WHERE HAVE ALL THE BICYCLES GONE?

At the 2018 World Bicycle Forum in Brazil a video was shown to the audience of an event called “the Trampling of Critical Mass”. It recorded a peaceful crowd of cyclists cruising down a narrow street while shouts of mais amor (“more love”), ringing bells, blended with little dog yips from a puppy in a trailer being pulled by a bike. Suddenly a man in an orange protection shirt jumps from his bike and lunges to one side. More suddenly a black car shoots through the crowd as people fall and steer to get out of the way. The car aims for the camera and then fills the camera frame as a riderless bicycle is lifted upwards and thrown alongside the melee.
Then the video shows the black vehicle's disappearing tail lights while recording the crowd's shouts. Soon come the sirens of ambulances. This scene, described by Elly Blu in her second edition of Bikenomics, has a mixed and strange ending. The driver faces no criminal consequences. He is a wealthy man and hires lawyers who argue that the cyclists frightened and intimidated him, and driving through the crowd at full speed was an act of self-defense.

Blu goes on to report that after this event Brazil formed a nascent bicycle movement and the World Bicycle Forum was launched. Fremont has had its own share of bicycle and pedestrian tragedies and challenges. In 2021 a seven-year-old boy was killed riding his bike on the street and a 70-year-old man was killed while walking in a bike lane. There is a need to look at the more significant civic, communal, and personal issues and where bikes and pedestrians fit in. The majority of fatalities and severe injuries involve pedestrians, but the solution to road safety involves both bikes and pedestrians as well as Vision Zero and striving for safety.

Fremont commissioned a Bicycle Masterplan, developed from 2016 to 2018. This is a detailed, well-illustrated summary of what exists in our municipal bike infrastructure and where things are headed. Like San Jose and many other cities, Fremont seeks to accommodate a Vision Zero strategy, balancing the needs of safety and traveling efficiency for all ages.”. Such a goal, in an auto-dominant city, is not easy, but several strides have been made. Included are more protected intersections, buffered bikeways along major arterial routes, and prohibiting some intersection-free right turns. Frustration and pushback from those who want to commute without interruptions is common, as in any city, and the needs of all parts of the citizenry require consideration and inclusion. Working towards a scientific approach the city hired a consultation agency, Fehr’s and Peer, to do a Master Plan Transportation Study. This lengthy report details the safety impact of buffered and separated bike lanes and emphasizes the percentage advantage of strategies.
Who pays for the remodeling of streets and transportation is complex? City staff pursues regional, state, and federal dollars through Measure B Active Transportation funding, the State Active Transportation Program (ATP), Affordable Housing Sustainable Community grant programs, the Highway Safety Improvement Program (HSIP), and other grant programs that help implement the street changes. As the Bay Area contemplates a regional transportation measure for 2022 and beyond, transportation dollars remain a priority. Fremont, like all cities, needs to be well-positioned to access funding.

In 2016, around 12.4 percent of Americans cycled on a regular basis and the number of cyclists/bike riders in the U.S. has increased steadily. Of all forms of transportation in Fremont, biking makes up only around 0.5 and 1%. One may ask - why should Fremont cycling be less than ten percent in comparison to other locales? We have more sunlit days and flatter streets than most cities. We have a young, burgeoning population, as well as an aging and retired population. So, who rides? Of the different types of bike riders in Fremont, many are of the “strong and fearless” variety.
But the majority of bike riders are in the “interested and concerned” category, and most aren’t willing to risk their lives on dangerous streets. Visit any Fremont school today and scan the number of students who will ride to their classes. Compared with most bike-friendly cities, you will see very few riders, with good reason.

What happened to HOPR the Bike Share system that was started before the pandemic? What may have inhibited the program can be pandemically related. Covid interrupted so much of the city’s economy and daily life. Vandalism and theft of the available HOPR bikes were not covered in the grant or grants allowing the introduction of the Bike Share system to Fremont. Currently, there’s a plan to relaunch Bike Share with a greater focus on core areas in the new downtown, Centerville, Irvington, and places with protected intersections. HOPR’s staff have noted higher utilization in high-density areas where more supervision would be enhanced. Nevertheless, there are not that many bike riders in Fremont. Will we ever reach the 10% ridership proposed?

Between January 2012 and January 2016, 185 bicycle-vehicle collisions were reported and recorded in the City’s Crossroads collision database. On average, Fremont had 3 bicycle collisions each year, with a high of 49 collisions occurring in both 2013 and 2014. The chart below identifies the locations, and frequency of these bicycle-auto collisions.
These transport adaptations are all in connection with Vision Zero, a strategy initiated in Sweden in 1997 as a national street safety policy. As of 2016, Sweden had 2.8 road deaths per 100,000 residents compared with 12.4 in the U.S. Currently more than 40 U.S. cities have adopted Vision Zero, including Fremont and San Jose. The core principles are that—

1) Traffic deaths are preventable and unacceptable
2) Human life and safety take priority over mobility
3) Transportation systems must account for human error
4) Speed is a fundamental predictor of crash survival
5) Safe human behavior, education, engineering, and enforcement are essential to a safe system
6) Policy alignment must happen at all levels of government.

Nationally around 40,000 people die from traffic collisions every year, making it the second highest cause of violence-related injury. The numbers dropped till 2009 and now are on the rise again, possibly due to the popularity of light trucks and SUVs (heavier vehicles have greater impact when hitting pedestrians), and pedestrians that are more distracted as they use their “smart phones” when crossing streets. As mentioned, the majority of severe injuries and fatalities involve pedestrians, but the solutions presented with Vision Zero will benefit all modes of transportation. Perhaps most critical is the element of speed.

![IF HIT BY A VEHICLE TRAVELING AT](image)

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Likelihood of Fatality</th>
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<tbody>
<tr>
<td>20</td>
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<tr>
<td>30</td>
<td>50%</td>
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<tr>
<td>40</td>
<td>90%</td>
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Vision Zero San José | 16
What will make a difference in safety? Whatever can slow down traffic in priority safety corridors is a key part of the strategy, along with automated and better-timed traffic lights that facilitate auto transit. Here's what a Class II bike route looks like today in Fremont. The Bicycle Master Plan, which aims to serve all ages and abilities, has implemented several buffered bikeways and some Class 4 bikeways that have worked well. Walnut Avenue's elevated bikeway in particular has received good public comments and there will be an effort to do more in the city center and along the East West corridor of Fremont Blvd, stretching as far as possible. Buffered lanes along Paseo Padre will also be key.

*Buffered bicycle lanes on Stevenson Boulevard.*
Cities in Southern Alameda County are adopting Trail Strategy Plans to provide the basis for new bicycle and pedestrian trails that will offer time in nature and allow some to commute to work. Separated trails are safer for pedestrians and cyclists than having bike lanes on city streets; they also reduce air pollution and greenhouse gases.

The race to assemble Trails Strategy Plans is due to the large amounts of money being thrown at municipalities to encourage the development of bike and pedestrian friendly trails and to encourage drivers to reduce vehicle miles traveled. Transportation exhaust represents a large contributor to the production of greenhouse gases and federal dollars are available to cities that can prove they have plans in place to build more trails. Another element of reducing vehicle miles traveled is the opportunity to increase public health. Building trails encourages people to walk and or bike as separated paths provide a means of limiting the number of vehicle collisions between automobiles and pedestrians or cyclists.

We applaud cities for developing the Foothill Trail, Bay Trail, Bay Ridge Trail, Hetch Hetchy Trail, San Lorenzo Creek Trail and the Greenway Trail. These trails and their easements will connect neighborhoods, parks, schools, and businesses across many communities. This will encourage more parents to allow their children to bike or walk to school thereby teaching a new generation the importance of walking or biking.

william yragui
co-founder
Mission Peak Conservancy

See picture of bike trails in following page.
WANNA BUY A BIKE? HERE’S A FEW ON THE MARKET

—FAST BUT UNDERSTATED—
Cannondale Bad Boy 3

—BEST BANG FOR YOUR BUCK CITY BIKE—
Co-op Cycles CTY 1.1

MTB BIKE ON EBAY - $98!
WANNA BUY A BIKE? HERE’S A FEW ON THE MARKET

ELECTRIC BIKE – 40 MILE RANGE, 20 MPH, COST $1,400
As an avid vegetable gardener, I’m always looking to push the boundaries of what we can do in this climate. As August come to a close, we are already talking about starting our Winter vegetable starts and will actually do so in September. This year I had extra corn seeds left over so I wondered if they would make it if they were planted in September. I’ve planted late corn in prior years and actually had it come ripe in the end of October. I remember because I gave corn to the Trick or Treaters instead of candy. The parents were thrilled, the kids... not so much.

For this experiment, I germinated the seeds (American Dream) in pots the last week of August and transplanted the seedlings on Sep. 15th. Two months later as the corn ears started to develop the plants were only about 3-4 ft tall and never got any taller.
Due in large part to community input and our urban forest advocacy on the importance of a vibrant urban tree canopy for neighborhoods and parks throughout Fremont, a grant was applied for and obtained. Largely supported by Urban Forest Friends, key city staff, and other nonprofit organizations, the grant was awarded to the City from Prop. 68 funds in the amount of 850,000.00 dollars.

These funds will:
1) Enable 1,000 trees to be planted through a combination of community partners, a tree stewardship program, a no-fee street tree program, and more. Just what Urban Forest Friends has been petitioning for!
2) Tree maintenance plan creation for all public and street trees.
3) The Tree Stewardship Program and Community Urban Forest Education Program will provide community outreach, education, conduct tree planting and tree care events with community volunteers throughout the city.
4) Provide two cycles of follow-up maintenance on the 1,000 planted trees using Tree Stewardship graduates, community partners, and grant funds.

For updates about upcoming activities associated with the tree program, visit city.fremont.gov/trees.

While these programs can take time to develop, Urban Forest Friends continues to offer free street trees (including planting), community education talks, and to work with schools, faith groups, and the city to plant trees this coming Fall.

We look forward to working with Kit Jory, our city arborist, and city staff, on this exciting grant opportunity.
After two long years of Covid cancellations, the Tri-City Ecology Center once again hosted our Annual Lemonade Fundraiser Booth at the Fremont Festival of the Arts over the weekend of August 6th & 7th. Because of the interruption, the Covid Pandemic provided, attendance was down slightly from the last Festival held in 2019. However, the skies were clear, the sun was out and temperatures were warm enough to still keep the TCEC volunteers busy with supplying thirsty attendees with refreshing ice-cold lemonade. (The recipe of which is a closely held secret, known only to the TCEC Board of Directors. Join the board and learn more about the Secret Lemonade Preparation Process!)

Steve Evans (me), the Lemonade Booth Fundraiser Committee Chairperson, and the rest of the TCEC Board of Directors would like to thank all of the volunteers who made this year’s event such a success. A special thanks to Gus Morrison for pioneering the whole apparatus that makes lemonade!
The Lemonade Booth is not a single-person operation and raising $1,886 could not have been done without the help and participation of the following individuals:

Cathy Keesee, Kathleen Wade, Liz Ames, Beth Rasler
Evelyn La Torre, Donna Schroder, Kay Emanuele, Caroline Brown
Ruel Brown, Jane Mueller, Patricia Schaffarcyzk, Ying Luan
Janis Stob, Stuart Guedon, Holly Walters, Barry Walters
Espie, Rich Godfrey, Lalita Bendale, Adrienne, Guy Duran
Lynn Miller, Elaine Owyang, Syndee Kuhl, Dan O’Donnell
Phil Stob, Ann Morrison, Caroline Harris

Please let me know if your name is missing or spelled incorrectly at smevas@comcast.net. Additionally, please mark August 5th & 6th, 2023 on your calendar for next year’s festivities. Many thanks!
Hi Arman, tell us a little about yourself.

SCock-a-doodle-doo or qui-quiri-quí as we say in Spanish. I'm almost 10 years old which is very old for someone of my species. My feathers aren't quite as bright as they once were and I don't crow so much anymore but I still want to protect my flock. Mostly I do this by being first to go to bed each night and show the ladies the way home. I used to be a little more aggressive but these days I'm more Margaritaville than Las Vegas.

What does your name mean?

Rooster Man became R-Man which became Arman. I think it sounds quite European.

Are you European?

No, I'm a blue-laced red tipped Wyandotte. Wyandotte chickens were first bred in the United States in the 1870s and named after the Wyandot, or Huran Nation.

Oh, so you're an indigenous chicken?
Domestic chickens are a subspecies of red junglefowl, which occur naturally in India, Burma, Java, and other Southeast Asian countries. I guess some of my ancestors came over with folks from Asia or from Europe.

You're a suburban guy, what's it like living in Fremont?

Well, I have to stay on the down low a little. Guys like me aren't exactly 'street legal' here in suburbia. I'm lucky as my neighbors are from lots of different countries and they like having me around. Sometimes I hear some other roosters crowing in the neighborhood and it's nice to know I've got friends.

What does your typical day look like?

Let me check my day planner. Ok, Sunday, I'm up at the crack of dawn, then it's right into breakfast which is a mix of laying pellets, corn, and mixed greens, fruit, or vegetables. Usually, my humans share some of their dinners with me too. I'm an omnivore. My neighbors bring me everything from biryani to oyster shells. I don't have spicy or sweet taste receptors so bring on the hot sauce! Then, plenty of cold water (gotta stay hydrated), and it's off for a dirt bath which cleans me right up and is a great way to spend quality time chillin' with the ladies. I'll have maybe a quick snack of some mealworms and then a nap before lunch. I'll patrol the yard for a bit in the afternoon and make sure everything is ship shape. Then it's almost time for dinner and bed. Actually, that describes most days for me.

Any desire to travel?

No, I'm no Marco Polo. I've walked to the corner of the block and honestly, there's no place like home.
Thanks for your time, Arman

Sure, any time. Bring some grubs with you next time, I really like the chubby wiggly ones my friend finds in her compost. Cocoricó (Portuguese) or wo-wo-wo (Chinese) to you!
Orders May be picked up at 3375 Country Drive, Fremont, on Thursdays between 11 AM – 2 PM, or by special arrangement. When purchasing please fill out an order form and pay by cash or check. Sorry, we don’t have change. Questions? Call Dee Miner at 510 940 6272 or email her at muskox44@hotmail.com and please cc Caroline Harris at caroline.harris@earthlink.net.

**BIOCOMPOSTABLE PRODUCTS**

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<tr>
<td>3 gal kitchen pail bag 17&quot;X17 &quot; (50 per roll)</td>
<td>$4.00</td>
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<tr>
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*All prices reflect our nonprofit discount and tax. This benefit is for TCEC members only.*

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Do you have news or events you would like to share with Tri City Ecology’s members?

Do you have any ideas on what would make Eco-Logic an even better publication?

Let us know!

We would love your feedback and are always looking for Fresh faces and ideas!

Email us @ richgodfrey77@gmail.com

Please check out our website – www.tricityecology.org and Face Book

You can always call and leave a message at 510 793 6222

And if you haven’t joined TCEC yet, here’s how
**WANT TO JOIN TCEC?**

If you want to become a member please click [HERE](http://www.tricityecology.org) to fill out this form and mail a check to 3375 Country Drive, Fremont, CA 94536. To know more about TCEC please visit our website at [http://www.tricityecology.org](http://www.tricityecology.org). Board meets on the first Thursday of each month on Zoom due to Covid-1. Please call to verify. If you wish to speak on a subject, please call 510.793.6222 or 510.790.1685. If you have any suggestions or want to contact us, please fill out [THIS](#) form.

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