



Innovative Ideas

The most important presentations made at the *Walk/Bike California 2003* conference in Oakland dealt with broad policies for the routine accommodation of bicyclists into all transportation projects and the collaboration between bicycle advocates and health professionals.

Maggie O'Mara, Caltrans Statewide Pedestrian and Bicycle Design Reviewer, addressed both routine accommodation and health in her presentation, "Implementing Caltrans Deputy Directive 64." In March 2001, Caltrans issued Deputy Directive 64, "Accommodating Non-Motorized Travel." The policy directs all employees responsible for activities that affect the transportation system to fully consider the needs non-motorized travelers. DD-64 is available on-line at <http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>. To date, Caltrans has worked to develop guidelines and training to their employees. We anticipate that the influence of Caltrans on all transportation agencies and local jurisdictions to heighten bicycle awareness.

Caltrans is also coordinating Walkable Communities Workshops as a component of the California Physical Activity and Health Initiative. UC San Francisco and DHS are presently providing support to eight California communities — including Alameda County — to encourage Active Living through community design and traffic operations. Their mission is to combat sedentary lifestyles responsible for burgeoning waistlines and health care costs. Most exciting is that the top solution to emerge from the planning process is to change our community environments to make them more walking and biking friendly. More information is available at: <http://nurseweb.ucsf.edu/iha/pahi.htm>



We all know that intersections are the most problematic place for bicyclists. Traffic engineers typically ignore bicyclists' needs at intersections in order to accommodate cars. At Oakland's Walk/Bike California Conference in October 2003, Matthew Ridgeway presented this image of how Eugene, Oregon has designed a "combined" bike lane to continue to the intersection by sharing the right-turn lane with cars. A Federal Highway Administration evaluation study of the combined design (FHWA-RD-00-151) found no conflicts between bicyclists and motorists and recommended it be implemented at other locations. For more information see: <http://www.bicyclinginfo.org/rd/design.htm>.

NEXT MEETING begins at 7:30pm on July 20 (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. The agenda will include plans to participate on August 1st in the Temescal Festival on Telegraph Ave between 48th and 51st St, action on our Measure C transportation sales tax reauthorization expenditure plan position, and action on purchasing the innovative lightweight Valet Bike Racks used at Oakland BTWD and the Berkeley Marina on July 4th. More innovative ideas will be introduced by our special guest, Brooke Kuhn, a planner with the Alameda County Public Health Department. Brooke will present a slide program on "Bicycling, health, and the built environment: Making the link."

Selling the Bicycle Lifestyle

At this year's EBBC retreat, Vice-Chair Dave Campbell led participants in an exercise to devise a "Mission-Statement" for our organization. Yes, it sounds like something straight out of *Dilbert*, but surprisingly we discovered a lot about what our organization means and its powerful message.

That message just isn't bike lanes, secure bike parking, and other bike-weenie jargon, but an active, healthy lifestyle, and vibrant communities. If you don't think this is a powerful message, then you haven't been paying attention to all those SUV commercials on television.

Those commercials are not just selling cars — they are selling a lifestyle. **Buy this car!!** and you too can be white-water rafting, climbing El Capitan, and of course, bicycling. It is amazing how often a bicycling is portrayed in these commercials — as if owning an SUV were a prerequisite for bike riding. And it isn't just television; for over a year, Honda had a web page for their "Passport" SUV with suggested activities including (believe it or not) a direct link to the EBBC web page.

City planners are also beginning to notice the economic benefits of this lifestyle. In his 2002 book, *The Rise of the Creative Class*, Carnegie Mellon Professor Richard Florida writes that the healthy cities of the 21st century will be those that can compete not only for big companies, but also educated, creative young people who can be entrepreneurs and revitalize downtowns. And what attracts you entrepreneurs? "Cafes, clubs, tattoo parlors, tolerant gay neighborhoods and **bike routes**" says a Dec 11, 2003 *New York Times* article. "If places like Buffalo, Grand Rapids, Memphis and Louisville do not follow suit, they will be hard pressed to survive." The article goes on to note that Federal Express was having difficulties attracting talented workers at its Memphis, TN headquarters because the city was perceived as too boring. To attract investment, the city developed a walkable downtown, and plans for greenbelts and bike trails along the Mississippi.

Here in the Bay Area, we have seen political leaders raid bike monies to pay for road and highway widenings. Over the long-term, how many people will decide to invest in a community because the local freeway has an extra lane or because there is a new \$100 million interchange? What if that money had been spent instead on an extensive bike route network, building parks, or improving local schools?

-Eric McCaughrin

Innovation in Bike Parking



Bike TreesT in Geneva, Switzerland. Imagine secure bicycle parking on crowded sidewalks near BART entrances. The Bike Tree principle is simple: just lift the bike to put it under a shelter. In this manner, the bike and its accessories are out of reach and protected from weather damage. Bike TreeT is a solar electro-mechanical system that lifts a bike up to a height of 4.9 meters. Only the bike owner (or bicycle rental customer) can get the bicycle down using an individualized electronic smart card. Please contact Bert Hill at echill@sfhills.org for information and view <http://www.bike-tree.ch/e-p01f.htm>



EL CERRITO's Jill Keimach has fulfilled a seven-year mission to improve bike security for its BART riders by opening 48 theft-resistant **E-Lockers** at the El Cerrito Plaza Station. While other BART lockers must be rented by a single user for periods of up to a year, causing long wait lists, the E-Lockers are offered on a first come, first served basis: once a rider is finished using it, it's open for the next user. Bicyclists access them with a prepaid "smart card," which deducts 25 cents for every four hours of use. **Steven Grover**, whose company developed the new system said the city deserves credit for "creating what will be a flagship project to solve long-standing bike parking issues at BART stations. The \$64,000 lockers were funded by five grants and required \$304,000 in site construction. Smart cards are currently available at the station's concession stand and City Hall. For more information, call (510) 549-9258 or visit www.bikelink.org.

Mining the 2004 TRB Proceedings

It's time again to crank-up your jargon-detection devices and delve into the research proceedings from the annual assemblage of transportation planners, engineers and assorted eggheads at the Transportation Research Board held in Washington DC each January.

Theoretically, it should be a simple matter to design our transportation system to routinely provide access, traffic safety and security for bicyclists and our bikes. New ideas add to the advocates toolbox of solutions. I always like to encourage the EBBC members to be aware of new design concepts and provide us with feedback before we urge political decision makers to do the right thing. Consensus builds our clout!

Please note that space limitations preclude full author/title citation. The EBBC has a searchable CD-ROM, as do transportation libraries. Copies of the proceedings are available from the TRB for \$55, please go to www.TRB.org/meeting for further information about the 83rd Annual Meeting.

Overall, the compendium of papers includes over 1000 research papers that cover the entire spectrum of transportation. For your benefit, I have ignored researchers who pursue ITS guidance to find the nearest GIS and still need a GPS to know where they're at. Also bypassed are papers of local interest that don't directly address bicycling issues. Included among this group are papers with the following themes: Ferry Transportation's Role in Providing Emergency Service, an Evaluation of Oakland's Chinatown Pedestrian Scramble, City CarShare, Parking and Development in Downtown Berkeley, and BART to SFO which acknowledges the 1996 environmental analysis overstated projected ridership and service levels.

Charlotte, NC, has emerged as a leader for innovative bike- and pedestrian-friendly designs. Two conference papers provide us with clues that Charlotte's success can be jointly attributed to both broad planning guidelines and sensitive engineering designs. Charlotte's Urban Street Design Guideline offers direction on planning and designing for five street types and their intersections. Using "ideal" cross-sections, Charlotte, has adopted alternative retrofit designs, where traditional practices would have minimized bike or pedestrian p. 5

SHORT REPORTS

ALAMEDA COUNTY - If you've ever been cut-off by an AC Transit bus, now is the time to speak out. Alameda County Transportation Authority (ACTIA) is organizing a workshop for AC Transit drivers to inform them about bicyclists access needs (as in: don't cut them off). Contact Joe Kempkes at kemp7138@yahoo.com for further details.

CONCORD NAVAL WEAPONS STATION - The City of Concord held a joint public workshop with the City Council and the Planning Commission on June 22 to consider possible acquisition of the CNWS by the City of Concord. Donald Bierey asked for the Port Chicago Road to be opened to bicycle through travel. Contact Donald dbierey@matson.com for information about following meetings.

CROSS-ESTUARY ACCESS - BikeAlameda and EBBC representatives met on June 7 with Barry Bergman, City of Alameda Public Works, to discuss options to provide bicycle access between West Alameda and Oakland following the scuttled Bike Ferry. More details to follow, but please contact Lucy Gigli lucy@bike-alameda.org for information on how you can help.

EMERYVILLE - In early 2004 the Emeryville BAC recommended a compromise plan to make Overland/Horton into a Bike Boulevard (with the appropriate signage, stencil, and traffic calming where appropriate). This was in response to the City's resistance to remove car parking to make room for the bike lanes that were called for in the 1998-2010 Bike Plan. Instead of supporting the Bike Boulevard, the Transportation Committee elected to simply designate Overland/Horton as a "Bike Route." Please contact Shane Rhodes, Emeryville BAC member at shanehr@mac.com for information.

VASCO RUMBLE STRIPS - Members of the Delta Pedlars and the EBBC collaborated on letters to Contra Costa officials who are intent on adding rumble strips to the shoulders on Vasco Road. We pointed out that Caltrans has determined that "shoulder rumble strips are not suitable as a riding surface" and that the motorists' crashes typically head-on collisions or caused by speeding.

EL CERRITO - The Baxter Creek Gateway Restoration Project proposal is to connect with the Ohlone Trail to lead to San Pablo Boulevard. It will eventually cross under I-80 to the Richmond Greenway. The Coastal Conservancy provided \$350K to build the 700' connection. The first phase of the Baxter Creek Project will begin soon and a public workshop is slated for Aug 11. For meeting details, please contact Heather Koch in the Planning Department (510) 215-4322.

SENIORS, DISABLED, & MEASURE C - In order to help EBBC to decide on a position on CoCoCo's Measure C transportation sales tax the EBBC's Yehuda Sherman attended a meeting of the CoCoCo Senior & Disabled Stakeholders' Group on June 29. After much discussion they decided to oppose Measure C, mainly because the CCTA's own Environmental Impact Report said that even with the proposed increase in the funding for seniors and disabled, the program would not have

enough money to continue functioning at its current level of service due to the rapid increase in the number of seniors and disabled folks in the county.

FCC CLEARS CLEAR-CHANNEL The FCC has denied complaints filed against three Clear Channel stations that had incited drivers to injure and/or kill bicyclists. As reported in October 2003 issue of *rideOn*, complaints were filed against three stations: WDCG(FM), Durham, N.C., WMJI(FM), Cleveland, Ohio and KLOL(FM), Houston, Texas. In response to complaints it received the stations aired public service announcements promoting bicycle safety. However, the FCC said the speech was protected by the First Amendment and the comments did not merit enforcement action. In other FCC action, regulators proposed fining the Howard Stern radio show \$1.5 million for a 2003 radio show that discussed anal sex.

BART ACCESSIBILITY TASK FORCE - The BART, the advisory committee to represent the interests of disabled riders, requested that a bicyclist attend their June 22nd meeting. The BART Bicycle Advisory Task Force (BBATF) was represented by Yehuda Sherman, who reports that it was very encouraging to see how blind, wheel chair-bound, and other severely disabled folks had the courage and energy to get out and ride BART. But the very bad news was the stories disabled folks told of rude and crude bicyclists who blocked entrances with their bikes, and took up space that was supposed to be reserved for disabled and senior persons. Bicyclists are reminded to carefully follow the rules and to keep bikes out of space reserved for wheelchair users.

CHP HEAD "SPIKE" HELMICK was forced into early retirement by Governor Schwarzenegger. Long a thorn in the side of bicyclists statewide, Helmick was well-known for his anti-bicycle positions; in particular his opposition to AB1408 killed a bill that would have clarified some of the more confusing language in the CVC regarding bicycles.

TOLL INCREASE - The \$1 toll increase went into effect for Caltrans-run bridges thanks to voter approval of Measure 2. That is, except for FasTrak users who won't have to start paying the surcharge until October — a \$12 million give-away not authorized by the voters. However, Measure 2 will help fund the *Safe-Routes-to-Transit* program initiated by the EBBC.

MACARTHUR BIKE LANES have been extended from Park Blvd to Lakeshore Ave. The one-mile stretch was constructed at the same time as a street resurfacing. The state has also awarded the city \$200,000 to extend the lanes further to Lincoln Ave.

CROSS-ALAMEDA TRAIL - *BikeAlameda* held a public tour on June 5th of an abandoned Belt Line railroad ROW to build support for their goal of turning it into a paved trail. The city is currently conducting a feasibility study on the plan.

BAC Calendar

Compiled by: John Ruzek

Alameda County Meets as needed on 2nd Thursday of the month, 426 17th Street, Suite 100, Oakland. Refer to www.acta2002.com/MEETINGS/meetings.html or call staff to confirm next meeting. **Staff:** Rochelle Wheeler, 510-267-6121, RWheeler@acta2002.com.

Albany A Bicycle Advisory Committee is in its formative stages. Contact Preston Jordan at PDJordan@lbl.gov for details.

BART (Bicycle Accessibility Task Force) Aug 2, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6446; **Co-Chairs** Joe Carroll, 510-604-4821, Joe-the7thCarroll@lmi.net, Dave Favello, 925-939-9462, DaveVelo@aol.com, - County representatives: Alameda - Eric McCaughrin EMcCaughrin@yahoo.com; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, Chagelin@astound.net.

Berkeley July 7, Aug 4, 4:00 pm, 2118 Milvia St., 3rd floor, **Staff:** Heath Maddox, (510) 981-7062, HMaddox@ci.berkeley.ca.us; **Chair:** Sarah Syed; EBBC rep. Dave Campbell 510-540-5971 DCampbell@lmi.net.

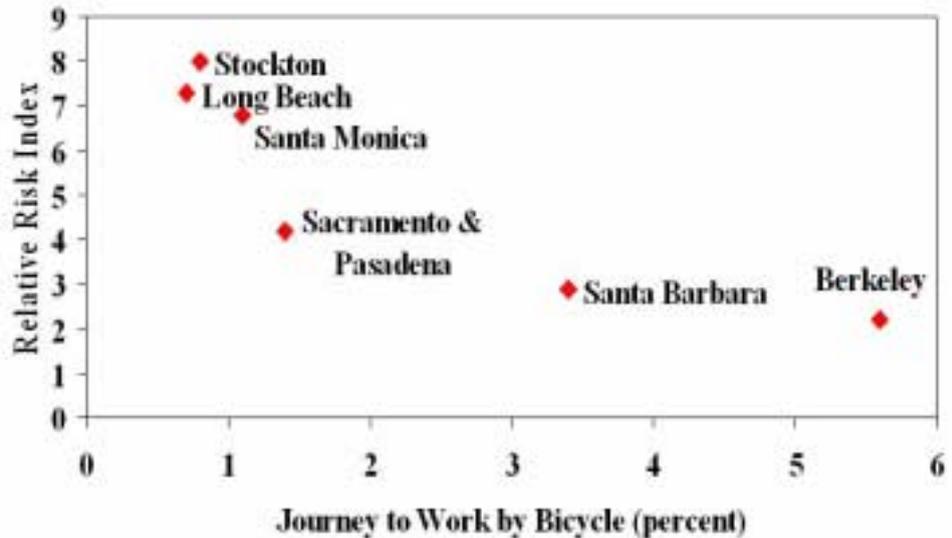
Brentwood July 26, Aug 23, 7:00 pm Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, JHansen@ci.brentwood.ca.us, Delta Pedalers rep Dave Stoeffler 925-634-1793, DaveS@ecis.com.

California Bicycle Advisory Committee (CBAC) Aug 5, 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; BABC rep: Josh Hart, (415) 431-2453, Joshua@sfbike.org.

Caltrans District 4 July 13, 1:30 pm, 111 Grand Avenue, Oakland (Call Chair to confirm). Meets quarterly to review state highway projects that impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, Julian_Carroll@dot.ca.gov; **Chair:** Doug Kimsey, MTC, 510-464-7794, DKimsey@mtc.dst.ca.us; EBBC rep Doug Faunt, 510-655-8604, Faunt@netcom.com.

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.

Safety in Numbers



Sacramento health professional, Peter Jacobsen, examined the total number of bicycle commuters in selected communities with the injury rates to derive this graph showing that increased bicycling in a community heightens bicycling safety. Jacobsen's presentation titled, "Safety in Numbers," is available on CD-ROM from the California Bicycle Coalition.

SUPPORTING BUSINESSES

- **Cycle California! Magazine** <http://www.cyclecalifornia.com>
- **Cycle Sports** 3241 Grand Ave, Oakland
- **Cycle City** 1433 High St., Alameda
- **Dublin Cyclery**, 7001 Dublin Blvd, Dublin
- **Encina Bicycle Center**, 2901 Ygnacio Valley Rd, Walnut Creek
- **Electric Bike Network** <http://www.myebike.com>
- **Hank & Frank Bicycles** 3377 Mt. Diablo, Lafayette
- **Left Coast Cyclery** 2928 Domingo Ave, Berkeley
- **Missing Link** 1988 Shattuck Ave, Berkeley
- **Momovelo**, 2115 Allston Way, Berkeley
- **Palmer Group** <http://www.bikeparking.com>
- **The Pedaler** 3826 San Pablo Dam Rd, El Sobrante
- **Perfection Cyclery** 1341-H N. Main St, Walnut Creek
- **REI Berkeley, Concord, Fremont**
- **Sharp Bicycle**, 969 Moraga Rd., Lafayette
- **Stone's Cyclery**, 2320 Santa Clara Ave, Alameda
- **Wilson Bicycle Sales** <http://www.wilsonbike.com>

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trian access and safety. A Methodology to Assess Design Feature to Assess Pedestrian and Bicyclist Crossings at Signalized Intersections employs a Level of Service approach address the comfort and safety of pedestrians and bicyclists. Among the key features identified and rated are crossing distance, roadway space allocation (i.e., crosswalks, bike lanes), corner radius dimension and traffic signal characteristics.

Advocates of New Urbanist and neo-traditional planning concepts include street connectivity as a key component for good neighborhood design. In *Measuring Network Connectivity for Bicycling and Walking*, Jennifer Dill finds that grid-like street networks encourage walking and bicycling as they offer shorter routes than networks that include many cul-de-sacs and long blocks. Speaking of New Urbanist models, Jane Humphreys from SUNY Buffalo noted that many of the design and demographic characteristics that New Urbanists try to replicate with transit-oriented development (TOD) already exist in older urban neighborhoods such as Buffalo’s turn-of-the-century Elmwood Village. According to Census data assessed by Hugh Morris, Rails-To-Trails Conservancy, bicycle commuting rates are higher in households within one-half mile of trails. He also provides data that cause us to question if similar investments in on-street facilities might have a greater impact on bicycle commuting at less cost. Over the past ten years, the US DOT has spent \$2.53 billion, or 65% of bicycle and pedestrian funds available through the Transportation Enhancements program on off-road trails. *Characteristics of Emerging Road and Trail Users* examines kick scooters, hand cycles, wheelchairs, skates and other emerging groups, including bicycle trailer users and recumbents for suitability with bikeway designs. The authors find that emerging users require greater width than the 30 inches required by a typical bicyclist.

Andrew Nash assesses Traffic Calming in Three European Cities, Zurich, Vienna, and Munich. In each city, Nash found that traffic calming has been well integrated into the general transportation planning process despite funding challenges. During the 1970s and 1980s, Munich began systematically improving its bicycle route system and introducing traffic calming measures. Current

plans call for reducing automobile trips from today’s 35-40% to 30-35% and increasing bike trips from 10-15% to 15-20%. One novel plan is to open one-way streets in Tempo-30 zones for two-way bike traffic. An important traffic-calming measure throughout Europe is the Tempo 30 program, limiting residential area speeds to 30 kph (about 19 mph, similar to pre-WWII basic speed limits in the US). Nash summarizes that we have reached a point in traffic engineering where obvious solutions are no longer true. One example is to reduce vehicle space by narrowing arterials while maintaining traffic volumes. He concludes: “what is important about these examples is that while they have minimal impact on traffic they provide enormous benefits for other users such as pedestrians, bicyclists, residents, and businesses on the street.”

A team of scientists examined Jersey City’s streets network and bicycle crash data to develop a model for rating Urban Bicycle Route Safety. One finding is that reduced lane widths in urban areas actually reduce the likelihood of severe injury. Another recommendation is that planners are encouraged to follow the lead of experienced bicyclists in choosing routes that travel through the urban centers as opposed to diverting bicyclists to circuitous routes on wide, low volume roads at the periphery of cities. They urge priority funding on bicycle routes in urban centers with access to transit.

An Australian perspective on Using a Ride to Work Day Event as a Travel Behavior Change initiative surveyed participants in Melbourne’s RTWD 2002 to assess the behavior change potential of major events. The researchers concluded that nearly one in eight participants had never ridden to work prior to the event. A similar proportion only rode occasionally prior to the event. Follow up surveys found that one in ten of those who rode to work for that first time as part of the event were still riding to work.

My favorite paper, *The Personal Transportation Alternative for America’s Parks and Public Lands*, by Franz Gimmmler was not included under the bike/ped subject heading. Gimmmler captured his audience by discussing conventional urban mass transportation technologies as the favored alternative transportation systems in the America’s National Parks. His methodical review of mass transit and the characteristics of park transportation needs led to his SURPRISE CONCLUSION that bicycles are among the most ideal vehicles for park visitors! Next, he evaluated various bicycle types with solid suggestions like road bikes in the hybrid weight are somewhat sturdier and with their slightly fatter tires operate comfortably on more types of surfaces. He also reviews mountain bikes, tricycles (imagine looking up at El Capitan and carrying gear in a large basket), four-wheel cycles (family capacity), and suggest that perhaps the best bike for touring a park is the recumbent tricycle. Gimmmler doesn’t neglect the need for park bikeways and storage. For bicycle rentals, he details the proprietary Bike Station system and the Call a Bike-system operated by the German National Railroad. The EBBC has publicly advanced similar ideas for Yosemite National Park since 1997.

-Robert Raburn



Over 3500 high-tech bikes are available for instant rental in the core area of three German cities. A simple phone call to access the bike and another to return it are all that it takes besides a credit card. Operated by the German National Railroad, Deutsche Bahn.

Minutes

of the General Meeting of June 15, 2004, held at the Rockridge Branch of the Oakland Public Library

CHAIR was Dave Campbell.

MINUTES of the previous meeting of Tues, May 18, 2004, were approved.

TREASURER Debbie Lewis had e-mailed her report, although through some glitch, not all had received it. However, those who had received it approved it. An additional \$2,000 had been received from MTC for our work on Bike-to-Work-Day. There was additional income from the sale of our West-of-the-Hills bike map.

EAST CO CO COUNTY Ole Ohlson reported on several cities: In Pittsburg, where the elected politicians are bike-friendly, Ole was able to make a friend of the Traffic Engineer, and thus got bike lanes painted on several streets. Although Brentwood had recently received the LAB award as a "Bike-friendly City," and decorated its streets advertising this fact, the Traffic and City Engineers are not bicyclists, and they are removing bike lanes at intersections so as to put in right turn lanes. However, the good news is that 19 persons showed up at a recent meeting of the City's BAC. Antioch does not have a BAC. In Oakley, Councilman Brad Nix, who is on the Board of the CCTA, is hindering our efforts..

VASCO ROAD, which is in the unincorporated south-east part of CoCoCo, and extends into Alameda County, is being used as a speedway by some motorists. Ole has prevailed upon bicyclist Julie Buren, a Deputy Director of CoCoCo Public Works, to have 5' of clear space on the right side of rumble strips, plus a rumble strip in the center line, where most accidents occur.

BIKE PARKING RACKS were custom made for us, and worked well at the Maritime Academy in Vallejo during the opening ceremony for the bike path on the new Carquinez Bridge. We approved a motion to pay for them, plus a trailer on which to transport them. Robert Raburn is looking into having them stored at the Port of Oakland.

AC TRANSIT would have been deprived of needed funds by the Governor's new budget but thanks to calls and letters, funding has been restored.

MARKET STREET is a north-south street in north-west Oakland. Because it has four lanes, with not much traffic, it will be given a "road

diet" to put in bike lanes, and a center turn lane, and only two lanes in each direction for motor vehicles.

BIKE PLAN UPDATES:

1. Jason Patton, jpatton@oaklandnet.com is working to revise Oakland's bike plan.
2. Heath Maddox (510) 981-7062 hmaddox@ci.berkeley.ca.us is revising the Berkeley bike plan.
3. Natasha Goguts (510) 215-4365 ngoguts@ci.el-cerrito.ca.us is doing the same in El Cerrito.
4. Janet Hansen is doing likewise in Brentwood (jhansen@ci.brentwood.ca.us).
5. John Greitzer is doing same for eastern CoCoCo (jgrei@cd.co.contra-costa.ca.us).

CO CO CO MEASURE C was the subject of our guest speaker, Jeff Hobson, of TALC (Transportation and Land Use Coalition.) Measure C is a renewal of the 1/2 % sales tax in CoCoCo for transportation. Jeff, Ole Ohlson, Dick Anderson, Yehuda Sherman, and other cyclists attended many meetings and served on a "advisory committee," but we had little to show for our efforts. Although we had hoped to obtain 5% for non-motorized transportation, as was the case in Alameda County with Measure B, the politicians will only give us 1%, with an additional 0.5% going to EBRPD. The discussion of what position we should take on this Measure will continue at our next meeting. Jeff Hobson and Sherman will attend a meeting of the disabled and elderly folks in order to work together with them. They, too, were given little, although the number of old and disabled folks keeps increasing.

NEXT MEETING will be 7:00 PM, Tues, July 20, 2004, at the Rockridge Library.

Respectfully submitted by Yehuda Sherman, sec'y.

Expired membership?

Please take a moment to look at the mailing label on the back of your newsletter to find the expiration date of your subscription.

If your subscription is about to expire (or if the label says **expired**), please renew now to keep the EBBC strong!

"Bike Trippers" Explore Historic Oakland

Join a leisurely-paced bicycle tour led by Oakland Museum docents.

The remaining Oakland Museum bike tour dates for 2004 are: July 18, August 15, September 19, and October 17. Each date will have one tour that follows an approximately 5-mile route through downtown Oakland — Jack London Square, Preservation Park area, City Center Area, Camron-Stanford House by the Lake, then back. Riders will also have the option of joining one of three other tours each date: Port of Oakland, Brooklyn (the area just East of Lake Merritt), or Fruitvale. You can plan to take a different tour four months in a row!

All tours start at the Oakland Museum, on the 10th St entrance. We try to leave promptly at 10:00 and get back by noon, or a little later for the Port and Fruitvale tours.

It is helpful if you are planning to join a ride if you call the docent office and tell them you are planning to come. 510-238-3514. (They may tell you the tour is filled, but pay no attention - come anyway.)

I hope you will be able to join us for at least one of these tours.

-Peter D. Barnett
History Docent,
Oakland Museum of California

 EBBC Online Resources _ _ X

NEW LIST SERVE!
ebbc-talk@ebbc.org

To keep up with the latest news and happenings, subscribe to the EBBC online mailing list. Mailing lists are a great way to quickly notify lots of EBBC members of important meetings, hearings, etc. Try the **digest** version.

To **subscribe** or **unsubscribe**, go to <http://lists.ebbc.org/listinfo.cgi/ebbc-talk-ebbc.org>, and follow the instructions.

No subscription is needed **to read the list**. (For entries prior to November 17, 2003, see the "Resources" page at www.ebbc.org.)

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Bicycle Trails Council of the East Bay
Cherry City Cyclists
Delta Pedalers
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Different Spokes
Fremont Freewheelers
Grizzly Peak Cyclists
Hikanbyke
Oakland Yellowjackets
Santa Rosa Cycling Club
Single Cyclists
Strada Sempre Duro
Valley Spokesmen

Bike the Bridge Coalition
CA Association of Bicycling Organizations
California Bicycle Coalition
Greenbelt Alliance
Transportation and Land Use Coalition

COMMUNITY REPS & ADVOCATES

(See Also: BAC Calender & Affiliated Orgs.)
Albany Preston Jordon
Concord Kathy Tate
Contra Costa County John Ruzek
Fremont Michael Graff
Lamorinda Bart Carr
Livermore Amador Valley Trails Council
Martinez Dick Anderson
Pittsburg Bruce "Ole" Ohlson
Pleasant Hill De Capshaw
Pleasanton Robert DeMattei
West CoCoCo Bill Pinkham

AFFILIATED ORGANIZATIONS

Bay Area Bicycle Coalitions
Bay Trail Project
BikeAlameda
Bicycle-Friendly Berkeley Coalition

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

- Sustaining (\$25)
Half-Century (\$50)
Century (\$100)
Shop/Club (\$40)
Introductory (\$12)
Living Lightly (\$6)

- New
Renewal
Please do not share my name with other mailing lists.



“BAC” continued p. 4.

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.del-Rosario@ci.Dublin.ca.us.

East Bay Regional Park District (Park Advisory Committee) July 26, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 **Staff:** Ro Aguilar, 510-635-0138 x2006, **Chair:** Henry Lohsee, 510-276-2271, EBhiker@aol.com.

Emeryville July 8, Aug 12, 5:30 pm, 1333 Park Ave **Staff:** Peter Schultze-Allen, 510-596-3728, PSchultze-allen@ci.emeryville.ca.us. **Chair:** Ken Bukowski, Bukowski@earthlink.net.

Fremont July 21, Aug 18, 7:00 pm, Niles Room, 39550 Liberty Street, (call to confirm) **Staff:** Rene Dalton, 510-494-4535, RDalton@ci.fremont.ca.us. **Chair:** EBBC rep Michael.Graff@pobox.com.

Lafayette Next date TBD, 3675 Mount Diablo Blvd. Quarterly mtgs, check website, www.ci.lafayette.ca.us, or call staff for date. **Staff:** Leah Greenblat, LGreenblat@ci.lafayette.ca.us, 925-299-3229, **Chair:** Bart Carr, Bart_Carr@yahoo.com, 925-299-1664. **EBBC rep:** Yehuda Sherman, YehudaSherman@aol.com, 925-284-5363.

Livermore. (BAC being formed.) Call Community Development Department, 925- 960-4500, for further info)

Oakland July 15, Aug 19, 4:00 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 Community Advisory Committee July 7, Aug 4, 7:00 pm, City Council Chambers, 65 Civic Ave **EBBC rep:** “Ole” Ohlson, BruceOleOhlson@hotmail.com, (925) 439-5848, **Staff:** Paul Reinders, PReinders@ci.Pittsburg.ca.us, 925-252-4822.

San Leandro (BAC being formed.) Call Anna Vickroy, 510-577-3310, AMVickroy@ci.san-leandro.ca.us, for further info.

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

University of California at Berkeley 3-5 pm 2150 Kittredge St., 3rd Floor. Refer to www.berkeley.edu/transportation or call staff for next meeting. **Chair** Karl Hans, KHans@uclink4.Berkeley.edu; **EBBC rep:** Rachel Hiatt 510-325-6665 RHiatt@uclink.berkeley.edu, **Staff** Rita Bond, RitaBond@uclink4.berkeley.edu, 510-642-7194.

Walnut Creek July 21, 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** Chuck Kaplan, CKaplan@swinerton.com, **EBBC rep:** Dave Favello, DaveVelo@aol.com.

West Contra Costa County Bicycling interests are being addressed by an ad hoc BAC. Contact Robert Raburn at 510-530-3444, RobertRaburn@csi.com, for further info.

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