfare. From here, cross Henry to get to **Live Oak Park**, a beautiful urban creek with a community center, or turn left onto Henry towards **Indian Rock**, a unique spot that kids love. When you see the tunnel, take a right and head up a hill to a traffic circle. Go right around the circle until you see Indian Rock Rd. Go uphill a few blocks and look for the giant rocks. There are some carved stone steps to make it easier to reach the top, from which you have panoramic views of the whole Bay Area.

**15. North Berkeley**

*This station offers access points to/from the Bay Trail, Indian Rock, Cordonices Park, and Tilden Park.* Very nearby there are several noteworthy attractions: **M.L.K. Jr. High** has a world famous school garden, the Edible Schoolyard, which is always open (during school hours you have to book a tour); in the park next door is a playground and swim center. Also nearby is **Strawberry Creek Park** and swim center. The BART station is also the starting point of the **Ohlone Greenway**, a separated bike path that passes two community gardens and a notable mural depicting east bay history. The path leads all the way to Richmond, but is annoying and somewhat hazardous in that there are many street crossings at which you must stop and wait for traffic.

**16. El Cerrito**

**Albany Hill-BayTrail**

*Distance – 1 mile from station; Difficulty – easy riding; Traffic – easy traffic.*

This station provides a great link to the Bay Trail (at the Albany Bulb area) along a restored urban creek and next to Albany Hill, an interesting hiking adventure. From the station, go through the parking lot of El Cerrito Plaza and cross San Pablo. Take the first left (beside the gun shop) and look for the small pathway that runs along the creek. This takes you through a park, past a restored area (opposite Pacific East Mall), and comes out at Pierce St. There are a few places at which you can scramble across the creek and hike up into Albany Hill on the northern side. There are lots of native plants (including a nice oak forest), views over the bay, and a rope swing at the top (lock the bikes before you go, do not try to take them up the hill). When the path comes out at Pierce St., take a left and follow the road along the West side of the hill until it ends to your right, there is a path across the train tracks (look both ways!!) that links to the bridge over to the Bay Trail and the Bulb.
17. El Cerrito Del Norte
This station provides the access to Wildcat Canyon, a challenging and exciting mountain bike ride that begins at Alvarado Park and ends at Jewel Lake in Tilden Park. Take the Ohlone Greenway (a separated bike path) until it ends. Continue up to Key Route, go left on Amador, right on Riverside and then look on the left for the entrance to Alvarado Park. The trail starts paved, a giant uphill!! Soon after, it turns to dirt and is a lot more fun, going through some rolling hills in a wilderness canyon. This is a somewhat challenging mountain bike ride, and should be attempted by groups that have some off-road experience and skill.

18. Fruitvale
*This station has attended bike parking as well as a repair center*
From here, there is a great easy ride to the beach, and also two bus/hiking trips.

Alameda Beach
Distance – 2 miles from station; Difficulty – easy riding; Traffic – easy traffic.

From the station, go left on Fruitvale Ave. (the West end of the parking lot), which has a bike lane. Cross a bridge over the estuary (use the sidewalk and go slow), continue one block on the sidewalk and cross at the light onto Grand. This has a bike lane, and takes you all the way to the beginning of the bike path that runs all the way down Alameda Beach. The far end of the beach going North (known as Crab Cove) has better water for swimming and better facilities. If you follow a sandy trail to the left, you link up with a blue bike bridge that takes you to Bay Farm Island (where there are separated bike trails leading all around the island), or curls around the shoreline (following Doolittle) and ends up at Arrowhead Marsh.

Dimond Park – Distance – 2 miles from station; Difficulty – moderate riding; Traffic – moderate traffic; hiking is easy in difficulty.
It is very possible to just ride straight up Fruitvale Ave. all the way to Dimond Park, but this is not for the squeamish as the road is very busy all the time (it is reasonably wide, however) – definitely not for beginning groups. There are also convoluted routes through the neighborhoods that are difficult for even locals to follow. More convenient is to use the bike parking facility and take the bus 53 takes you all the way to the park, which is one of the most extensive urban parks in the Bay Area. It features a creek, a play area, and a pool, and a hiking trail follows the creek (through a restoration project) all the way to the top of the hills – about 5 miles hiking each way.

Lion Creek – Distance – 2 miles walking; Difficulty – difficult terrain.
The 54 bus also departs from the station at regular intervals, and takes you all the way to the top of the hill at Merritt College. You can either hike down the trail or up it, catching the bus at either end (more or less). The hike up is safer (especially for inexperienced hikers) and ends up right at the bus stop, the hike down is steep and scary, but exciting, and involves a walk on the road at the end, up Mountain Blvd. to the stop in front of the Safeway on Redwood Blvd. The creek corridor (which features redwood, oak and bay forest), the vernal pools at the top, and the views from the ridge line are truly incredible. It is one of the East Bay’s most spectacular hikes, but the first time you would be well-advised to scout the trails and/or take an experienced guide.

19. Coliseum
A fairly easy ride to a large wetland and park area.

Arrowhead Marsh
Distance – 1 mile to marsh (full loop to Alameda 5 miles); Difficulty – easy riding; Traffic – moderate traffic.
From BART, climb the stairs to the Coliseum, go down into the parking lot, through the lot out onto 66th Ave. It looks horrible, but just take a left turn from the far right turn lane and stay on the far side of the road or use the sidewalk to cross
the overpass, the rear guard blocking traffic as the group crosses the freeway on ramp. After clearing the overpass, look left and just cross 66th on the pedestrian crosswalk to where the sign marking Damon Slough is. From here, follow the path along the water (continuing South) and you will soon arrive at Arrowhead Marsh, a large wetland area with a playground and picnic area. It is possible to go all the way around the marsh, continue onto Doolittle, and take a right turn (as you reach a circular track) back onto a bike path that goes along the edge of Bay Farm Island and crosses a bike bridge onto Alameda. From here you can follow a path along the Bay to the Alameda Beach trail, or continue around Alameda along Fernside (bike lane), and end up back at the Fruitvale bridge. Alternately, you could go back out to the slough, continue on the bike path going North, and explore the sloughs in the upper end of the marsh. The path eventually comes out on Tidewater Ave at High St., leaving a short but hazardous journey along High St. (do not ride in the street, take the sidewalk!!!) and then a left on San Leandro Blvd. (busy but two lanes, take the lane) to get back to Fruitvale BART.

20. San Leandro
One route leads to the mountains, the other to the bay.

Lake Chabot
Distance – 5 miles to marina; Difficulty – moderate riding; Traffic – moderate traffic.

Coming out of the station, cross San Leandro Blvd. and go left. Take the first right onto Estudillo, the road will appear to dead end, but go through the mall and the parking lot and continue going up Estudillo (bike lane). After going under 580 (about 2 miles), go a little ways until the shoulder disappears. Block street traffic both ways (there is a blind curve up ahead) and quickly cross as a group onto the extension of Estudillo. Take the first right and go downhill into the park, then look for the first left turn onto the trail that leads up, up to Lake Chabot. It is short but difficult climb, and wait at the top before continuing. Take a right and go sharply downhill (regulate speed as there is a turn at the bottom!!), crossing the dam. The trail continues (quite the roller coaster ride) for a mile or two until you reach the marina, where there is a snack bar, picnic area, and boat rental center. From here there are two options: To take a very exciting mountain bike ride (not for the squeamish) down Ten Hills Road, or to exit the park out the Lake Chabot Road entrance and head towards Castro Valley BART. If you want the thrill of the mountain bike ride, continue along the paved path along the opposite side of the lake. In about two miles, you will see a dirt trail leading off to the right that follows a creek (Longridge Trail). Go up it to the top, then take a left, you will be on the renowned ten hills trail, which after an unforgettable roller coaster ride will dump you out on Redwood Road six hundred feet above Castro Valley. Just proceed carefully (regulating speed) down Redwood all the way to the BART station, which will be on your right. If you take the other option, exit out the park entrance near the marina parking lot. Take a left onto Lake Chabot Road and proceed carefully down (there is a wide lane but still) until it ends at Castro Valley Blvd. Take a left, go carefully on the sidewalk for about three blocks until you reach Nunes. Take a right, go until the road ends, take a left onto Norbridge Ave. (paralleling the freeway with a bike lane), and follow it a few blocks until you see the BART station on your right. It is also possible to return to San Leandro BART the same way you came, but remember how steep the uphill was, check all your brakes well and regulate the downhill very vigilantly!!
San Leandro Marina/Oyster Point  
**Distance** – 3 miles to marina; **Difficulty** – easy riding; **Traffic** – easy traffic.

Go right out of the station, proceed three blocks, and take a right onto Williams (bike lane). This is a long stretch with some truck traffic but few hazards, and after a few miles you will end up at a “T”. Turning left brings you to the marina, which is the beginning of a very long stretch of the Bay Trail that extends continuously all the way to the Hayward Shoreline Interpretive Center at the foot of the San Mateo Bridge. It is an easy ride, great views but somewhat monotonous. The other way (going right at the T) dead ends into a park known as Oyster Bay, which is a somewhat fun place for riding around on trails and exploring, as well as watching planes land. It is surprisingly easy to get lost in this park, and although it seems like logically there should be a connection to the Coliseum side (where Doolittle road ends), there is not as of yet, so the only way out is to return the way you came.

21. Hayward  
**Distance** – ¼ mile to park entrance; **Difficulty** – easy riding; **Traffic** – moderate traffic.

Very close to the station is an impressive urban greenbelt called Mission Park that extends all the way from downtown into the hills, if you are adventurous enough to go that far. The trails begin at Mission Park, on Mission Blvd. (between Fletcher and Highland). There is a pool here called the Hayward Plunge, but the hours are limited, clothing is restricted, and it is somewhat pricey. The trail leading up is a fairly easy mountain bike ride for a while, until you reach a long stairway. At this point you can carry the bikes up and you arrive at a strange bowl-shaped area with some bike jumps and dirt trails. The trails continue quite a ways, but biking them is pretty treacherous and for very strong experts only (hiking is fine). When returning make everyone carry their bikes down the stairs (as opposed to riding on the path) and then go on down the same way, except in the rainy season when the trails are mud, the ride is pretty safe for beginners.

22. South Hayward  
**Holiday Bowl**

Distance – One mile from BART; **Difficulty** – easy riding; **Traffic** – easy traffic.

A very inexpensive (about $2 per youth - call ahead) bowling option that is easy to get to - bring a cable lock and don't bring in outside food.

Coming out of the BART station, go right onto Dixon. When you reach Industrial (a double-sided parkway), cross with the light and go left on the sidewalk. In a few blocks, at the corner of Mission Blvd., you will see Holiday Bowl.

23. Union City  
**Ardenwood** – Distance – 3 miles from station; **Difficulty** – easy riding; **Traffic** – easy traffic.

This is an impressive facility, a huge 1800’s style ranch bordering a working organic farm. To reach it, exit the station, take a left onto the service road, then a right onto Alvarado-Niles, then a left at the first light onto Decoto. Continue on Decoto (busy but bike lane) until you cross the 880 freeway (have the rear guard block traffic while crossing the on-ramp). Immediately after crossing look out for a sharp right turn onto a bike path that descends down a quick spiral, then runs along a huge pasture. The path will end up at the park entrance. Almost every day there is something to do, like feed the many farm animals or look inside the blacksmith shop, but on weekends (and especially at the renowned "Harvest Festival") there are lots more options, such as taking a steam train ride, a horse wagon ride, harvesting corn, or making ice cream. Events often cost $5 per kid or so. Next door is an almost unique sight, a working farm in the suburbs, owned and operated by Joe Perry for over 50 years. This is a great chance to pick up some farm fresh produce (definitely get strawberries!!) and if you are lucky, talk with Joe Perry, who is very busy but loves young people, creating a corn maze and straw playground every year in the fall.

**Coyote Hills** – Distance – 7 miles from station; **Difficulty** – easy riding; **Traffic** – easy traffic.

Going South on Decoto, as soon as you cross what looks like a river (just pass the Entering Fremont sign), take a right onto a paved trail. This scenic trail follows Alameda Creek waterway for about 6 miles, ending up at the Bay next to one of the East Bay’s most beautiful and unique parks, Coyote Hills. The best entrance to the park from the trail is to turn sharply downhill at the DUST Marsh.
sign (when you are almost at the hills themselves and birds are all around you). You will have to wind your way through the marshlands, but keep heading towards the base of the hills. Alternately, continue until you reach the obvious left turn onto another paved trail, and take that along the base of the hills to the flag flying high above the visitor center – you can visit the marshlands from the safety of the other side!! The visitor center features an extensive museum about Ohlone culture, and call in advance for a special tour of an ancient shell mound (!). Weekends and after school are good times to arrange this with a generous ranger. The hills themselves offer expansive views everywhere (mountain biking is pretty hazardous – it's better just to hike), and the wetlands are fun for exploring and bird watching also.

Dry Creek
Distance – 3 miles from station; Difficulty – easy riding; Traffic – easy traffic.
An unusual hiking area in a little-visited part of the East Bay hills. From BART, take a right on the service drive and cross Decoto, cut through Kennedy Park (which has an exceptional playground and youth center) to 13th street. Continue down and take a right onto H, then left onto 9th. Turn right as the road ends, then take a quick left. Just ahead is Whipple - cross at the light using the crosswalk, go through Barnard White School to the street on the other side (Tamarack). Take a right, cross Mission Blvd., go up a short steep hill, and down to a dead end. Maneuver the bikes through the gate and you will find yourself at the junction of several dirt trails. The straight one is most highly recommended, as it slopes gently uphill until you reach a pasture, ideal for a break. Just ahead is a bridge over a creek, if you lock the bikes here you will be able to take a nice one-mile hike through the forest to a small lake called Jordan Pond, a peaceful spot for a nap. Returning to BART, remember that the descent down Tamarack to Mission is very steep and regulate speed very carefully.

Quarry Lakes – Distance – ; Difficulty – ; Traffic – .
1 mile from station, easy riding, easy traffic.
This is a great swimming and recreation area, free and always open, located very close to BART. Take a left out of the station and then another left onto Alvarado Niles, then a right at the first light onto Osprey. Go left at the stop sign and continue until you reach the stop opposite the park entrance. Wait for everyone and cross at once. This ride has a bike lane almost the whole way.

Arroyo Park - Behind this unassuming park is a very unusual and special place that should be entered with the utmost respect. It is the creek channel of the old Alameda Creek (where the river ran before the concrete flood control channel was constructed). It is now a rare freshwater marsh, filled with old native trees and tule ponds, a thriving habitat for hundreds of birds, amphibians, and other wildlife. Unfortunately this area is sentenced to become part of the route 89 parkway and will be basically destroyed someday unless a broad coalition of caring individuals is successful in influencing auto-centric planning policies.

24. Fremont
Lake Elizabeth
Distance – Lake is 1 mile from station (3 miles around); Difficulty – easy riding; Traffic – easy traffic.
Come out of BART on the hills side, turn right, when you reach Walnut (at the end of the parking lot), go right until the first light (Civic Center Drive). Go left and continue until the road ends at the Civic Center, go up to the other side of the parking lot and you will notice the path leading to the Lake. Go to the right around the lake, there are lots of playgrounds to stop and have a break.

Mission San Jose
Distance – 4 miles from station; Difficulty – easy riding; Traffic – easy traffic.
If you have several more hours and want to check out one of the Bay Area’s most important historic sites, when you get to the opposite side of the lake, you will see some railroad tracks and a creek feeding into the lake. Follow the trail along the creek for a few miles until you can go no farther...
(Palm Ave.) Go right onto Palm, then at the end go left onto Washington. At the top of a slight hill is **Mission San Jose**, a very old Mexican settlement. There is a museum inside with a lot of intriguing artifacts (adults who like history will appreciate this much more than kids!). Just down the road on Washington (after it crosses Paseo Padre) you will see on the right a large marker. This is the **Ohlone Cemetery**, where thousands of East Bay indigenous people were buried after spending their lives building and working in the mission.

**Niles Canyon**

*Distance – Entrance is 2 miles from station; Difficulty – easy riding; Traffic – easy traffic.*

Coming out of the BART take a left on Walnut. On the left you will see a series of freshwater lagoons (called **Tyson Lagoons**) which are open by appointment for educational programs. Just past there is **Rodriguez farms**, another urban farm with a great produce stand. Continue across **Mission blvd.**, and you will be on Morrison Canyon rd. Take the first left onto **Marr** (it quickly becomes Canyon Heights Rd.), follow it along the base of the hills until it crosses the train tracks. Just ahead there is a park along a river, from here you can leave the bikes and explore the canyon a little ways, going along the shore of the river. This is especially interesting after a big rain. Don’t bother considering either going on **Niles Canyon road** itself or going on **Old Canyon road** that goes upriver (it is fenced off with barbed wire anyway at this time), just help lobby for a safe trail that bikers and hikers can use to access the canyon. Going the other way takes you back onto the **Alameda Creek trail**, leading to the back of **Quarry Lakes Regional Park** in about 2 miles.

**25. Castro Valley**

**Cull Canyon**

*Distance – 2-3 miles from station; Difficulty – easy-moderate riding; Traffic – moderate traffic.*

A perfect little spot for swimming and resting in the late spring and summer. Exiting BART, go through the parking lot and cross **Redwood Rd.** You will be on an empty street with a bike lane. Curving to the left, you reach **Castro Valley Blvd.** Turn right, go on the sidewalk up a small hill, cross the freeway and descend on the sidewalk to **Crow Canyon Rd.** Cross with the light, taking a left on Crow Canyon, proceed down hill to the light at Heyer, cross with the light taking a left on Heyer. Go up a brief hill and take the first right onto Cull Canyon Rd. Go about a quarter mile until you see the park entrance across the street. Wait for the whole group, block traffic, and cross all together. There is a small entrance fee to the swim area, which is not open except on weekends up until the late spring (call East Bay Regional Parks for schedule). Returning to BART, backtrack on the same route, also using the sidewalk on **Castro Valley Blvd.**

**26. Dublin/Pleasanton**

**Shadow Cliffs**

*Distance – 6 miles from station; Difficulty – easy riding; Traffic – moderate traffic.*

A great **swimming lake** (always open, always free) with a snack bar and water slides open in the late spring/summer!!

From BART, exit on the south side, following the service drive to **Owens**. Take a left, the street is a wide boulevard but should have very little traffic, so take the lane. Go until the “T” and take a left at **Las Positas**. Jump on the sidewalk, in moment you will reach **Santa Rita**. Take a right and continue on the sidewalk (if traffic is light – very rare – you could take the lane if you have great rear support, but drivers can get very upset in Pleasanton). Go along a few lights (using great caution at street and driveway crossings) until you reach Valley, a large intersection with a shopping mall. Cross with the lights and go left onto Valley. Continue on the sidewalk until you pass under the railroad tracks and reach the corner of **Stanley**. Cross with the lights and go left, continue one mile until you see the park entrance on your right. There is also an extensive **BMX track** and jumping complex on your right as you approach the park. Returning, retrace
your route but make sure to take the left upon reaching the gas station at Las Positas.

**Sunol**

*Distance – 15 miles from station; Difficulty – moderate riding; Traffic – moderate traffic (areas with narrow shoulder).*

A nice ride on country roads to a remote but wonderful regional park that is home to one of the best swimming sites in the entire Bay Area – **Little Yosemite** – as well as some great family and group campsites (reserve through EBRPD). Come out of BART straight out the south parking lot, cross the boulevard and continue straight on Willow. Just take the lane, there will be little traffic. Continue until the road ends, then go right onto Las Positas. Follow this road all the way to Foothill Blvd. and take a left. Continue down Foothill all the way to Castle wood, then take a left across the bridge. Then go right onto Pleasanton-Sunol Rd. Continue about 4 more miles to its end, at the water temple. Here there is a small store and a picnic table. Go left on this highway, traffic clears once you go under 680. You are now heading south on Calaveras Rd. Traffic is light but the shoulder is narrow – ride in small groups, advise riders to be cautious of cars approaching from behind and ride single file. Ride about eight miles on Calaveras and you will see the brown sign marking the left turn onto Geary Creek Road into the regional park. Once you enter, the area called Little Yosemite is about one mile ahead on a gravel fire road that follows the creek upstream (after a big uphill, you will see a trail junction and some rocks on the right, where you will hear the sounds of the water crashing). Sunol has lots of wildlife, so be alert for it (the native Steelhead populations are protected), it is also well known for its wildflowers. Spring is the best time to visit, as the ride in summer can be very long and hot, with little shade. The total distance is over 15 miles each way, so make sure your riders can handle it.

**27. Orinda**

**San Pablo Dam**

*Distance – 3 miles from station; Difficulty – easy riding; Traffic – moderate traffic.*

Exiting the BART, go on the path North and cross over the overpass that will dump you out onto Orinda Way. Continue through downtown, reaching Camino Pablo, look for the bike path on the right side of the road. Just follow this for about 3 miles until you reach the park entrance road on your left. The reservoir is very popular for fishing, and also has boat rentals, a snack bar, and picnic areas. Along the way, the intersection of Bear Creek Road offers two options for a very advanced group - going left will ascend a high ridge up to **Inspiration Point** (at the back of Tilden Park), and going right will reach **Briones**, an expansive regional park with great hiking and mountain biking trails. Both involve big climbs.

**Pinehurst**

*Distance – Full ride 15+ miles from station; Difficulty – advanced riding; Traffic – moderate traffic.*

This is a popular route for advanced cyclists that goes over the back of the Oakland hills and reaches Skyline at the Snake Rd. junction. It’s a slow uphill for a while then a couple miles of steep uphill at the top. Along the way there is a back entrance to **Huckleberry/Sibley Regional Parks**, just before the steep part of the hill. There are also entrances to the **San Leandro Reservoir**, an extensive area for hiking (EBMUD permit required, call main office). Once again, this route is for advanced cyclists only. **Moraga Blvd.** (South from Orinda BART) has a bike lane the whole way and not too much climbing. Another option for reaching Pinehurst is to take the **Lafayette-Moraga trail** from the Lafayette station, much more scenic.

**28. Lafayette**

**Lafayette reservoir** - this spot is supposedly great for bike riding but is open to bikers as such odd hours that Cycles has never actually visited.

**Moraga Trail** - Just a few blocks from BART this trail begins (its entrance is tricky to find the first time), it is a beautiful but popular separated path that leads to a playground in **downtown Moraga** - useful mostly as an alternate to Moraga Blvd. in getting to the **Pinehurst area**.

**29. Walnut Creek**

**Diablo South Gate** - The most common entrance point to Diablo for bikers is **North Gate Road** since it is significantly less steep. However, South Gate offers another option.
**30. Pleasant Hill**

Lindsay Wildlife Museum – Distance – 2 miles from station; Difficulty – easy riding; Traffic – easy traffic.

A small but excellent youth-oriented wildlife hospital and museum where you can see a great variety of wild creatures (mostly birds) while they are recovering from injuries. Entrance is a small fee, and you can call ahead to schedule special programs for a reasonable charge. There is a nice park with a play area right next door. To get there, come out of the station and cross the parking lot to reach the opposite sidewalk and entrance to the Iron Horse trail. Head south, and in a few hundred yards you will come to a 4-way trail cross. Go right, and continue for about a mile. Just before reaching Geary St., you will cross a small overpass and have to make a sharp left onto another bike trail. The route from here (just another half-mile or so) is very straightforward and will take you directly to the back of the museum.

Heather Farm and Garden

Distance – 2 miles from station; Difficulty – easy riding; Traffic – easy traffic.

Coming out of the station, proceed to the 4-way cross, this time take a left. After crossing some residential streets (careful!) and a bridge, take a right onto another paved trail into an artificial lake area. Continue around the lake until you see the center, a swimming pool with some basketball courts out front. The pool is great, but is pricey with limited hours, also swim shorts only are allowed.

Castle Rock

Distance – 8 miles from station; Difficulty – moderate riding; Traffic – moderate traffic.

From Heather Farm and Garden you can take a branch of the Iron Horse to an unusual park at the foot of Mt. Diablo. This park features some beautiful rock formations which you can scramble up to, and an incredibly fun mountain bike road that crosses the stream about twelve times. To get there, exit Heather Farm near the pool onto Ygnacio Valley Road. Go West (uphill) on the sidewalk for one block until there is a pedestrian crossing, cross here and immediately in front of you begins the bike path. Follow it for about two miles, being careful to make sure that students come to a stop and look both ways at every street crossing (there are many).

Upon reaching Oak Grove, take a right, continuing ahead through a traffic circle and looking for Castle Rock Road. Take Castle Rock through rolling hills for about three miles and you will reach the park entrance. There will be several picnic areas, after which you enter the state park and the trail becomes a dirt fire road. After passing a reservoir (some moderate uphill), the fun begins - be ready to get wet and for maybe a few small crashes. Above you on your left is Castle Rocks, which make for great exploring/climbing (just leave the bikes locked up down below).

**31. Concord**

North Side Diablo – Distance – 10 riding + 6 hiking; Difficulty – moderate riding; Traffic – heavy traffic; moderate-difficult terrain.

This trip is more like a pilgrimage, leading to an area of unusual beauty hidden in the canyons of Mount Diablo’s north side. Early spring is the time to go, when the falls are high, the flowers are out, and the weather is moderate. The trip takes a full day, and involves a 15 mile round-trip ride as well as a 6 mile round trip hike. From Concord BART, head south on Oakland St. Take a right then an immediate turn left onto Mesa until you reach Cowell. Go left onto Cowell, continue until you reach N. Larwin; go left, you bike through a subdivision. At the end there is a sharp right curve, and on the left is a short route out onto Ayers. Take a right onto Ayers, climb a short hill and take a right onto Ygnacio Valley. Go right onto Alberta Way, then left onto Pine Hollow, and left on Mitchell Canyon then right on Clayton Rd. As you pass through downtown Clayton look on your right for a separated bike path that follows the stream. If you miss it, just take a right onto Regency and follow it until it ends, at which point you should lock all the bikes (the
uphill is very treacherous). The map on the board explains the way to the Falls trail, it is about a six-mile round trip at minimum, bring water and snacks.

II. Camping by bike

Angel Island – accessible only by ferry – you have to haul everything (no support vehicles!). There are only eight sites, each accommodating 8 people (there is, however, a boat-in site!). Very beautiful campsites and area, great beaches, hiking/biking trails, and ruins to explore, these sites fill up way in advance. Reserve through www.reserveamerica.com

Presidio Robb Hill A group site open starting in the late spring, accommodating up to 50 people. Contact the GGNRA for information; few know about it so it is often available.

Kirby Cove – Marin A small group of family sites (10 people each) near an isolated beach, beautiful and secluded. Reserve through GGNRA (difficult to get)

Marin Headlands

YMCA Point Bonita offers room and board and educational programs for youth groups.

Haypress/Centennial – these sites accommodate only a small number of persons. Contact GGNRA to reserve.

Youth hostel – is $15 per person per night, sometimes group discounts are available. Tends to fill up on weekends and in summers. Has kitchen and other facilities.

Headlands Institute – overnight youth facility offering educational programs of many kinds. Pricy, but an excellent program.

Pantoll – 16 drop-in or reservable sites accommodating up to 8 each, located right off the bus line and ideally situated for Mt. Tam hiking trips. They fill up on weekends, especially in summer, so be there by the 12 o’clock opening to make sure you get a drop in site. Reservable through Mt. Tam State Park.

Alice Eastwood – two group sites (one for 25, one for 50) reservable through www.reserveamerica.com (part of Mount Tamalpais State Park). About a mile hike from Muir Woods, just off the Panoramic Hwy.

at the Mtn. home inn bus stop.

Steep Ravine – some primitive campsites and some primitive cabins right by the ocean at the foot of the steep ravine trail. These are highly prized, reserved months in advance, good luck getting one through www.reserveamerica.com

Samuel P. Taylor – many family sites, a group site, and a walk/bike in area in a beautiful redwood forest on the way to Point Reyes (on Sir Francis Drake). Swimming holes and salmon runs nearby, but a long way from the Larkspur ferry (15 miles on treacherous roads, large hill)

China Camp - take the Larkspur ferry, take a right onto E. Sir Francis Drake, at the top of the hill take left onto Anderson Dr. Be careful of cars coming quickly in both directions. Follow Anderson Dr. all the way to Irwin and take a right. When it ends, take a left on Francisco Blvd. west. In downtown, take right on Second st. - traffic can be heavy. Second will turn into Point San Pedro Rd., which goes all way to China Camp. Great views, shoreline campsites.

Tilden Park – group sites only, reservable by schools or non-profits. Contact EBRP for info. These sites are conveniently located and well-equipped, right in the middle of Tilden Park. Usually are available on weekends, except in summer.

Briones – some family sites in this fairly remote park, reservable through EBRPD.

Redwood Regional - some family sites in this fairly remote park, reservable through EBRPD

Mt. Diablo State Park – all the campgrounds are a steep and long climb – the lowest is rock city at about 1,400 feet up. The rocks are great for climbing however, and the ride down is unforgettable, reserve through Mt. Diablo state park

Lake Chabot – numerous (over 100) family sites and several great group sites, at the top of a high ridge above the lake (700+ feet). The best bike access is to go all the way around the lake and across the bridge, continue around to the dirt road that goes to the back of the family campground (near site 65). Not super convenient, but almost always available, reserve through EBRPD

Garin – some family sites, hill to main part of park is too high for biking up (could enter park through
Dry Creek entrance and hike in)

**Coyote Hills** – one large group site (schools or non-profits only); reserve through EBRPD – usually available

**Sunol** – four family sites and several group sites, EBRPD – usually something is available although the park is getting better known.

**Del Valle – Camp Arroyo** – a state of the art retreat facility designed especially for youth groups. Fees are sliding scale. Camp is run by YMCA in partnership with EBRPD. Best bike access is via Sycamore Valley, about 10 miles of moderate riding from Dublin/Pleasanton BART.

### III. Two Bay Area bicycle tours
(very basic plan - can vary quite a bit)

**Marin**

**Day 1** - arrive at Larkspur by ferry; sleep at Samuel P. Taylor (hike/bike sites) (about 15 miles riding; moderate traffic - use bike route - one large hill)

**Day 2** - *Pt. Reyes* - (20 miles riding - moderate traffic, some hills + hiking)

- Bike to Palomarin trail head near Bolinas
- stay at Wildcat Camp/Bass Lake
- (reserve well in advance) or use another campsite/youth hostel

**Day 3** - *Stinson Beach* - (12 miles riding, moderate traffic, pretty flat) Steep Ravine (cabins or campsites - very tough to get; or rent cottage; another option is Slide Ranch, 3 miles from Stinson beach)

**Day 4** - *Mt. Tam* (10 miles, moderate traffic + 1,500’ climb). Stay at Pantoll (hike/bike in sites), Alice Eastwood group site, or West Point Inn (cottages)

**Day 5** - Return by Sausalito ferry or cross Golden Gate bridge - 8 or 18 miles.

**San Mateo**

**Day 1** - ride down 1 to Half Moon Bay State Beach
- 20 miles, moderate traffic, one big hill
- (Devil’s Slide - take trail through county park)

**Day 2** - *Butano State Park* - take Stage road - 20 miles, little traffic, rolling hills

**Day 3** - *Big Basin* - use Gazos Creek Rd. entrance
- 15 road + 10 off-road miles, no traffic but one big climb. Camp at Big Basin, rent cottages in park, or use backpacker camps above waterfalls.

**Day 4** Hike to waterfalls? (10 miles round trip); stay on 236 below Skyline Ridge (several campgrounds exist - Skyline Ridge Open Space) - 10 mile ride, little traffic, slow uphill.

**Day 5** Finish climb, go along Skyline, descend Page Mill (2500’ !!), return via Caltrain from downtown *Palo Alto* - 30 miles (moderate traffic, long climb and steep, long descent)
CHAPTER 3

FUNDING

I. Seeking Funds – Strategies and Sources

Funding can seem to be one of the most intimidating aspects of starting a new program. Fortunately, bicycle education programs are easy to sustain financially – they have low overhead costs, a high level of appeal, and offer a number of different benefits for their participants. In middle class areas, charging families for the program may be a very realistic option, but in areas whose families have little extra spending money it is wise to consider outside funders. When doing so, it is helpful to think of the benefits you are providing (and to whom), and what groups, businesses, or agencies in your area would have an interest in seeing those populations realize those benefits. Talking with allies in your field (other after school programs and youth service agencies) can give you a sense of where other groups are looking. For groups that are first starting out, tapping into existing funding sources through the creation of partnerships is easier that generating completely new sources.

Typical sources of funds are private donors, corporate donors, foundation grants, and public funds (city, county, state, and federal). Often, public funds have more strings attached, are more trouble to get, and require more follow-up, but involve larger amounts of money and are more stable and predictable. In addition, the agenda of public funders is more transparent. Private funds are often more linked to personal connections; in addition, the priorities of the funders can be harder to discern and often change year to year. Often they are interested in funding groups whose activities will improve the funders’ visibility and image in the community. Each funder has a geographic emphasis – a community they identify with – and a scale, an amount that they tend to give. Create a budget for what you are doing, and apply to a funder who is interested in your community and gives on the appropriate scale. Start small and plan for steady growth, with your funds coming from a mix of sources. No funder likes to be relied on for everything, it is a sign of an unsustainable applicant organization. Regardless, do not expect to achieve great financial success quickly, as it takes time to establish yourself and gain trust. Few investors want to go out on a limb, or spend without considering the results. Funders are investors, they want to minimize risk and they almost always want to see measurable results. Groups that have a well researched long-term plan for what they are going to achieve and what resources they need (a strategic plan) give an impression of vision and strength. In general, funders are looking for effectiveness (achieving intended results) and efficiency (using an appropriate amount of resources). Finally, groups that do convincing evaluations that prove and quantify the benefits of their programs (especially through scientific evaluations that prove and quantify the benefits of their programs (especially through scientific...
research), as well as creating reports and publicity materials that powerfully articulate and display those benefits, stand the best chance of receiving continued funding.

Prepare written materials describing your project with the help of someone who is experienced in marketing; prepare proposals with the help of someone who is experienced in proposal writing and/or reviewing. When seeking funding, research the groups as much as possible that you are asking for money from (each have different patterns, which can be identified by finding out who their grantees are), and communicate with them beforehand by asking questions and stating what you are intending to apply for. Consideration of requests is based to some extent on presentation (through media, written materials on your program, written application, site visits, and personal interviews), but of primary importance are:

1) whether what you are proposing to do is what the funders want done;
2) whether your organizational capacity and track record indicate that you can do what you say you are going to.

Money isn’t everything; cash might be 10-60% of the total resources your program needs. Often, the biggest contributions to your program’s success, especially in the beginning, are non-monetary and consist of volunteers and material donations. Make a list of needed material goods, and type up a good letter on letterhead with a 501-C3 sponsor (making the value of any donations to your group tax-deductible) and send it to the public relations person (or manager if a small operation) of any local business that might be able to supply you with these needed materials. Follow up each of these letters with phone calls, or preferably, personal visits/meetings. Remember, you are building relationships with organizations in your community that can provide for key needs on an ongoing basis. Post ads/flyers for volunteers and material donations in any place or forum that attracts people who might be interested in your program. Don’t be afraid to specify exactly what you need from the beginning – it could save a lot of trouble.

Don’t be afraid to specify exactly what you need from the beginning.
Remember that your intent is to do something that is truly valuable, that the whole community will ultimately benefit from. If you approach your efforts with this in mind, those who contribute to this effort will know that they are gaining these benefits, as well as the sense of fulfillment that comes from their generosity.

Creating this network of connections is crucial for any organization’s sustainability. Remember that your intent is to do something that is truly valuable, that the whole community will ultimately benefit from. If you approach your efforts with this in mind, those who contribute to this effort will know that they are gaining these benefits, as well as the sense of fulfillment that comes from their generosity.

As mentioned before, one advantage of youth bicycle education programs is that they offer multiple benefits, many of which are easily quantifiable. This means that they can be seen as valuable by funders who have a wide range of different agendas.

II. Funding and growth: Profile of Cycles of Change

Following are some of the types of funds Cycles of Change has received since it began in 1998:

Public Funds – after school youth services, transportation improvement, traffic safety education, reuse/recycling education, public health.

Private Foundations – Environmental/outdoor education, community empowerment/social change, public health, sustainability/resource use

Looking at a year-by-year breakdown of Cycles’ growth and where its resources came from:

1998 - $11,400 cash - $10,000 in grants (Safe Routes to School – County), $600 in sales. Facility donated (unused school classroom/workshop), bicycles and parts donated (from local bike shops, private individuals, other bicycle-related non-profits), many volunteer hours donated (by neighbors, parents/older siblings, school staff)

1999 - $20,000 cash – all grants ($15,000 – non-profit partnership, $5,000 – local private foundation). Facility donated, bicycles and parts donated, many volunteer hours donated

2000 - $130,000 cash – all grants ($40,000 city youth services, $30,000 private foundation – outdoor education; $35,000 private foundation – youth services/education; $20,000 university partnership education). Facilities donated, bicycles and parts donated, many volunteer hours donated

2001 - $135,000 cash – grants ($85,000 city youth services, $35,000 private foundation – youth services/education, $15,000 private foundation – outdoor education)
2002 - $150,000 cash – grants ($80,000 city youth services, $35,000 private foundation – youth services/education, $25,000 recycling education - county, $10,000 traffic safety – city)

2004 - $215,000 ($125,000 county transportation, $65,000 city youth services, $20,000 school contributions, $5,000 private foundations)

2005 - $225,000 ($125,000 county transportation, $10,000 public – env. Ed., $25,000 school contributions, $15,000 private donations, $7,000 sales, $50,000 city youth services)

2006 - $158,000 so far ($50,000 city youth services, $10,000 county public health, $15,000 private foundation public health, $35,000 school contributions, $38,000 county waste management, $10,000 university partnership) + ???
CHAPTER 4

RESOURCES

I. Bike Shops

Bike shops are great resources for getting equipment donations, outreaching for volunteers, and just staying in touch with the local bike community. Building good relationships with local bike shops takes time and follow through, but the rewards are well worth it. Bike shops can act as donation centers for their customers who want to donate their old bikes to youth bike programs, thereby providing a great community service. Programs with a 501C3 fiscal sponsor can offer businesses a tax deduction on the value of all donated materials, which acts as a great incentive for shops to do your program this favor. Usually, shops will store a small number of bikes and then call your contact person to pick them up as soon as possible. The best way to set this up is to first approach the manager/owner with your proposal. If they approve, make an arrangement with them about how the logistics will work and have them communicate it to their staff so everyone is on the same page. Give the shop a sign and/or flyers to help them in publicizing this service. On this note, shops usually have bulletin boards that can be used to put up flyers for events, volunteer opportunities, and other announcements related to your program.

Note: Cycles has built strong relationships with many bike shops in the East Bay who regularly donate customers’ old bikes and parts to our program. These relationships have taken time to nurture, and are essential links bridging private bicycle businesses with not-for-profit community programs. Cycles asks that new programs wishing to work with these bike shops first speak with the main Cycles group for the most effective maintenance of the relationships. That said, the local bike shops that currently support Cycles are:

Berkeley
- Missing Link
- Mike’s Bikes

Oakland
- Cyclesport
- BentSpoke
- Wheels of Justice

Alameda
- Alameda Bicycles
- City Cyclery

II. Bike Advocacy Groups

The Bay Area is blessed to have a handful of great bicycle advocacy groups that have supported Cycles for many years. The committed people (often volunteers) who keep these groups going have done amazing work at promoting bicycle use and lobbying for streets and infrastructures that accommodate the needs of bicyclists (like bicycle accommodations on BART trains and bike racks on AC transit buses). Cycles has worked with these groups to help further their work as they lend support to the things we do. Here is a short list of some Bay Area advocacy groups that Cycles of Change has worked with:

East Bay Bicycle Coalition (EBBC): Well-established and highly successful membership-based advocacy group for East Bay cyclists. www.ebbc.org

San Francisco Bicycle Coalition (SFBC): With a large volunteer base and a membership of thousands, they have been very influential in city planning and also promoting bicycling in the wider community. www.sfbike.org

Bicycle Friendly Berkeley Coalition (BFBC): Focusing their advocacy work in the city of Berkeley, the BFBC were the main creators of Berkeley’s system of Bicycle Boulevards. www.bfbc.org

Marin County Bicycle Coalition (MCBC): Have been leaders in developing the national Safe
Routes to School program, a powerful model for promoting youth bicycle education. 
[www.marinbike.org](http://www.marinbike.org)

**Bay Area Community bike programs**
The world of community bike programs continues to grow every day. In the Bay Area, established organizations have built a legacy that can be valuable to new programs in both tangible and intangible ways. Much of their success has come about through broad community support and the sharing of resources (in addition to very dedicated and creative people!). Since new programs come into being often, this list may not be complete.

**Trips for Kids (San Rafael)**—One of the longest and most well-known youth bicycle education programs in the United States. Operates mountain biking rides and mechanics programs that are based in San Rafael but serve low-income youth from all over the Bay Area. In addition, their organization facilitates and supports the development of TFK programs all across the country. [www.tripsforkids.org](http://www.tripsforkids.org)

**City of Oakland Earn-Your-Bike Program**—A bicycle safety program for youth operated by Oakland’s Parks and Recreation division. This program travels to different recreation centers throughout Oakland, giving low-income youth the opportunity to earn their own bike and helmet by attending a bicycle safety course and contributing 40 hours of community service. [www.oaklandnet.com/parks/programs](http://www.oaklandnet.com/parks/programs)

**YMCA-Albany bike program**—This program has been operating for 15 years as part of YMCA’s summer camp for youth, and has three levels of programs - beginning, intermediate, and advanced. [www.bayymca.org](http://www.bayymca.org)

**Cycles of Change**—An East Bay youth bicycle education program that leads on-road safe riding courses, Bay Area bicycle adventures, bicycle mechanics workshops, and environmental education programs. [www.cyclesofchange.org](http://www.cyclesofchange.org)

**Berkeley Boosters**—A program at M.L.K. Jr. Middle School in Berkeley operated after-school by the Berkeley Police Activities League. Cycles has collaborated with them in the past to help run bicycle riding field trips. [www.berkeleyboosters.org](http://www.berkeleyboosters.org)

**Tinker’s Workshop**—A hands-on bicycle repair program and community bike shop located at Aquatic Park in West Berkeley. [www.tinkersworkshop.org](http://www.tinkersworkshop.org)

**Union City Teen Center**—a drop in bike shop for youth on Mission Blvd. in Union City [www.unioncity.org/leisure](http://www.unioncity.org/leisure)

**Bike Kitchen**—a drop-in community bike shop in the Mission in San Francisco that offers tools and parts for only a membership fee. [www.bikekitchen.org](http://www.bikekitchen.org)

**Pedal Revolution**—a full service bike shop in San Francisco’s Mission district that offers jobs and training to at-risk youth. [www.pedalrevolution.com](http://www.pedalrevolution.com)

**Bike Hut**—The Bike Hut offers rentals, repair, and youth training on Pier 40 in San Francisco’s South Beach. Opened in 1996 as an outpost of the Bicycle Community Project, it is a resource for local cyclists and a center for skills training for kids from low-income communities. [www.thebikehut.com](http://www.thebikehut.com)

**Alameda Point Collaborative**—A bicycle restoration and sustainable transportation job-training center developed in 2006 as a partnership between Cycles of Change and the Alameda Point Collaborative. [www.apc.org](http://www.apc.org)

**BABES**—Bay Area Bicycle Educators is a recently-formed network that provides a forum for the sharing of resources and practices. Contact Cycles of Change for more information.

**YBen**—A national alliance of youth bicycle education programs that holds a yearly conference. [www.yben.org](http://www.yben.org)

### III. Bicycle riding clubs

These riding clubs have a long history and a very large and devoted membership. Some feature different levels of rides for cyclists of varying experience. These organizations are a great way to outreach to people in your community who have a passion and commitment to cycling. Attending meetings and making a short presentation, writing articles for the newsletters about your program, volunteering at races and local events, or just going on rides and meeting people are ways of connecting to these groups. In the East Bay, several of the main riding groups are as follows:

**Grizzly Peak Cyclists**—[www.grizzlypeakscyclists.org](http://www.grizzlypeakscyclists.org)

**Oakland Yellowjackets**—[www.oaklandyellowjackets.org](http://www.oaklandyellowjackets.org)

**Fremont Freewheelers**—[www.fremontfreewheelers.org](http://www.fremontfreewheelers.org)

### IV. Equipment
While there are certain “basic essentials” – bikes, parts, tools, helmets, and other riding equipment (like a cable lock, first aid kit, and backpack/panniers) – the amount and type of each that you need can vary a lot depending on the program that you are running. We highly recommend thoroughly reading through the program manuals included with this guide, as well as a sample Cycles of Change site manual (downloadable from our website), to help you envision what your program will look like. These manuals also go into much greater detail about what kind of bikes, tools, parts, and other equipment you will need for riding and maintaining your own fleet of bikes. This will make the whole process of deciding what equipment you need much clearer, help you save time by going only to the right places, and save space by preventing the acquisition of equipment that you don’t really need. That said, the main question to answer before thinking about equipment is whether or not you will be teaching kids to fix bikes in addition to just teaching riding skills. If you have a shop that also teaches mechanics to kids, you will need a lot more tools, a lot more parts, and a lot more bikes (and usable space for all of this). For a rides program, the equipment list is smaller but involves a lot of the same kinds of sources for obtaining it.

1. Bicycles

The bikes that you will need are determined by the age/size of the students, the projected number of students, their financial resources (some students may already have access to high quality bikes), and the kinds of rides you might be taking (recreational/commuting, road racing, BMX, or touring). For almost any program, however, a group of 20-25 high-quality 24” and 26” mountain or hybrid bikes will do fine. Plan on approximately 4-5 full days of work for an experienced mechanic to restore this number of salvaged/abandoned bicycles to working order (if parts are readily available), depending somewhat on the condition they were received in.

Local shops - Local Shops – often you can approach the manager with a proposal that they formally or informally support your program by diverting bikes to you that would otherwise perhaps be thrown away. This happens when a customer comes in with an old bike who does not want to pay a lot to have it fixed the bike shop then can recommend donating it to your group (they will have to call you regularly to pick them up). In return you can give the bike shop (or the individual) a tax deduction for the bike’s value, if you are affiliated with a willing 501-C3 sponsor or school program.

Local police departments - contact the recovered materials division and ask if there are any bicycles that could be donated to a non-profit youth bicycle education program.

Universities - often they will store recovered/abandoned bicycles

Waste Management - thousands of bikes are thrown out every year in California alone, although setting up an arrangement could take some effort, any waste management agency is eager to divert heavy materials (i.e., bikes) if it can be done without much extra work.

Individuals - any home is likely to have one or more bicycles in some state of disrepair that the homeowner may be interested in “getting rid of” (donating) if approached with a good cause - a local program for low-income youth. Some outreach into community networks (through schools or churches) can result in lots of donations, although since they come in one at a time, the follow-through needed is greater.

Distributors/manufacturers - write a carefully crafted letter on letterhead, addressed to the public relations person; include slick publicity materials; make follow-up calls.

Community Bike Programs - sometimes more established bike programs in your area will be willing to contribute their resources towards your efforts, or at least make a trade.

Other - be creative, housing authorities, park districts, or other large institutions and agencies that own land may be storing bicycles away somewhere, waiting for the resourceful community bike program to take them off their hands.

2. Helmets

We highly recommend having more helmets around than you need for your rides. There are a number of reasons for this; they age and crack, head sizes vary, they get lost, they are needed for giving to
kids who start commuting by bike, etc. They take up very little space, and bikes can’t be ridden without them, so keep an extra supply stashed away.

**Helmets ‘R Us**—A non-profit group that sells a wide selection of bicycle helmets and bike locks at the lowest prices that we’ve been able to find. Contact: [www.helmetsrus.net](http://www.helmetsrus.net)

**Local Police Departments** will sometimes run helmet give-away programs for youth. The funds for the helmets often come from county or state public health initiatives.

### 3. Tools/parts

The following, taken from our site manual, is a list of recommended tools and parts needed to maintain a fleet of ride bikes and go on trips.

**Essential tools:**
- Long Adjustable wrench
- Small adjustable wrench
- 2 & 4-way screwdriver
- Chain oil
- Bicycle grease
- Cable/housing cutters
- Chain tool
- Crank remover/14 socket
- Headset wrench
- Bottom bracket tools (hook + pin spanner)
- 3-way socket
- Allen keys (1.5-8 mm)
- Small 3-way socket
- 10 mm wrench
- Spoke wrench
- Floor pump
- Tire levers
- Patch equipment + water
- Hammer
- Bike stands can be very helpful.

**Essential Parts to be purchased/donated**
- Replacement cables (shift, brake, straddle)
- Replacement housing (standard and SIS)
- Spare tires
- Spare tubes
- Water bottles and holders
- Long cable lock
- Kryptonite lock

Usually important (obtain after evaluating bikes one-by-one; these can be purchased or taken from parts bikes) are:
- A small number of seats
- Pedals
- Quick releases
- Brake pads
- Rimstrips
- Brake levers
- Shifters (front and rear)
- Deraillers (front and rear)
- Brake arm parts
- Headset parts
- Ball bearings
- Straddle cable holders
- Grips
- Crank arms (L and R)
- Seatposts (various sizes)
- Especially in the 26-27 range)

**Reserve of replacement parts for fleet bikes:**
- Cables (brake, shift, straddle) – 5 each
- Housing, tires – 5 each size
- Tubes – 5 each size
- Seats - 3
- Shifters – 5 each
- Rear derailleurs - 3
- Pedals – 3 each
- Crank arms – 3 each
- Miscellaneous nuts and bolts are very useful.

**Equipment list for rides**
- Rack and panniers (or long Backpack)
- Ride tools/parts kit (hand pump, adjustable wrench, screwdriver, allen keys, 3-way socket, 10 mm, chain tool, crank rem./socket, tire levers, patch kit, spare tubes/cables, spoke wrench).
- Map of area
- First aid kit (band-aids, tape/gauze, wound cleaner, arnica, calendula)
- Youth emergency slips/contact list
- Pocket change
- Healthy snack
- Cell phone (optional, but important)
- Ball/frisbee (if needed)
- Long cable lock/kryptonite (if needed).

The total cost of all of the above should come out between $300 and $500.

From our experience it is difficult to obtain used/recycled tools, although there are many ways of putting the word out to the community to see what will come in. One place to get used tools very
inexpensively are local flea markets, and sometimes bike shops will let go of their old tools once they have been used quite a bit. Since it is a one-time purchase, however, and wholesalers’ prices are very low, it makes sense to buy them new.

If your program has a small budget, it also makes sense to buy the parts from this list new; certain parts are very difficult to find used, and they are hard to work with if they can be found (like cables or seats, for example). That said, used parts are easier to obtain than tools. Often, retail shops or community bike programs will have a supply of used/stripped parts that they are not likely to use and take up needed space; they may be interested in donating or selling them at a low price. Additionally, salvaged/abandoned bikes that have damaged or broken frames often have lots of valuable parts on them that can be reused. Finally, placing a request out through networks of bicycle-related groups (riding clubs, advocacy groups, etc.), or to the community of the school the kids attend (PTA, parent newsletter, etc.), also can yield good results.

**Wilson Bicycle Sales**—Located in Hayward, Wilson is a small to medium sized wholesaler of bicycle supplies. Your organization (either your program or a sympathetic affiliate) will have to obtain a business license and approach them as a non-profit bicycle business to get an account. Contact: (510) 471-7300 or [www.wilsonbike.com](http://www.wilsonbike.com)

**Nashbar** - a distributor of bicycle-related parts and tools [www.nashbar.com](http://www.nashbar.com)

**Parts manufacturers** - write a well-crafted letter or call their public relations person

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4. **Camping gear/clothing**

**Bay Area Wilderness Training**
A Bay Area organization whose specialty is training youth service organizations to lead outdoor adventures. BAWT has an extensive equipment library available for use by trained groups. Contact [www.bawt.org](http://www.bawt.org)

**REI** - local stores may allow discounted or free equipment rentals to non-profit groups [www.rei.com](http://www.rei.com)

**Sierra Club Inner City Outings**—A program through which youth programs can go on wilderness adventures with trained volunteer guides, and have access to all the organization’s equipment. [www.sierraclub.org/ico](http://www.sierraclub.org/ico)

**Adventure Cycling Association**
This national group offers programs, publications, and training while acting as a resource-sharing network for those interested in touring and long-distance cycling. [www.adv-cycling.org](http://www.adv-cycling.org)

**Backroads**—A luxury international bicycle touring company. Sometimes donates used equipment as they upgrade their own equipment. [www.backroads.com](http://www.backroads.com)

Storage equipment
APPENDIX
MAPPED BIKE TRIPS
BERKELEY BIKING & WALKING MAP:
El Cerrito BART: Albany Hill, Albany Waterfront Park (Albany Bulb)
North Berkeley BART: Berkeley Marina
North Berkeley BART: Indian Rock, Lake Anza
Coliseum BART: Arrowhead Marsh
Leona Creek Bus & Hike Trip
Bicycle Transportation Map of the East Bay Map 1: West of the Hills
San Leandro BART: Lake Chabot Regional Park
Castro Valley BART: Cull Canyon Regional Park, Hayward Greenbelt, Hayward Plunge
Union City BART: Quarry Lakes Regional Park and Dry Creek/Garin Regional Park

MAP: Bicycles are allowed in the last car of the train. A permit is required, and is available by mail. Request a temporary permit from the station agent. During commute hours, bikes are allowed in the reverse commute direction only.

Contact: BART Customer Svc. (510) 464-7133
Union City BART: Arden wood Farm Regional Park, Coyote Hills Regional Park
Fremont BART: Mission San Jose, Lake Elizabeth
Pleasant Hill BART: Lindsay Wildlife Museum
Pleasant Hill BART: Castle Rock Park
Lafayette BART: Lafayette—Moraga Trail
**Guide to Starting a Bicycle Education Program in Alameda County and Beyond: Cycles of Change**

**Orinda BART: Huckleberry Regional Park, Sibley Regional Park**

- Bicycles must exit and re-enter freeway at Gateway Blvd.

**HIGHWAY 24 EAST OF ORINDA VILLAGE**
A new bike path between Orinda Village and St. Stephens Drive, on the south side of the freeway, is expected to open in 1995. Until then, there is no easy parallel route, and bicycles are not permitted on the freeway, as they are west of Orinda Village.

**Contact:** Orinda City Engineer (510) 254-7430