



# TEAM ALAMEDA NEWSLETTER

Spring 2023



# Message from the President

Happy Spring, all you cycling fools!

I am writing this “spring” newsletter while watching the cold rain fall outside my window, dreaming of warm, spring days when I can leave my leg warmers behind when rolling out the door to make the morning rides. Yesterday, I led a very fun ride across the Richmond Bridge, around Paradise Loop in Tiburon, and over to SF via the Golden Gate Bridge and BOY were we cold on that ride! Spring weather cannot come soon enough for me, that’s for sure.

At the February board meeting, our awesome board members all discussed ideas of new and different activities that they would like to accomplish this year. Obviously, our first ever **TA Stretching Class** is one of those activities which we are all very happy to have achieved. However, we are also planning another **TA Away Ride** weekend – this time in the Spring as well as the Fall! In addition, there is a possibility that we will host a Team Alameda presence at the Alameda **Fourth of July** parade.

We are also looking into how best to improve communications with and among our members (Instagram? Facebook? Slack?). And finally, there seems to be some interest in updating our **Team Alameda logo**. If any of you members have passion or interest in helping out with any of these activities, please do not hesitate to reach out to me directly at [president@teamalameda.org](mailto:president@teamalameda.org). We would all love your feedback, ideas, and your help in making this membership team a wonderful resource for all our members.

I hope you enjoy this quarter’s newsletter, created by our own **Dan Norton**. Stay safe out there on the roads, and here’s to some new adventures as we hit the roads and hills on upcoming warm Spring days!

Janet Shaver

**President, Team Alameda**

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## Team Alameda 2023 Board of Directors

Board Position	Contact
President	Shaver, Janet <a href="mailto:president@teamalameda.com">president@teamalameda.com</a>
Vice President	Bruni, Ralph <a href="mailto:vicepresident@teamalameda.com">vicepresident@teamalameda.com</a>
Ride Leader Coordinator, Calendar, Ride Sheets	Borowski, Kurt <a href="mailto:ridecoordinator@teamalameda.com">ridecoordinator@teamalameda.com</a>
Treasurer	Pigott, Jack <a href="mailto:treasurer@teamalameda.com">treasurer@teamalameda.com</a>
Membership	Merchant, Laura <a href="mailto:membership@teamalameda.com">membership@teamalameda.com</a>
Secretary	Palacios, Emil <a href="mailto:secretary@teamalameda.com">secretary@teamalameda.com</a>
Sponsors, Publicity	Castro, Mike <a href="mailto:sponsorship@teamalameda.com">sponsorship@teamalameda.com</a>
Webmaster	Schniedergers, Klaus <a href="mailto:webmaster@teamalameda.com">webmaster@teamalameda.com</a>
Newsletter	Norton, Dan <a href="mailto:newsletter@teamalameda.com">newsletter@teamalameda.com</a>
Member at Large	Norton, Dan <a href="mailto:memberatlarge@teamalameda.com">memberatlarge@teamalameda.com</a>

Your ideas and suggestions will be welcome and can make a huge difference. Every board member casts a vote on important issues and challenges.



***Board Meeting at the Klaus Haus - 13 February 2023***

Clockwise: Dan Norton, Emil Palacios, Ralph Bruni, Kurt Borowski, Janet Shaver, Jack Pigott, Mike Castro and Laura Merchant



***View to Alameda from Bay Island***

# New Members

*Team Alameda* attracted four new members over the past quarter. They are:

<b>Christian Borth</b>	10 April 2023
<b>Brian Aldrich</b>	20 February 2023
<b>Sandy Vance</b>	23 January 2023
<b>Mark Rosales</b>	09 December 2022

Welcome on board!

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## New(ish) Member Profile - Dan Norton

Originally from Iowa City, Iowa, I have lived in Alameda since the late 1980's after moving from San Francisco. My wife Diane is from San Francisco. We raised two children in Alameda, eight years apart, which meant many years filled with school activities and youth sports, from the 90's through the 2010's. And of course there was work. I did group health underwriting and actuarial work for Aetna for 35 years and retired in 2017.

I joined Team Alameda in September of 2021. I had purchased a hybrid bike the previous COVID summer and enjoyed riding around the island, even down the Bay Trail portion of what I now know of as the San Leandro Loop. Wow, 30 miles out and back! But after some introductory TA rides, I realized I had neither the strength, stamina nor the proper bike for "C" rides much less "B" rides.

At that point, long time TA member Mark Pryor reached out to me and kindly mentored me in some of the basics of road biking. One morning he led me up Williams Street to Lake Chabot Road where I naturally proceeded to walk my bike up the hill. This is harder than I thought! But I persevered and gained strength over the fall of 2021. Everyone I rode with on Team Alameda was encouraging and unfailingly positive, no matter how far I lagged behind. I appreciated the shouts of support as I straggled up to the group.

Finally, in January 2022, after four months of searching for a road bike —remember the supply chain crisis — I found one at Huckleberry Bikes in Levi

Plaza of all places. I had a very specific recommendation from my brother Jeremy, a veteran road biker: a Cannondale Synapse Carbon Tiagra with hydraulic disk brakes. OK. Well amazingly that's exactly what the bike shop had, so I bought it immediately.

Over the spring and summer of 2022, I rode regularly, and my strength and endurance improved. I particularly enjoyed a number of "casual" rides in Marin county and along the San Mateo county coast organized by Jack Scullion. From May through September, I accumulated around 2,000 miles with 100,000 feet of climbing. It's not always easy, up at 7:30 am, getting ready for a three-hour ride (how many hills?) or earlier, if driving to an away ride, the temperature sitting at a chilling 40 degrees. There is always some danger and I've taken a couple of spills. But aside from that, I always feel great after a ride. It's good for the heart and I find it's a stress reliever too, not that any of us need that. At least for me, the physical exertion seems to overwhelm any minor health issues, which you might say are left behind in my tiny bike rearview mirror.





*On A Ride in Santa Barbara - March 2022*





*28 January 2023 - Tunnel-Grizzly-Spruce*

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## Alameda Grand Prix

A Cycling Remembrance By Mark Pryor

I created these notes based on brief email exchanges with Jason Poindexter, one of Team Alameda's founders, Joe Mariscal, the planner of the event, and my personal recollections as a course marshal on that day, as I had just joined Team Alameda when it was a "racing" club rather than a "social riding" club. The club had a racing license, which it needed to put on this race.

The first I heard of the club putting on a criterium ([a bicycle race conducted on a short course over roads that have been closed to traffic, usually consisting of multiple laps of a winding loop](#)) in downtown Alameda is when I volunteered to work the event and attended a meeting at Encinal High coordinated by Joe Mariscal, who was the athletic director of the school at the time.

Sam Wilson, at that time a partner with Gene Oh at Alameda Bicycle, was overall coordinator of the event and fought the battles with City Hall to get the necessary permits and road closures for the event. Sam, Joe, and Jason were the organizing committee and attended several meetings to get the race scheduled and planned out with NorCal racing. Dennis Stone helped the committee out by sharing notes and experience from putting on a criterium on Webster Street in 2002, interestingly Fast Freddie Rodriguez (riding for USPostal at the time, and eventual US road race champion) won the Cat 1 race that day. If anyone has recollection of that race on the west end, let me know.

The crit was held on Sunday, March 5, 2006. Because of conflicts with other events on the NorCal racing calendar, there were no women's races and no Category 1 races for the men, so there were only Cat 2, 3, 4 races for the men. As I remember, it was a very wet spring that year, and the day of the



event featured intermittent rain showers, heavy overcast, and windy conditions. The wet roads made the racing very interesting to say the least. Joe kept notes about the course: start/finish corner of Santa Clara and Park Street (at Penca Azul), down Santa Clara, left on Oak, left on Alameda Ave, left on Park St., right on Central, Left on Everett, Left on Santa Clara to finish. 0.6 miles.

At the volunteer orientation meeting earlier, Joe described some of the prizes to be given on the podium and his efforts to get contributions from merchants in town. I remember I felt the prizes were a little thin for the event, consisting of inexpensive bike gear like inner tubes, and bouquets of flowers.

The course had barriers at the main corners, like Park and Central and the committee got hay bales we used to “pad” obstacles like fire hydrants and streetlights. Most of the businesses were closed on Sunday, but there was still a lot of foot traffic at Peet’s and Starbuck’s that made it a challenge for some of the course marshals to keep pedestrians at bay as bikes whizzed by at 25-35 mph.

I don’t have any recollection of any of the results as my station was at the corner of Everett and Santa Clara, the last block before the finish line. All that stands out for me were all the crashes that happened right in front of me. With the wet-to-dry-to-wet-again conditions on the course, the high-speed racing was treacherous at best. Two incidents stand out for me on that day:

On the Cat 2 race, two riders from the same team broke away from the pack and gained a full block advantage as they sailed in to my left-hand corner. They kept their advantage on the next two laps, then as they came in to my corner on the next lap, leaning their bikes over, the front rider slid out and the second rider plowed in to the first’s back and flipped over and landed on the first’s bike on his back. I quickly got the two of them off to the sidewalk and I noticed one of the bikes was broken in half and all four wheels were destroyed. Just having bought a bike myself, knowing how much carbon bikes and wheels cost, I said to myself, “there is no way that I am ever going to race!”

I think it was the Cat 4 race finale, a large pack came in to my corner and then started the sprint for the finish line in front of Penca Azul. Somewhere within that pack, a touch wheels happened and at least a half dozen riders went down hard, equipment and water bottles flying all around. In all, in my single corner, I remember at least 5 crashes.

In a debrief at the next board meeting, the City fielded a lot of complaints

from the Park Street Business Association and the weight of their complaints shot down any possibilities of having another race. I also remember stumbling on a criterium on the old Naval Air Station, put on by a Berkeley cycling club. They raced around the grassy area near where the West End City Hall is now, but one racer slipped and crashed on a utility cover and broke his hip, which led to a lawsuit against the club and city. That was the end of those “practice” crits in Alameda.



***25 February 2023 - Alameda-Richmond Bridge-Paradise Loop-GGB and Ferry Plaza***

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## **New Model Rain Bootie**

We have had a lot of rain lately. Even though we refrain from riding in those conditions or on slick roads, simple insulated booties or overshoes may still become waterlogged. It also has been fairly cold at times, so even conventional rain booties may not impart sufficient warmth.

### **GripGrab Aqua Shield High Cut Road Shoe Covers**





These are also quite aerodynamic and provide some insulation with a fleece material. The rubber does not lie directly on the skin, which otherwise may cause irritation. I have worn these and stayed warm. They are without zippers and are provided with some reflective details on the heel.

As low as \$20 at the link below, if the sale price holds (which is a steal!).

Link: <https://www.footwearbags.com/gripgrab-aqua-shield-high-cut-road-shoe-covers-limited-edition/>  
Otherwise about \$50 on Amazon.

## FEATURES AND BENEFITS



**ZIPPERLESS COMFORT**  
Zipperless cuff design reduces irritation, increases flexibility and extends the product life compared to zippered designs

**WET WEATHER PROTECTION**  
Highly water-resistant and windproof fabric with taped seams shields your feet and lower leg from road spray and downpours

**BREATHABLE FABRICS**  
Lightweight and highly breathable fabrics allow your feet and lower legs to breathe and perspire, so you stay dry inside

**HIGH STRETCH FABRICS**  
High stretch fabrics facilitate a close-fitting cut

**PRE-CUT CLEAT AND HEEL HOLE**  
Pre-cut cleat and heel holes make it easier to fit these to your road cycling shoes and extend the product life

**AERODYNAMIC PROFILE**  
A close-fitting cut smooths the airflow around your road cycling shoes for potential aerodynamic gains

**GripGrab**

The quality is superb and will remain so, as long as you follow these steps when sliding these over your calf, which is also the order for wearing similar aero shoe covers:

1. Before putting on shoes, roll down the shoe cover's neck and

- pull it on over your sock.
- Slide your foot through the cleat opening, and roll the neck of the shoe cover up your calf.
- Put your shoe on and pull the shoe cover over the heel first, working toward the front of the shoe. Finish by gently, yet firmly, stretching over the toe.
- Check that your cleats are clear and that the cover is evenly spread over the shoe's sole.
- Tighten and close the Velcro fastener on the sole.
- Finish by adjusting the fit and smoothing out any large wrinkles.
- To easily remove, perform these steps in reverse.

Video: <https://youtu.be/Fn4ue1GkkE8>

Wear the shoe covers **directly on your skin**, with your water-resistant bib tights or leg warmers **over the top**. Then water will run down your leg and off your feet, rather than seeping inside the shoe cover.

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## SOS: Save Our Saddles

For those who would like to give their worn-out or discolored saddles a second life, there is a product I would highly recommend. *Angelus* has developed a palette of acrylic paints and accessories, which were originally developed for shoes, and has expanded into the realm of synthetic leathers. Prices are reasonable.

The accompanying photos will show the transformation for a white saddle that is no longer manufactured and had become unsightly. This saddle by Selle San Marco is fabricated with a nylon-loaded carbon fiber base and a Lorica covering. Lorica is made of synthetic "micro-fibers" that are treated with resin and woven to create a leather-like feel.

I was assured, that as long as I properly applied their Leather Preparer and Deglazer, sanded with 800+ grit, and brushed on five thin layers of paint, the finished appearance would make the saddle as new. I can vouch for this, since I just rode the freshly painted saddle and found the coatings to be resilient and without cracks. In fact, the *Angelus* website shows quite punishing impact- and flame tests, that do not affect this robust paint, even with extreme flexing, such as when a painted sneaker was rolled over by an SUV.





**Unpainted, ugly saddle**

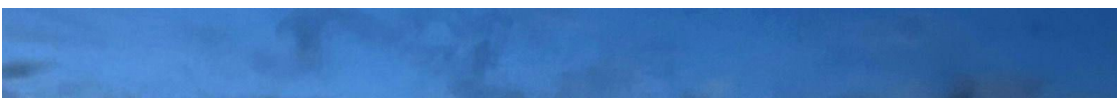


**Five coats of white acrylic leather paint in the gleaming sunlight!  
No cracks, peeling or discoloration after test ride**

This paint, of course, can be used for leather shoes, and many *Angelus* YouTube videos show how to apply the paints to plastic or patent leather, as well as dyes to products made of suede or fabric. For bicycle kit, this includes bicycle shoes and frame bags. A total of 87 colors can be mixed to create an exact match or completely custom colors. In addition, this company sells paint brush kits, brush cleaner, Foam Tex cleaner, and many other accessories, such as airbrush kits and parts.

If you want to save money and simply retain your favorite saddle, or even give it a whole new color, including a pearlescent or metallic sheen, I cannot recommend this product highly enough! The finish is tough and near indestructible. My faded black saddles are next! -- Ralph

<https://angelusdirect.com/>





*View to San Francisco from Bay Island*

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## **Clement Avenue/Tilden Way Project**

We live on an island (at least since 1902) and as bikers Team Alameda members know all too well the ingress and egress problems that our island geography creates. Exiting the island in a group ride at morning rush hour by crossing the Park Street Bridge, cutting across three lanes of traffic on 29<sup>th</sup> Street and rounding Ford Street to the Embarcadero is a bit daunting though there is strength in numbers. Most TA rides avoid egress via the bike unfriendly Miller-Sweeney Bridge but many standard TA bike routes return to the island via 38<sup>th</sup> Street and Fruitvale and so cross the 40 year old bascule bridge whose span is adjacent to an abandoned Union Pacific railroad vertical-lift bridge.

In future newsletters we will include articles on Alameda's Active Transportation Plan and the city's ambitious plans extending to 2030 and beyond to enhance the island's bicycle infrastructure. This will include commentary on the proposed West End Bike Bridge, a 2030 project. In this issue we include excerpts from the City Manager's recent recommendation to the Mayor and City Council regarding the Clement Avenue/Tilden Way project. This project with a 2024 completion date would make the M-S Bridge and Tilden Way more bike friendly and help to address the problems mentioned above. The project goal is to

to address the problems mentioned above. The project goal is to complete the Cross Alameda Bike Trail from the M-S Bridge to Seaplane Lagoon.

You can take a virtual ride on the Cross Alameda Trail at this link:

<https://www.alamedaca.gov/Departments/Planning-Building-and-Transportation/Transportation/Cross-Alameda-Trail>

### Excerpts from the City Manager's Recommendation

**Background:** The Clement Avenue/Tilden Way project uses the abandoned railroad right-of-way at Clement Avenue and Tilden Way to extend the Cross Alameda Trail between Broadway and the Miller-Sweeney/Fruitvale Bridge and to improve the truck and bus routes in this area. This project connects to the City's [Clement Avenue Complete Street project](#), and to the City of Oakland's planned and funded Fruitvale Avenue improvements. In 2017, the Alameda County Transportation Commission awarded a grant to the City of Alameda for \$10 million including local match to close the gap in the Cross Alameda Trail and truck route.

**Concept:** Includes a bikeway, walkway, road diet, westbound Clement Avenue extension, open space, stormwater gardens, bus stop improvements, a dog park and a roundabout at the Blanding/Tilden/Fernside intersection.

Over the last 20 years, the City of Alameda (City) has been planning for and constructing the Cross Alameda Trail on former railroad right-of-way, spanning from Seaplane Lagoon at Alameda Point to the Miller-Sweeney/Fruitvale Bridge. Upon completion, the cross island, low-stress bicycle and pedestrian facility will provide a safe, comfortable and convenient facility for bicyclists and pedestrians across the city.

In 2021, after several years of real estate negotiations, the City Council finalized the purchase of the Clement/Tilden property from Union Pacific via eminent domain for \$1.54 million.

In 2022, staff conducted extensive public outreach to solicit input on the design of the Clement Avenue/Tilden Way project, including the Cross Alameda Trail, Clement Avenue extension, bicycle/pedestrian safety improvements, truck route and other opportunities. The project webpage is

[www.alamedaca.gov/ClementTilden](http://www.alamedaca.gov/ClementTilden)

In January 2023, the Transportation Commission unanimously endorsed the

In January 2020, the Transportation Commission unanimously endorsed the Clement/Tilden concept. On September 8, 2022, the Recreation and Parks Commission voted to direct City staff to explore the Clement/Tilden project site for a potential dog park location. In February 2023, the Recreation and Parks Commission endorsed the open space design in this concept, including a dog park.

### **Proposed Improvements:**

**Miller-Sweeney Bridge:** Alameda County plans to keep the four travel lanes on the bridge but narrow these travel lanes to add bicycle lanes in each direction.

**Cross Alameda Trail:** The Clement/Tilden concept closes the gap between Alameda's Clement Avenue Cross Alameda Trail project and the City of Oakland's Fruitvale Avenue protected bikeway project. The concept allows for a bicycle "freeway" between Alameda Point and Fruitvale BART by providing low stress, protected bikeways on the Clement Avenue extension and on Tilden Way.

**Roundabout:** The concept includes a roundabout at the existing Tilden Way/Blanding Avenue/Fernside Blvd. intersection.

**Road Diet and Speed Limits:** The concept reduces the number of lanes on Tilden Way from four to two or three depending on the roadway section. Road diets have been shown to reduce crashes up to 47 percent, and will allow the City to reduce the speed limit to 25 miles per hour on Tilden Way between the Miller-Sweeney/Fruitvale Bridge and Broadway consistent with the rest of the city.

**Clement Extension:** The concept includes a one-way, westbound vehicle extension between Tilden Way and Clement Avenue.

**Open Space:** The concept includes space for a linear neighborhood park with a potential dog park, along Tilden Way. There are four open space areas of varying sizes that are available for recreational programming. Community suggestions received to date from the Clement/Tilden public input process include: a community garden, pocket play areas, a dog park, seating areas and bicycle parking. The site includes a number of oak trees, which the concept will avoid removing where possible, and the design includes privacy fencing or other measures for the adjacent property on Broadway and Clement Avenue.

**Project Budget:** The Clement/Tilden project is estimated to cost approximately \$10



million. Costs include right-of-way acquisition, which is completed, planning and design, hazardous materials remediation and construction. The City has received an \$8.4 million Measure BB grant, which requires a \$1.5 million local match. This project is funded by Measure BB, Alameda County's transportation sales tax..

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## Riding Safely in a Group

Since we are approaching the spring/summer cycling season it seems like a good time to review how to ride safely in a group. The following article is from the website [www.Road.cc](http://www.Road.cc). In some ways for Team Alameda rides, these rules are theoretical as it is very difficult to actually maintain a classic peloton while riding the streets and hills of the East Bay and we try to accommodate all abilities. But it is worthwhile to keep in mind.

### Tips for group riding — learn how to be safe at peloton speeds

by [David Arthur @davearthur](#) March 29, 2022, from <https://road.cc/content/feature/6-essential-tips-group-riding-218370#:~:text=Don't%20overlap%20wheels%20with,That%20way%20danger%20lies.>

Riding in a group can be a daunting experience at first, but with experience and a few pointers, it can become a lot less scary. Riding in a group and being able to closely follow the wheel in front is a skill, but it's one that is easily learnt.

There are a few things to know to ensure riding in a group is safe, for you and your fellow cyclists, so here are some pointers for riding in a group.

#### **Don't overlap wheels with the rider in front**

This is the golden rule of riding in a group. You want to ride closely with the wheel in front, as close as you feel safe doing to best benefit from the slipstream effect, but you don't want to overlap your front wheel with their rear wheel. That way danger lies.

That's because if the rider in front suddenly moves across the road, your wheels will collide and the likely outcome is a crash, that could take out not you but the cyclists behind you as well. This is one of the most common causes of crashes in the professional peloton.

Ride steady and hold your line — and no sudden braking.

You want to ride in a predictable and consistent manner. It's important to consider the safety of the cyclists around you when riding in a group and avoid any sudden, erratic or unpredictable behavior that could potentially endanger the cyclists behind you.

So hold your line and avoid sudden side-to-side movements. You may need to change direction for an oncoming hazard of course, which is why you should be looking well ahead for such hazards and move smoothly around them with plenty of time, after communicating to the rider behind with a hand signal or verbal warning that you intend to move out into the road. If you do need to move out from the pace line, ensure you indicate to the person behind you of your intention to change direction.

Sudden braking can be dangerous in a group, as the cyclist following you might not be able to react quickly enough and crash into the back of you. So brake in a smooth and predictable manner to avoid a pileup. It's quite common to indicate you're slowing for a junction or hazard with either a verbal "slowing" warning or holding up your hand to the cyclists behind you.

### **Follow a wheel**

Most groups ride in a double pace line of two columns of pairs of riders.

Unless you're riding on the front, you'll be following the wheel in front. Try to make sure you're actually following the wheel of the cyclist in front, don't just plonk yourself in the middle. You'll get a better slipstream effect and it means two cyclists can ride alongside each other.

While you want to avoid overlapping wheels as previously mentioned, it's sensible to ride a little to one side - but still behind - the wheel in front so that if anything happens and the rider in front slows suddenly you can move to one side of them rather colliding with their rear wheel.

If you're new to riding in a group it can be a good idea to ride at the back for the first time and watch and learn from the way the group moves along the road.

### **Communicate hazards**

When you're following the wheel in front closely, your view of hazards (potholes, holes, sunken drain covers etc.) in the road ahead is obscured. So

to help the cyclist following behind you, point out hazards either verbally or simply by using your hand and pointing towards the ground on the side of the road that the hazard will be coming from.

Verbal call signs include “hole”, “car up”, “car back”, “slowing”, “left”, “right”, to name a few of the more common ones.

There are all sorts of hand signals you can employ for different hazards, from simply pointing to a hole, to warning of parked cars by placing your hand behind your bike and point in the direction you intend to move, to placing your hand out with the palm facing down and making a dog patting gesture for slowing at junctions.

These and more can be easily and quickly learned from riding with groups, and groups depending on experience and location will have their own signals, but those ones mentioned above are fairly common in cycling regardless of language. When pointing out hazards just make sure you provide enough warning for the person behind you and don't leave it to the last minute.

### **Follow the rules of the road**

You might be relaxed about jumping red lights (please don't)[Team Alameda will not condone this practice], but when riding in a group, and especially when leading the group, it's wise to follow the rules of the road for the safety of the group. When you're riding in a group you have to consider the consequences your actions will have on the other cyclists in your group. So that means adhering to traffic lights, give way signs and so on.

### **Stay relaxed**

Finally, as much as it can seem intimidating at first, try and stay relaxed when riding in a group. Riding in close proximity to other cyclists, with your wheels several inches from the wheel in front, can seem scary on your first experience, and it's common to tense up with nerves, but try and stay as relaxed as you possibly can, because you're less likely to make a mistake or panic when you're not holding the handlebars with a vice like grip. Relax and enjoy the beauty of a well-organized group.

Team Alameda has the *Ride Leader Guidelines* posted to our website under the link below. Please review these carefully worded explanations, as time allows, especially if you are considering becoming a Ride Leader yourself!

<https://www.teamalameda.com/resources/Documents/RideLeaders>

# EAST BAY BIKE FESTIVAL

# ALAMEDA Bike FESTIVAL




SATURDAY  
**April 29<sup>th</sup>**  
11:30am to 2:30pm

**Ruby Bridges  
Elementary School  
351 Jack London Ave.**

**Come  
play and  
learn  
with us!**

- Free Bike Repairs
- Helmet Fitting & Giveaway
- Bike Rodeos
- Decorate your helmet
- Test your safety knowledge
- Free bike bells
- Electric & cargo bike expo
- Food Trucks + Music
- And much much more!

**ATTEND A FREE CLASS!**  
PRE-REGISTRATION REQUIRED

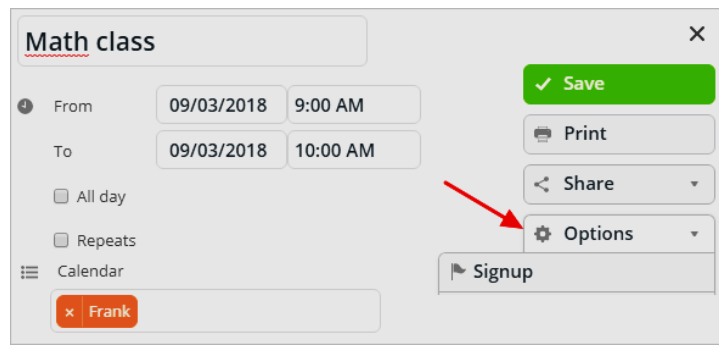
-  FAMILY CYCLING WORKSHOP 10:00am - 12:30pm
-  KIDS LEARN TO RIDE CLASS 10:00am - 12:00pm
-  URBAN CYCLING 101 FOR ADULTS AND TEENS 1:30pm - 2:30pm



**Sign-Ups for  
Teamup**



[www.alamedabikefestival.org](http://www.alamedabikefestival.org)



A useful feature on *Teamup* is the advance sign-up, signified by a black flag symbol. For longer rides or away rides, those potentially requiring car pools or simply for the RL to annotate the Ride Sheet in advance, this is a time-saving device. It will also indicate the level of interest for such a ride.

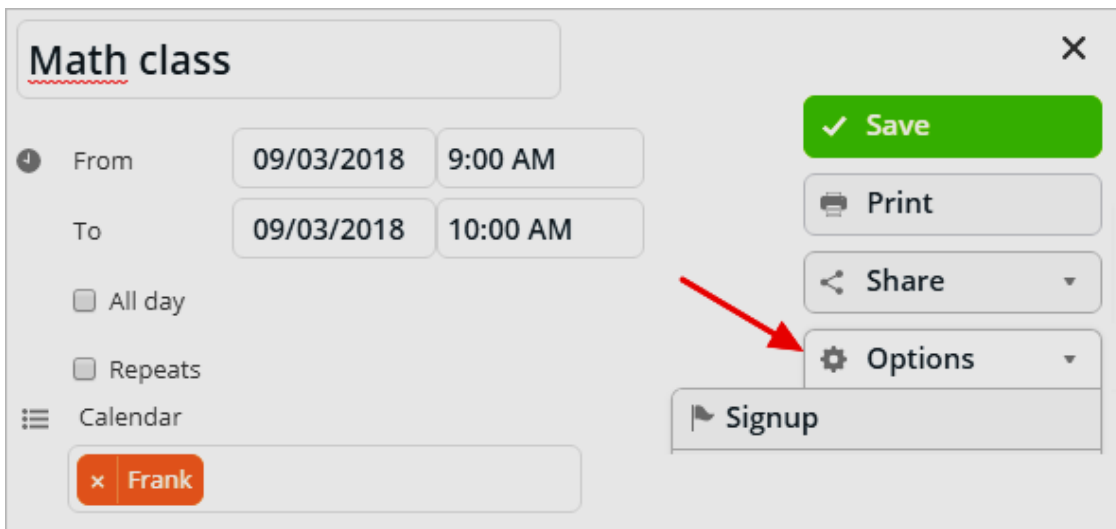
For those not familiar with how to use Signup, the *Teamup* website displays a series of graphics with relevant explanations. To keep things simple, only the most common functions have been transcribed; others have been adapted to our club rides:

With *Teamup Calendar*, you can enable signups for any event. If signups are enabled, anyone with access to the calendar event can sign up with their name and email address. The [Ride Leader](#) can easily see who has signed up.

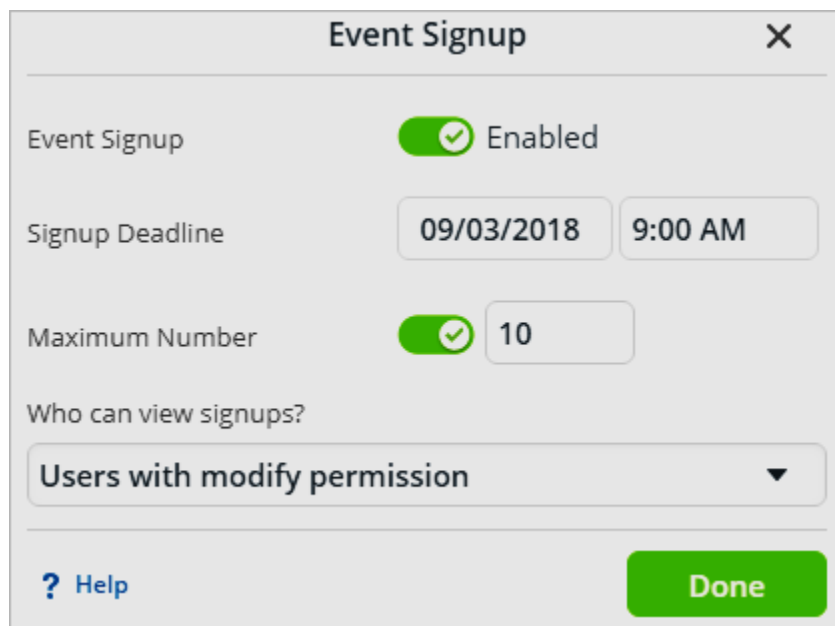
**This article discusses using event signup with Teamup in a browser.** With *Teamup* mobile apps for the iOS and Android devices you can enable signups for events right from your app. To learn about using event signups on mobile devices, see [this article](#).

## **Enable signup for individual events**

In the event editor, **click the Options button.**



In the dialog window that opens, **toggle on the Event Signup option**. Adjust the options (details below). Then click **the Done button**:



You have several options for event signups:

- **Signup deadline:** the default deadline is the time and date of the event itself. Adjust as desired. **Note:** In most cases, the default setting suffices.
- **Maximum number of signups:** toggle on the maximum number option, then enter the desired number. **Note:** Customarily there exists no maximum, unless overnight stays and advance reservations in a hotel are required.
- **Who can view signups:** This setting determines who can see the list of users that signed up. Two possible values are supported in the drop-down menu: *All users* or *Users with modify permission*. **Note:** Choose **All users**.

## Signups on the event

Once signup is enabled, a **Signup button** will appear in the [event editor](#) or viewer. **Anyone who can view the event can Signup by tapping the Signup button**, then entering their name and/or email address.

If the [Ride Leader](#) has chosen to allow *All users* to see who has signed up, the list of names will be displayed in the bottom of the page. To protect privacy, email addresses are not displayed.

## Email confirmation for signups

When a Teamup user signs up for an event, they will receive an email confirmation. The confirmation includes the event details and has an iCal invite attached. To avoid abuse or spam, the feature will only work for logged-in Teamup [account users](#). See [more details](#).

## Manage signups

Calendar users with *modify or administrator* permission can do the following:

- Sign people up within the event editor.
- See the list of participants who have signed up. The list will include the name, email address, and time that the user signed up.
- Remove a participant's signup by clicking on *remove* beside any participant's name.
- Export the list of signups to a .csv file by clicking on *Export* above the list of participants.

## MATH 011: Elementary Algebra

From 09/03/2018 9:00 AM To 09/03/2018 10:00 AM

All day  Repeats

Calendar

× Frank

Who

Where [Show on map](#)

Room A

Description

Beginning algebra enhanced with pre-algebra topics such as arithmetic, fractions, and word problems as need indicates. Topics include real numbers, linear equations and inequalities in one variable, polynomials, factoring, algebraic fractions, problem solving, systems of linear equations, rational and irrational numbers, and quadratic equations.

This course is only offered online through Continuing and Professional Education.

Signed up: 3/10 [Export](#) [Sign up](#) (Deadline: Sep 3 9:00am)

Diana, diana.r@google.com - a few seconds ago, [remove](#)

Mary, mary.s@google.com - a minute ago, [remove](#)

Sam, sam@google.com - a minute ago, [remove](#)

Created 10 minutes ago by Administrator, last updated 2 minutes ago by Administrator

**Save** **Signup** **Print** **Share** **Options** **Delete**

*Seen by RL with modify permission: Signup enabled and list of signups in the bottom*

**The flag icon shows on events that have open signups.** Once the signup maximum has been reached or the signup deadline has passed, the flag will disappear; this means that signups for that event are closed.

For additional information, refer to <https://calendar.teamup.com/kb/signup-for-an-event/#enable-signup-for-individual-events>

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**25 February 2023 - Alameda-Richmond Bridge-Paradise Loop-GGB and Ferry Plaza**

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## **Cycling Classes for All Levels**

Know anyone new to cycling? A slow ride for *Team Alameda* members takes place on the second Saturday of each month as an introduction to group riding for the novice. **Jane Moeller** and **Anthony DiSalvo**, both veterans of our club, co-lead the rides.



**Anthony DiSalvo** (left) is also certified to teach cycling education classes including rules of the road and, for total newcomers, how to balance oneself on a bike. The **totally free** classes require just an online sign-up. These classes are recommended for new riders and as a refresher for experienced people including ride leaders. DiSalvo has taught cyclists for 13 years.

Link for Bike East Bay classes, [Bicycle Education Classes | Bike East Bay](#)

## Upcoming Events and Rides

For cycling events away from Northern California, please check the [Big Brother Cycling Network](#) and [California Cycling Escapes](#) websites for details.

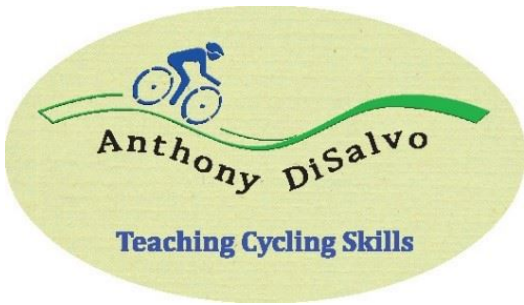
Ride Date (2023)	Ride Name	Location	Link
15 April 2023	Cinderella Classic [women only]	Las Positas College, Livermore, CA	<a href="https://www.valleyspokesmen.org/cinderellaclassic">https://www.valleyspokesmen.org/cinderellaclassic</a>
20 April 2023	Life Time Sea Otter Classic Grand Fondo	Laguna Seca, Monterey, CA	<a href="https://www.seaotterclassic.com/">https://www.seaotterclassic.com/</a>
22 April 2023	Tierra Bella	Gilroy, CA	<a href="https://tierrabella.org/">https://tierrabella.org/</a>
23 April 2023	Primavera Century	Mission San Jose High School, Fremont, CA	<a href="https://ffbc.org/primavera/">https://ffbc.org/primavera/</a>
29-30 April 2023	Chico Wildflower Century	Chico, CA	<a href="https://www.wildflowercentury.org/">https://www.wildflowercentury.org/</a>
06 May 2023	Wine Country Century	Luther Burbank Center for the Arts Santa Rosa, CA	<a href="https://www.winecountrycentury.com/register.aspx">https://www.winecountrycentury.com/register.aspx</a>
07 May 2023	Grizzly Peak Century	Moraga, CA	<a href="https://www.grizz.org/century/home/index.php">https://www.grizz.org/century/home/index.php</a>
13 May 2023	30 <sup>th</sup> Annual I Care Classic Bike Tour	Morgan Hill, CA	<a href="https://www.bikereg.com/icareclas">https://www.bikereg.com/icareclas</a>
21 May 2023	Strawberry Fields Forever	Watsonville, CA	<a href="https://www.cyclistsforculturalexchange.org/sff">https://www.cyclistsforculturalexchange.org/sff</a>
03 June 2023	Gold Country Cycling Challenge	Grass Valley, CA	<a href="https://www.rotarygoldcountrychallenge.com/home.html">https://www.rotarygoldcountrychallenge.com/home.html</a>
04 June 2023	The Sequoia	Los Altos Hills, CA	<a href="https://westernwheelersbicycleclub.org/ildapricot.org/sequoia">https://westernwheelersbicycleclub.org/ildapricot.org/sequoia</a>

24 June 2023	Ride Home	Hellyer County Park, San Jose	<a href="https://www.hifinfo.org/ride-home-2023/">https://www.hifinfo.org/ride-home-2023/</a>

## Please support Team Alameda sponsors

Next time you're out and about, whether in the saddle or not, take the time to thank our sponsors for their generous support.

Our sponsors' logos are on the Team Alameda homepage and team jerseys. Better yet, give something back when you can and shop locally! Many of our activities would not be possible without the support of our sponsors.



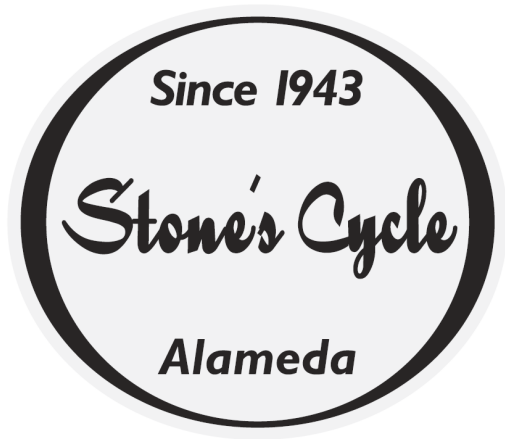
**Anthony DiSalvo**  
Teaching Cycling Skills



Alameda Bicycle



Bike East Bay



Stone's Cyclery



TWA Properties

**LARS  
HANSSON  
C.P.A.**

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Flying Embers

