



Fremont and Union City Fight over Route 84 Bypass

Another dubious highway project from Alameda County's 1986 Sales Tax measure would construct a new Hwy 84 "Parkway" (code word for "Expressway") between I880/Decoto and Mission Blvd. The project runs through the cities of Fremont and Union City. Union City is in favor of the project (believing that it would reduce traffic on local streets like Decoto). Not surprisingly, Fremont (which has no representation on the ACTA Board) opposes the project, predicting that it would dump a lot of new traffic right on its doorstep.

The project would include wide shoulders for cyclists, and a new bike/ped bridge over I880. As well, there would be a side-path for bikes and peds, but this class I path would only be useful for recreational users since it follows a very indirect route. The expressway would have high speeds and freeway-style intersections, which would scare off beginning cyclists.

Without Fremont's approval, the project cannot go forward. Fremont is in favor of an alternate plan that would expand the existing Route 84. This would entail removal of parking and adding new travel lanes, eliminating bike lanes and wide shoulders along Thornton, Peralta, and Mowry.

-Eric McCaughrin

This map shows the proposed alignment of the new Hwy 84 Bypass. Hwy 84 currently runs along Thornton Ave. and Peralta Blvd.

NEXT MEETING begins at 7:30pm on July 16 (third Tuesday) at the Rockridge Branch of the Oakland Public Library — 5366 College Ave, at Manila. Starting at 8:30pm we will welcome John Ciccarelli who will make a timely presentation on Traffic Circles and Roundabouts (see "Ashby Interchange," rideOn, May 2002). John lives in Palo Alto and is an authority on bikeway designs and has made numerous presentations on traffic circles.

BART Budget Finalized

After a marathon meeting that stretched on for nearly six hours, the BART Board of Directors approved a budget that met with several Coalition goals, but left much to be desired.

The final budget that was approved closes the \$28 million budget deficit with five measures: \$7M from job layoffs approved at a prior Board meeting \$ 6M from a \$20M reserve fund \$10M from the sale of a Millbrae office building \$ 3M from reserved monthly parking (up to 25% of spaces) \$ 4M from a 5% fare increase to take effect Jan. 1, 2003

PARKING FEES The Board did not pass a daily parking fee. This is a direct result of the fact that the Board's governing rules require a 2/3 majority (6 out of 9 votes) in order to raise fares or fees. Daily fees were supported by 5 Directors, but were strongly opposed by the 4 suburban Directors. (Incidentally, the letters, faxes and meetings with BART Directors certainly helped strengthen the Board majority who favored daily fees.) The Board compromised by instituting a reserved monthly parking program at up to 25% of parking spaces, with an average cost of \$3 per day, paid once-a-month. The disadvantages of this approach are that: 1) this parking program is the most biased in favor of wealthy drivers 2) competition for the remaining free spaces will become fiercer 3) this program raises the least revenue of any of

the parking programs. The silver lining is that the introduction of reserved parking charges may make it easier for the Board to introduce universal daily parking fees at some future date. (BART staff is already considering a combination of reserved and daily fee parking at new stations along the SFO extension.)

GOOD NEWS: SMALL FARE INCREASE

The 5% fare increase is significantly lower than the increase recommended by BART staff; and, unlike staff's proposal, is not regressive. (Staff was recommending a 15-cent base fare increase, in addition to a 10% increase.)

GOOD NEWS: FARE INEQUALITIES

The Board reaffirmed its goal of examining the BART fare structure which has a number of inequalities. These include higher per-mile costs for short, urban trips than for long, suburban trips.

BAD NEWS: JOB CUTS Labor unions at today's meeting struggled to keep the BART Board from instituting job cuts. However, the majority of the Board was unwilling to reverse its previous action which saved \$7M by cutting 72 jobs. These cuts may mean dirtier trains and stations, and an overall decline in safety and maintenance.

-Seth Schneider

BAC Calendar

Compiled by: John Ruzek

Alameda County Meets as required, 1333 Broadway Suite 220, Oakland. **Staff:** Beth Walukas, 510-836-2560, x13, BWalukas@accma.ca.gov, www.accma.ca.gov.

BART Aug 5, Oct 7, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6425; **Co-Chairs** Joe Carroll, JCarroll@lmi.net, Dave Favello, 925-939-9462, davevelo@aol.com, - County representatives: Alameda - Raines Cohen 510-337-9427 raines@raines.com, Dan Gildea (alternate) 510-658-1390; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, chagelin@earthlink.net.

Berkeley July 3, Aug 7, 4-6 pm, (call to confirm date and time) 2118 Milvia St., 2nd floor, **Staff:** Carolyn Helmke 510-705-8131, CHelmke@ci.berkeley.ca.us; **Chair:** Stephen Wheeler, SWheeler@uclink.berkeley.edu; EBBC rep Hank Resnik, hankr@earthlink.net, 510-524-4488.

Brentwood July 16, Aug 20, 4:00 pm (contact staff to confirm dates) Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, JHansen@ci.brentwood.ca.us, Delta Pedalers rep Dave Stoeffler 925-634-1793, Daves@ecis.com.

California Bicycle Advisory Committee

(CBAC) Aug 1, Oct 3, 10:00 - 3:00 pm, Meetings held bimonthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. **Staff:** Ken McGuire, Caltrans, 916-653-2750, Ken_McGuire@dot.ca.gov; **Chair:** Alan Wachtel, CABO, 650-494-1750, Wachtel@aol.com; REBAC rep: Alex Zuckermann, 510-452-1221, REBACazu@earthlink.net

Caltrans District 4 July 9, Oct 8, 1:30 pm, 111 Grand Avenue, Oakland. Meets quarterly to review state highway projects which impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, Julian_Carroll@dot.ca.gov; **Chair:** Doug Kimsey, MTC, 510-464-7794, dkimse@mtc.dst.ca.us; EBBC rep Doug Faunt, 510-655-8604, Faunt@netcom.com.

Concord (Trails Advisory Group) Call for date & location or check www.ci.Concord.CA.gov.us, **Staff:** Ginger Gessner, Parks Manager, 925-671-3444, EBBC rep Kathy Tate, 925-671-7579, BikeTate@tpi.net.

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SUPPORTING BUSINESSES

- A Round World 2416 Telegraph Ave, Oakland
- Hank & Frank Bicycles 3377 Mt. Diablo, Lafayette
- Missing Link 1988 Shattuck Ave, Berkeley
- REI Coop 1338 San Pablo Ave, Berkeley
- REI Coop 1975 Diamond Blvd, Concord
- Start to Finish 37120 Fremont Blvd, Fremont
- The Pedaler 3826 San Pablo Dam Rd, El Sobrante
- Geoff Palmer <http://www.bikeparking.com>
- Twofish Unlimited 510-524-2309
- Stone's Cyclery, 2320 Santa Clara Ave, Alameda
- Sharp Bicycle, 969 Moraga Rd., Lafayette
- Dublin Cyclery, 7001 Dublin Blvd, Dublin
- Cycle Sports 3241 Grand Ave, Oakland

SHORT REPORTS

IRON HORSE TRAIL - The meeting on June 24th about the proposed pedestrian and bicycle bridge over Treat Blvd at Jones Road was well attended, according to Peter Duncan. The bridge is funded and will be built. The bridge will use the eastern lane of what is now Jones Road extension as the footing south of Treat and the Greenspace-to-be for the northern footing. The question now to be resolved is whether the bridge will be an arched railway-truss bridge or a cable-stay bridge. (See pictures at the County Website - www.cocoplans.org). Comments went both ways and should be available from www.cocoplans.org. One concern is that the north landing of the bridge should separate bicyclists who turn to go to the BART station from colliding with fast-moving through bike traffic.

CONTRA COSTA CANAL TRAIL - Travel on the Canal Trail to Diablo Valley College (DVC) is interrupted as the Canal Trail is closed just South of Las Juntas Park in Pleasant Hill where a chain link fence blocks the path. Also the loose gravel at the construction where Geary Road crosses the trail precludes travel on a road bike.

MACARTHUR BOULEVARD - A review of Oakland's proposal to extend bike lanes from Lake Merritt to Park Blvd identified an omission of the much-needed repaving on the extremely rough section between Hilgirt and Beacon (pinch flats afflict many descending bicyclists). The City added the repaving to their grant proposal for Air District funds and the EBBC endorsed the proposal.

YGNACIO VALLEY KUDOS - Member Phil Morton recently wrote to Alex Pascual Director of Public Works, Concord: "As someone who regularly travels by bicycle on Ygnacio Valley Road, I urge you to make sure that bicyclists can use the road safely. I feel the motorists' pain, but the best way to alleviate it is to provide attractive alternatives. Bicycling is a viable long-term solution, and we should not make it less

attractive."

Alex, in part, responded: "The City believes all transportation projects should consider how to accommodate and encourage the use of alternate modes of transportation. Ygnacio Valley Road is often used by bicyclists for commuting and recreational riding. However, the road is not a designated bike route. While there are no local or state requirements to include bicycle facilities as part of this particular roadway improvement project, the City will maintain, at a minimum, a four-foot wide, striped, paved outside shoulder area between Cowell Road and Michigan Boulevard. The shoulder area will be wider than currently provided along the corridor within the City of Walnut Creek and on portions of Ygnacio Valley Road to the east. The shoulder area through the project area will be wide enough to accommodate safe bicycle travel. In addition to maintaining an area for bicyclists, the City recently lowered the speed limit on this portion of Ygnacio Valley Road from 55 mph to 45 mph to create a safer, calmer roadway for all modes of travel including cars, buses, bikes and pedestrians."

OAKLAND GRAND PRIX - On Sunday July 14 (Bastille Day) you will have the opportunity to watch olympic hopefuls and national champions race. You can check out the course! Get three friends to join you in a fun team relay - four riders, one bike, two laps each. Compete against Oakland Police, Berkeley Police, Oakland Fire, advocates, club teams, an Extra-Cycle team and ??? Don't want to race? Everyone is eligible to serve as a corner marshall. A youth bike rodeo and fun kid races are also scheduled. The start/finish at Harrison St in front of Snow Park will also feature displays of the bike-friendly Lake Merritt Master Plan. Call 510/530-3444 for info.

ACTA Announces Compromise Reached on Hayward Bypass

ACTA has reached a tentative compromise with environmental groups that had been fighting the proposed Hayward Bypass.

ACTA had originally proposed construction of a new freeway through the hills above Hayward connecting Missino Blvd with I238 and I580, using funding from the 1986 Measure B sales tax measure. This project was successfully challenged in court, when a judge agreed that the sales tax measure never specified the construction of a new freeway.

An alternative plan is now being proposed, put together by a committee of eight members: ACTA Board Members Mayor Mark Green and Supervisors Miley and Steele, Bob Brauer representing Cal State Hayward, Audrey Le Pell representing Alternative Transportation Solutions ("CATS"), Hayward Mayor Roberta Cooper, Scott Raty representing the Hayward Chamber of Commerce, and former BART director Sherman Lewis representing the Hayward Area Planning Association.

The compromise would add automobile capacity by expanding existing streets, through the elimination of parking (during commute hours) and the addition of another permanent lane in each direction from City Center to Harder. A grade separation project would bring Jackson under Foothill (at the Five Flags intersection). Some property would have to be acquired and sidewalk widths would be reduced. There was no mention of impacts to bicyclists.

For further information, contact:

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ACTA programs and Public Affairs Mgr
510-893-3347, ext. 111

Jesus Armas
City of Hayward City Manager
510-583-4305

East of the Hills Update

In a surprise vote, the City Council of Pittsburg directed the City's engineering department to rip out and replace two blocks of freshly, but incorrectly, installed curbs and gutters in the downtown. The street, Herb White Way, is on the City's General Plan as a bicycle facility. And now it will actually be wide enough for bike lanes.

Also, *Shaping Our Future* is a grass roots planning project paid for by the communities in Contra Costa County. The premise is to figure out where we are going to put the 225,000 people who are projected to establish households in the County over the next 20 years. At the Central County meeting held in Concord on May 29, the consultant never mentioned bicycles at all. On a happier note, most of the planning teams opted for the walkable communities scenario.

-Bruce "Ohle" Ohlson

EBBC Online Resources
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The EBBC Online

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REBAC Meets with Caltrans Directors

I'm still breathless from the meeting we had on Wednesday (6/27) in Sacramento with Jeff Morales, Caltrans Director (state-wide), and Caltrans District 4 Director Randy Iwasaki and his assistant Jack Boda. REBAC was represented by Robert Raburn (EBBC), Ken Eichstaedt (MCBC) and myself.

The subject was bicycle access on the Richmond-San Rafael Bridge. Even though a definitive breakthrough was not achieved at this meeting, it was indeed a historic meeting. To have a District Director in the same room with HIS boss and us, the public, was astounding and was definitely a first.

The reason I was able to set up this meeting was because the climate at Caltrans has changed — there is a breath of fresh air: (1) Director Morales has a reputation for being bicycle-friendly, having issued the important Deputy Directive 64 last year and (2) Iwasaki is acting District 4 Director and does not carry the baggage of previous directors, who were entrenched in the old Caltrans culture of saying "No" to bike projects.

I would say that this meeting was set up on the basis of trust: We are trusting Caltrans to solve the problem of bridge access in a diligent, earnest manner, and Caltrans is trusting us as partners trying to find a solution in a forthright exchange. Robert had prepared a great power-point presentation with images projected against the conference room wall. The following issues generated discussion:

1. Will the shoulder lane be needed for future traffic (Iwasaki)? Iwasaki told us he is checking MTC's Travel Demand data and will let us know the outcome of that in a couple of weeks.

2. Will the opening of the RSRB shoulder

conform to Statewide standards (Morales)? Morales felt such standards or guidelines needed to be established first, so that uniform decisions can be made.

3. Will opening the shoulder to bicycles bring demand for access by pedestrians and wheelchair users (Boda)? Boda felt Caltrans needed to be prepared for some groups making such demands.

4. Could opening the shoulder attract 'inappropriate' cyclists (Morales)? Morales used the 'standard' Caltrans objection--frequently used in the past--that a mother and her 4-year old daughter on a tricycle could use that bridge to cycle on. We cited the fact that the bridge is difficult to get to and has no parking lots nearby.

Finally, Morales turned to Iwasaki and said something like I'd like you to follow up with the process, in other words, get this issue m-o-v-i-n-g.

The basic feeling we got from this meeting was that Morales is eager and ready to make a decision on this bridge. He just wants to make sure it will be the right decision. He said he will invite us to a follow-up meeting relatively soon at which he will advise us of his decision.

Other major factors of this meeting were:

*Caltrans seems to be respecting us and taking us seriously

*Caltrans is considering our relationship as a partnership. They would much prefer to go into the BCDC Public Hearing (no date established yet) having our support.

*Iwasaki seems to be genuinely enthused in working with us to solve the problems of RSRB bike access.

-Alex Zuckermann,
Executive Director
Regional Bicycle Advocacy Coalition

Albany Adopts Road Diet

The City of Albany adopted a Transportation Management Plan in May 2000 that identified Marin Avenue as the foremost problem in Albany. The City Council hence directed a review of traffic calming measures on Marin Avenue. After multiple public hearings, the Traffic and Safety Commission elected on May 23, 2002 to refrain from adding stop signs and chose to present the City Council with a preference for a "road diet" plan that appeals to bicyclists.

According to Korve Engineering traffic consultants, the preferred option minimizes delay while reducing speeds. As well, future traffic volumes can also be accommodated in the reconfigured roadway. Motorists who slow to make a left turn or to stop for pedestrians are presently at risk of a rear-end collision.

After a 9-month speed enforcement effort on Marin Ave by the Albany police, the City of Albany contracted for a speed survey to evaluate the effect of the costly policing campaign. Officer Bowman was dismayed to find that "issuing 612 violations did not have an appreciable impact on speeding." (1997=36mph; 2002=35.6mph) The police support an engineering solution.

Residents along Marin Ave would gain peace of mind when backing out of driveways or opening car doors. The threat to neighbors and schoolchildren posed by motorists who speed in the passing lane would be reduced by overall slower speeds set by the most prudent driver and reduction in the number of travel lanes that pedestrians would cross.

Despite Marin Ave offering a direct and moderate gradient between the hills and the bay, many bicyclists currently avoid wrestling with cars to share the substandard lanes. No other reasonable east-west routes exist in Albany. Although bicycle safety and access are not the prime motives for this project, we will benefit mightily. If you live or work in Albany, please either contact your Councilmember to offer support, or call Albany Community Development (510/528-5760) to request notification possible hearings by the Albany City Council after the initial hearing slated for July 1.

-Robert Raburn

Blubber Nation

Science fiction led us to believe that, with the substitution of computers and robots for physical work, the human race would evolve into spindly creatures with large heads. Think again!

That futuristic vision did not consider the overweight mutations that would result from combining sedentary lifestyles with diets dripping in fat and a national addiction to reaching for the car keys at every impulse. Rather than walking or bicycling, most Americans seek to avoid exertion at all costs. How else can we explain the invention and attention generated by the Segeway, a device to replace walking? Obesity is epidemic. The accompanying maps depict this alarming trend of the Southern "stroke belt" expanding nationwide during the past decade. The Center for Disease Control web site, <http://www.cdc.gov/nccdphp/dnpa/obesity/trend/maps/index.htm>, offers the following discussion and explanation of the obesity data and trends:

"During the past 20 years there has been a dramatic increase in obesity in the United States. Currently, more than half of all U.S. adults are considered overweight (defined as BMI 25 to 29.9) or obese (defined as BMI 30 or higher). Body Mass Index is defined as a measure of an adult's weight in relation to his or her height, specifically the adult's weight in kilograms divided by the square of his or her height in meters."

I recently bicycled to San Jose to hear a stimulating presentation from Mark Fenton on how to get people to regularly walk and bicycle. Mark is host of the PBS television series "America's Walking," and a spokesperson for the Pedestrian and Bicycle Information Center, <http://www.pedbikeinfo.org>, in Chapel Hill, North Carolina. He introduced the audience of health professionals, educators and urban planners to the data on obesity and offered how we can counter this trend.

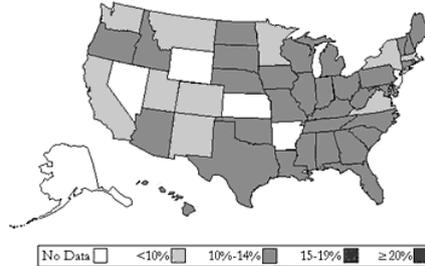
His vision is to reintegrate physical activity into the lives of all Americans. The Surgeon General suggests 30 minutes of moderately vigorous physical activity per day. Evidence shows that even 10 minutes of activity is beneficial. If you can afford a utility bike, keep it handy for daily errands. For those who either lack the funds for a utility bike or prefer to only ride after driving to a recreational trail, the easiest activity to adopt is walking. The key is to regularly walk or bicycle.

The automobile is not only aiding and abetting the movement of blubber; in most communities it both heightens the risk to walkers and bicyclists and the automotive landscape makes nonmotorized travel inconvenient. Mark addressed the need to create walkable and bikeable communities and noted four essential elements that all communities should strive to achieve. A comprehensive network of bikeways, sidewalks and paths heads the list. Compact urban patterns and smart growth policies also promote nonmotorized trips by reducing the separation of land uses. Aesthetic environments compel frequent use and the resultant activity enhances personal security. And finally, there must be a civic commitment to walking and bicycling that builds and promotes these modes.

-Robert Raburn

Obesity* Trends Among U.S. Adults
BRFSS, 1990

(*BMI ≥ 30, or ~ 30 lbs overweight for 5'4" person)



Source: BRFSS, CDC

Obesity* Trends Among U.S. Adults
BRFSS, 2000

(*BMI ≥ 30, or ~ 30 lbs overweight for 5'4" person)



Source: Morbidit A H, et al. JAMA 2001;286:10



MINUTES of the General Meeting of Tuesday, June 18, 2002 held at the Rockridge Branch of the Oakland Public Library

CHAIR was our Vice-Chair, Dave Campbell, in the absence of Leo DuBose.

MINUTES of the previous meeting of May 21, 2002, taken by Craig Hagelin, were approved.

MEMBERSHIP We had mailed out over 1,000 copies of our newsletter since we are now using the merged mailing lists of EBBC and BFBC, the Bicycle Friendly Berkeley Coalition.

SB 1555 by Sen. Tom Torlaksen of Antioch would have provided \$10 million for bike and ped facilities by adding \$4 to all moving traffic violations. However, it was virtually destroyed and will only yielded some \$20,000 annually.

GRAND AVE, Oakland, re-striping was declared a success, with bike lanes, and only two traffic lanes, plus left turn lanes.

BART Board of Directors will vote on charging money for car parking at most stations at their meeting of Thurs, June 27, 2002. There will be a rally of cyclists and others in front of the BART bldg at 8:30 AM.

RICHMOND GREENWAY RIDE, which will allow us to visualize the future Greenway, will start this Sat, June 22, at 10 AM at the Richmond BART station.

CARQUINEZ SCENIC DRIVE RIDE will be Sat, June 29, at 9 AM near Costco in Richmond. See page 3 of "Ride On" for details.

RICHMOND-SAN RAFAEL BRIDGE meeting with BCDC was canceled by CalTrans, and will not take place on June 20. We still hope to get BCDC to get CalTrans to adopt the findings of the Norman Minetta Inst. which said that biking of freeway shoulders was safe. There will be a meeting on this matter next Wed with three bike activists, (Robert Raburn, Alex Zuckermann, and Debbie Hubsmith) and CalTrans State Director Jeff Morales and CalTrans District 4 Director Randy Iwasaki.

MARIN AVE IN ALBANY We are supporting a move to re-stripe Marin Ave so as to reduce traffic lanes and add bike lanes.

MEASURE B in Alameda County gives bikes and peds 5% of the take & has a 16 member Citizens' Watchdog Committee of which Raburn is the chair. We hope to get a half time bike co-ordinator & Gail Payne as a consultant. Sup. Keith Carson proposes a resolution saying that bike parking should be considered in all projects.

CO CO CO MEASURE C renewal will probably be voted upon in 2004. Our goal is to get 5% of the money for bikes and peds.

OAKLAND GRAND PRIX will be on Sun, July 14, Bastille Day, with a variety of events.

MAPS The East-of-the-Hills map committee met recently. Tomorrow Raburn will meet again with Barclay Maps, and the plan is to work with Thomas Bros. Maps as well, so as to make a complete revision of our old map.

EBBC 30th BIRTHDAY PARTY will be at the Oakland YWCA on Friday evening Sept 27, 2002.

I-80 SHELLMOUND ASHBY INTERCHANGE will, we hope, include a bike bridge. We approved a motion to write a letter to CalTrans advocating for such a bridge.

PLANNING & CONSERVATION LEAGUE (PCL) is going to solicit signatures for a ballot measure to get funds for transportation, which will include bikes. However, it will also fund a lot of freeway projects and a parking garage in Golden Gate Park. CABO, BATLUC, and CBC have decided to support the measure. After a long discussion we voted to support, but unlike most of our motions the vote was not unanimous.

ACR 211 is a resolution by Nashan of Marin in the State Legislature that would

say that the Legislature supports DD-64. We voted our unanimous approval.

SR 84, DECOTO ROAD in Union City is being transformed into an expressway. Raburn will meet tomorrow with Union City officials to ask them to make sure bike travel will continue.

SPEAKER was bicyclist physics Prof Joel Fajans who spoke on the physics of bike riding. As we know, bike riding is a skill that can be learned, but cannot be taught.

NEXT MEETING will be at 7:30 PM on Tues, July 16, 2002, at the Rockridge Library, and will feature cyclist John Ciccarelli of Palo Alto, who will talk about roundabouts, and how they differ from traffic circles. Our meetings in Aug, Sept, & Oct will also be at the Rockridge Library.

Respectfully submitted by Yehuda Sherman, sec'y

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Diablo Cyclists <http://www.diablocyclists.com>

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Oakland Yellowjacket

Recorded Message 510-986-9011

<http://www.oaklandyellowjackets.org>

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Single Cyclists (Marin Co.) 415-459-2453

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Pleasanton Robert DeMattei

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Regional Bicycle Advisory Committee (REBAC)

Alex Zuckermann 510-452-1221



EAST BAY BICYCLE COALITION membership form

Send your tax-deductible donation to EBBC, PO Box 1736, Oakland, CA 94604

For EBBC information & messages, call (510) 433-RIDE (433-7433)

Name _____

Address _____

City, State, Zip _____

Phone/Fax _____

E-mail Address _____

Workplace/City _____

Interests _____

Membership Type

- Regular (\$12)
- Shop/Club (\$40)
- Low Income (\$6)

Century Club:

- Half (\$50)
- Full (\$100)

New

Renewal

Please do not share my name with other mailing lists.

“BAC”, continued p. 2.

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

Danville Meets as required. **Staff:** Bryan Welch, 925-314-3313, BWelch@ci.danville.ca.us. **Chair:** Sandra Meyers 925-837-5960.

Dublin Meets yearly in late fall to review TDA Article 3 projects
Staff: Ferd del Rosario, 925-833-6630, Ferd.delRosario@ci.Dublin.CA.us.

East Bay Regional Park District (Park Advisory Committee) July 22, Sept 23, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 **Staff:** Ro Aguilar, Legislative Analyst, 510-635-0138 x2006, **Chair:** Hen-

ry Losee, 510-276-2271, EBHIKER@aol.com.

Lafayette Circulation Commission July 15, Aug 5, 7:00 pm (1st & 3rd Mondays, but call to confirm dates), Community Center Manzanita Room, 500 St. Mary's Road **Staff:** Leah Greenblat, 925-299-3229, (Contact Staff for date of first BAC meeting) **Bicycle Liaison:** Commissioner Lynn Hiden 925-283-5487EBBC rep YehudaSherman@aol.com, 925-284-5363.

Livermore. (BAC being formed.) Call Anna Vickroy, 925-373-5796, AMVickroy@ci.Livermore.ca.us, for further info)

Oakland July 18, Aug 15, 3rd Thursday at 3:30 pm at 250 Frank Ogawa Plaza, Suite 4314. **Staff:** Kathryn Hughes 510-238-6493, KHughes@oaklandnet.com; **Chair:** Ron Bishop 510-652-4667, rbishop747@aol.com.

Pittsburg Traffic & Circulation Advisory

Committee Aug 1, Oct 3, 7:00 pm, Civic Center 3rd Fl, 65 Civic Avenue, **Staff:** Paul Reinders, PREinders@ci.Pittsburg.ca.us, 925-252-4822, **Chair:** Ross De Boie.

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

UC Berkeley Staff: Karl Hans, KHans@uclink4.Berkeley.edu; **EBBC rep:** Rachel Hiatt 510-325-6665 rhiatt@uclink.berkeley.edu (contact staff for next meeting date).

Walnut Creek July 17, Sept 18, 7:30 pm, 111 N. Wiget Lane, at Shadelands Civic Arts Bldg. **Staff:** Mike Vecchio, Community Development, 925-256-3529; vecchio@ci.walnut-creek.ca.us **Chair:** Jeff Thomas, JWT6@pge.com, 925 945-7781, EBBC rep Dave Favello, DaveVelo@aol.com.

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