



Robert Raburn Wins MTC “Merit Award”

Robert Raburn, the EBBC’s Executive Director, has won an MTC Merit Award for his work on improving cycling conditions in the Bay Area. The MTC also recognized City CarShare, the Bay Trail Project, and the new inaugurated Caltrain Baby Bullet service.

In describing Raburn’s work, the MTC publication *Transactions* reports: “he is the EBBC’s unpaid executive director, advocating tirelessly for improved conditions for cyclists, increased bridge access, the closure of critical gaps in the bicycle lane network, and secure bike parking facilities in Oakland and other East Bay Cities.

“Thanks in no small part to the EBBC and Raburn, AC Transit now provides bike racks on nearly all of its buses. The EBBC also helped launch the Bikes on BART program and the Bay Area bridges’ bicycle shuttles, and created a series of East Bay bicycle route maps. Raburn’s goal is to incorporate bicycle and pedestrian access into all transportation projects, and to expand upon the “Safe Routes to Transit” projects identified in the recently approved Regional Measure 2 ballot measure. He believes bicycle ridership will swell thanks to rising oil prices, and he’s working hard to have a bicycle-mode strategy ready to implement.

“Raburn practices what he preaches. In place of driving, he pedals a touring bike equipped with a rack, saddlebags and lights. And he has a bike trailer big enough to haul a ladder, windsurf board or even a four-drawer file cabinet. In 2001 he sold his car and now uses City CarShare when he needs an automobile.

“Rick Rickard, EBBC board member, described the Award of Merit winner: ‘If there is one word for Robert, it is *passion*. He gets really excited about issues like Measure 2 and works on them incessantly. The rest of us are volunteers and we do our bit and go on. But Robert is the thread that ties it all together. He carries the intensity around the issue.’”

-Eric McCaughrin



Robert Raburn at Oakland’s Amtrak station, exiting a bike-friendly “California” railcar.

Rapid Bus Survey Results

In June 2003, AC Transit inaugurated a new rapid bus line on San Pablo Ave. The stated goals of the service were to reduce running time by 20%, and increase patronage by 25%.

After less than one year, those goals were close to being met. The survey results, compiled in May 2004, showed a 17% decrease in running time and a 65% increase in ridership (over the previous limited stop service). The overall gain in corridor ridership was 21% — not bad considering the overall decline seen in transit ridership in the region during that time.

Of the 1700 passengers surveyed, 18% reported previously using a car for trips before making the switch to BRT. 34% said their travel time on BRT had been reduced by more than 15 minutes, and 82% gave the service excellent marks overall.

Bus Rapid Transit works differently than conventional bus services in that there is no set schedule. Instead drivers are encouraged to zip through the route as fast as possible without time checks. Dispatchers work with real-time info to send out buses such that the maximum wait time for passengers at a stop is 12 minutes.

The total capital cost of the project was \$20 million, of which \$16 million was spent on upgrading the traffic signals. On a per-mile basis, that is about 1% of the cost of local rail projects (BART, VTA light rail, etc).

Purists might question whether this project truly constitutes BRT. For one thing, there is no exclusive bus lane. As well, the reliance on cash fares really slows down boarding (and thus overall travel time). A proof-of-purchase scheme, with ticket machines placed at the stops (as is done in Zurich, Curitiba, and many other cities) would greatly speed things up.

Even the signal prioritization scheme, installed at great expense by AC Transit, was botched. Because San Pablo is a state highway, Caltrans has ultimate control over signal timing. Caltrans will only allow an AC bus to activate the priority once every 10 minutes, which is slightly less than average headway in one direction. Moreover, the signal is just a “priority” and not an “override” — which means the signal does not get interrupted immediately. As a result, transit riders get only limited benefit from AC Transit’s \$16 million investment in new traffic signals.

NEXT MEETING begins at 7:30pm on November 16 (third Tuesday) in Room 171 at MTC headquarters, 101 8th Street, Oakland — across the street from the Lake Merritt BART station.

“Bike First” Gets Healthy Kickoff

At a ceremony on October 16th, twenty-three San Luis Obispo County residents took possession of brand new vehicles that will carry them to work, carry their shopping, help them connect with their neighborhoods on a personal level, reduce pollution and help them stay fit in the process. Sound like an unusual vehicle? Not if that vehicle is a bicycle.

At Cambria Bicycle Outfitters, participants picked up their Breezer Villager bicycles at the kickoff of the “Bike First” program. Each bike was fully equipped with everything the owners will need to get health while getting where they need to go.

The program’s primary funding came from the San Luis Obispo County Air Pollution Control District through its Motor Vehicle Emissions Reduction program. The program was planned by the San Luis Obispo County Bicycle Coalition and co-sponsored by SLO Regional Rideshare, Breezer Bicycles of Marin County, and Cambria Bicycle Outfitters.

Bike First was announced in August and was quickly overwhelmed with nearly 90 applications from San Luis Obispo County residents. “I was impressed with the wide demographic of the applicants,” said Joe Gilpin, executive director of the San Luis Obispo County Bicycle Coalition and bike safety coordinator at SLO Rideshare. “We had high school and college students, professionals, married couples, parents with small children, even grandmothers and grandfathers.”

The presentation ceremony began with short speeches by the project sponsors, including the designer of the bikes, Joe Breeze of Breezer Transportation Bicycles. San Luis Obispo Mayor Dave Romero spoke glowingly of the program’s benefits to the community, and so did Chris Marxen, Assistant Secretary of CalEPA in Sacramento.

“Maria Shriver heard of the program,” said Marxen, himself a bicycle commuter, to the 60 people in attendance. “When she told the Governor about it he was so impressed that we had to send someone down and attend this ceremony!”

After refreshments, the Bike First recipients attended a short bicycle commuting class facilitat-

ed by local certified cycling instructor Rod Hoadley. The class focused on being safe in traffic and being comfortable while riding the bicycle. Each Bike First participant contributed \$200 to the program and was issued a Breezer Villager bicycle with easy shifting, low-maintenance internal gearing, rear cargo carrier, grocery-bag pannier, fenders, generator lights, lock, pump, helmet and bell. The total package, including education and maintenance, was worth over \$1,000.

“Biking is just one component of the overall Rideshare program,” said John Donovan, program manager of SLO Regional Rideshare, “but a worthwhile program like Bike First can really shine the light on how using a bike can have a big impact on air pollution and traffic congestion in our communities.”

Statistics show that 40% of all car trips are 2 miles in length or less. The aim of Bike First is to have the recipients replace those car trips with Bike First trips. Bike First participants will be surveyed on a periodic basis to determine the effectiveness of the program and to see how well they are following through on their pledge to Bike First.

Other cities, such as Portland OR, and Washington DC, have inquired about the program so that they might replicate it in their communities.

Lake Merritt Update

On October 27th, the first public presentation of plans to reconfigure 12th St. around Lake Merritt generated enthusiastic interest from the public.

The brief presentation included comments from Council Member Danny Wan (who, along with Jane Brunner, was a major proponent for the passage of Measure DD which is funding these improvements). Council Member Nancy Nadel also spoke briefly.

Although Danny's comments highlighted the bicycle and pedestrian focus of the Lake Merritt Plan, it must be said that to date, the designers have focused primarily on vehicular aspects of the new 12th Street. This is understandable since auto access across this new link is a major concern. Nevertheless, it is clear that greater attention to bicycle and pedestrian details will be required as this plan moves toward implementation if the facilities are to be as good as they can be and need to be.

Continued vigilance will be required to ensure the installation of adequate and safe crosswalks, bike lanes of appropriate width, etc. It is important to accommodate vehicular traffic, but not to the extent that it negatively impacts bicycle and pedestrian access.

-Rick Rickard



Bike-First contest winners

Fruitvale BART BikeStation Opens!

The Unity Council and Alameda Bicycle are excited to offer commuters free bicycle parking at the Fruitvale Bike Station, located at Fruitvale BART.

Here are the quick facts:

- Service starts on Monday, November 1, 2004.
- Open Monday through Friday 6:00 am – 8:00 pm
- Open Saturday 10:00 am – 6:30 pm
- Closed Sundays and national holidays

Over 200 bicycles can be served at any given time. The secure facility will be indoors, supervised at all times, and free to all commuters who are interested.

A full service repair station will be at the facilities so we can fix your bike while you're at work.

The Fruitvale Bicycle Station is located just to the left of the Caesar Chavez Plaza entrance, within a hundred feet of the northeast Bart exit.

Free spaces will be given out daily on a first come, first served basis. If you are interested in using the bikestation, please go to <http://www.bartbikes.com> to download the Registration Form and bring it your first day to speed up the initial process. Please be advised that you will be required to have a valid driver's license to use our facilities. The driver's license will be used to help further secure your bicycle from theft and vandalism.

This bike station is made possible with the generous support from ACCMA, Bay Area Air Quality Management, BART, Caltrans, and City of Oakland. The grant from BART and City of Oakland guarantees operations for twelve calendar months.

Happy parking!

-Lucy Gigli
President, BikeAlameda

SHORT REPORTS

BERKELEY - Caltrans traffic engineers and District 4 Bicycle Coordinator Julian Carrol met with Heath Maddox (city of Berkeley staff), met on Oct. 18th to resolve this issue regarding poles placed on Ashby, near Tunnel Rd. The poles had been intended to improve pedestrian access, but also created a hazard for cyclists. Within 2 months, changes are expected to be made to fix the problem.

CALTRANS - The state transportation agency may finally get a director. Governor Schwarzenegger has tapped Will Kempton to head the agency. Kempton ran the Santa Clara Traffic Authority from 1985 to 1992 where he oversaw a massive amount of freeway construction (\$1.2 billion), paid for by that county's Measure A sales tax. He currently serves as Assistant City Manager of Folsom.

FREMONT - The city is preparing a Bicycle Master Plan and needs your input. The Bike-Plan will identify ways to enhance and expand the existing network of bike lanes, routes and paths; connect gaps in the system; and provide improvements such as bike parking, signage, and lane markings to encourage people to bike. From a regional perspective, two of the top projects are to complete the Fremont Blvd I-880 overpass to the business park and install a bridge to allow travel along the Bay Trail at the end of Fremont Blvd into Santa Clara County near Dixon Landing Road. PDF copies of the survey form and the bicycle commuter network, as adopted by the City Council in 2002, are available on Fremont's web site: <http://idun.ci.fremont.ca.us/Community/Traffic/BicycleAndPedestrianProgram.htm#survey>. The survey must be completed and mailed in by December 1, 2004. For those who prefer the convenience of email, send your suggestions directly to EBBC member Michael Graff, chair of the Fremont BAC, at: michael.graff@pobox.com.

ALAMEDA COUNTY - The Alameda County Public Works Agency is developing a Pedestrian Master Plan and updating its Bicycle Master Plan to improve pedestrian and bicycle access and safety in the unincorporated areas of Alameda County. The survey can be downloaded from the EBBC web page at http://www.ebbc.org/pdf/AC_Walk_Bike%20Survey.pdf.

ALBANY - While both opponents and supporters showed up at the October 21 Transportation Commission hearing to voice their opinions, it was the persuasive stories of pedestrian deaths, collisions, and near crashes that convinced the Commission to adopt the proposed Marin Ave road diet. By a vote of 9-0, the Transportation Commission, having heard adopted city staff's recommendation that the Negative Declaration for the project be adopted. The Berkeley City Council will hear the item in a couple of months, as will the Albany City Council. If approved by both Councils, the project is expected to be implemented in Summer. Two different traffic engineering studies were conducted to look at the effects of reconfiguring Marin Avenue and both studies concluded that there would be no significant impact on levels of service. In fact, the project will maintain LOS of B, slow speeds to 25 mph (the posted speed limit), reduce noise, increase pedestrian safety, increase bicycle safety, increase vehicle safety by slowing traffic and creating a left turn pocket. Also, the reconfiguration will only be a one-year trial project. After a year, the effects of the reconfiguration will be looked at and a decision will be made either to scrap the reconfiguration, keep it, or expand the project to include pedestrian bulb outs and other curbscape improvements. Finally, Berkeley voters in District 5 may want to keep in mind that of the three candidates, only Jesse Townley has come out in favor of the proposed bike lane project.

UNION CITY - A public workshop will be held as part of the Union City Bicycle and Pedestrian Master Plan process. The public workshop will include a presentation on the goals of the Plan and an opportunity for residents and business representatives to ask questions and provide comments on bicycling, walking, and safe routes to school issues in Union City. The workshop will be on Wednesday, November 10, 2004 7:00 p.m. at the Parks and Recreation Commission Meeting, City Council Chambers, City Hall, 34009 Alvarado-Niles Road For more information on the workshop, contact: Joan Malloy, City of Union City, (510) 675-5327

HIGH SPEED RAIL PLAN - Responding to voluminous criticism from environmental groups (including the EBBC), the CA High Speed Rail Commission agreed to study an Altamont alignment for the proposed rail system. As well, the route through Henry Coe state park was removed from further consideration.

BAC Calendar

compiled by: John Ruzek

Alameda County Nov 4, Dec 9, 5:30 pm, 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 Call staff for meeting date. meets 4th Thursday of every month 1000 San Pablo Avenue; **Staff:** Cherry Chaicarn, (510) 528-5759, CChaicharn@albanyca.org; **EBBC Rep:** PDJordan@lbl.gov.

BART Dec 6, 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 Hagelein 925-937-7610, Chagelin@astound.net.

Berkeley Nov 3, Dec 1, 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 Nov 22, Dec 27, 7:00 pm Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, JHansen@ci.brentwood.ca.us, Delta Pedalers rep Dave Stoefler 925-634-1793, DaveS@ecis.com.

California Bicycle Advisory Committee (CBAC) Dec 2, Feb 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; BABC rep: Josh Hart, (415) 431-2453, Joshua@sfbike.org.

Caltrans District 4, Jan 11, 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, DKimse@mtc.dst.ca.us; **EBBC Rep** Doug Faunt, 510-655-8604, Faunt@net-com.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.

Danville Meets as required. **Staff:** Tai Williams, 925-314-3313, TWilliams@ci.danville.ca.us. **Chair:** Vacant.

Dublin Meets yearly in late fall to review TDA Article 3 projects. **Staff:** Ferd del Rosario, 925-833-6630,

"BAC" continued p. 8.

SUPPORTING BUSINESSES

- **Cycle California! Magazine** <http://www.cyclecalifornia.com>
- **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>



All over the Bay Area, city streets are being trenched to put in sewer lines, telecommunications cable, etc. The street shown above is from downtown Berkeley, where a "temporary" patch can be seen running along University Ave, covering a new sewer line. Under state and Federal law, utilities have the right to trench pretty much how and where they please. And in the vast majority of cases, these trenches tend to run toward the right side of the street, where a bicycle would be. As a result, cyclists have to deal with an annoying patch of asphalt running parallel to the direction of travel.

The \$12 Million FasTrak Giveaway

On October 31, the discount offered to FasTrak users comes to an end. The \$1 discount began in July and was intended to induce drivers to sign up for the electronic toll program used on Bay Area toll bridges. Apparently, it went unnoticed that what was essentially a \$10-12 million marketing program was never authorized by the voters. There is simply no mention of any such \$1 discount in Regional Measure 2 approved by voters. In effect, \$12 million in toll money was stolen from voter-approved transportation projects. And since car-poolers do not pay tolls, this subsidy went directly to single-occupancy drivers.

Richard Mlynarik, moderator of the online Bay Area Transportation News, provides some sobering numbers on the marketing plan.

During the four month giveaway, some 80,000 customers signed up for FasTrak. However, the weekly signup numbers from just before the giveaway began shows 2,100 in May 2004, rising to 7,000 in June 2004. In other words, 36,000 motorists could have been expected to sign up even if the application rate (which had been steadily rising anyway) were constant at the lower rate over the 17 week period.

At best, then, the program induced an additional 44,000 drivers to sign up. Dividing the \$12 million in wasted revenue gives \$270 spent per new customer.



Utility companies that dig up streets have very little responsibility for the road after the trench has been patched up. It does not take very long for the asphalt to subside, leaving dangerous lips and potholes. And even when the patch does remain intact, the road surface often develops annoying undulations and bumps. In some cases, a considerable amount of money spent to stripe bike lanes has gone to waste due to utility construction.

US Trade Deficit Sets New Record

The problems caused by America's over-reliance on imported crude oil are of course well known — i.e. propping up autocratic regimes, militarization, and drilling in environmentally sensitive areas. However, the most pernicious effect may in fact be the impact it has on the US trade deficit.

Thanks to rising energy costs, the monthly trade deficit in June 2004 soared to a record \$55.8 billion. The US has, in fact, been running a trade deficit for decades — something many economists say cannot go on indefinitely.

The biggest culprit, by far, is oil. The US imports some \$233 million in oil — per day. Were the US to be energy self-sufficient, the monthly \$50 billion deficit could be turned around into a \$30 billion surplus.

Running such large deficits has numerous, detrimental effects on the US economy. In particular, it increases the value of the dollar thereby increasing the costs of US exports, making US companies less competitive in the global market. The deficit also entails considerable risk as it can only be sustained as long as foreign investors are willing to cover the shortfall in the form of increased investment in the US. If this foreign investment were to decline, the results could be quite severe.

-Eric McCaughrin

West Las Positas Road Restriping Complications

Pleasanton recently re-striped West Las Positas Road east of Hopyard Road. In the process, they made the worthwhile addition of a westbound bike lane (approaching Hopyard). The bike lane is appropriately located between the right turn lane and the right-most through lane.

Unfortunately, a bicyclist crossing Hopyard westbound finds himself with no bike lane for the first block west of Hopyard. There is a right turn only lane between Hopyard and Dorman that forces a bicyclist to either "take the lane" in the through lane, or to stay far right and then move left across the busy right turn lane at Dorman.

This shortcoming was pointed out to Pleasanton officials; the following explanation was received from Mike Tassano of the Traffic Engineering office:

Westbound West Las Positas is only 35 feet wide at this segment. We would normally want three 12 foot lanes (a standard we try to maintain for our vehicular traffic) however the pavement does not exist and we are forced to create two 12 foot lanes and an 11 foot lane. The traffic pattern at this location does have a heavy right turn for both the grocery store and Dorman Road. Given the volume, a separation of the through and right lanes is the preferred alignment. The only way a bike lane could be legally painted on this roadway is to eliminate the third lane. This would create a wider curb-side lane where a bike lane would be painted. However, the heavy right turn movement would then begin on the left side of the cyclist instead of where the right turn traffic is currently located in the right turn lane. This change would increase the conflict points. As the lane design currently exists the westbound throughs wishing to turn into the grocery store or Dorman Road will have to cross the cyclist path. Eliminating the right turn lane and striping the bike lane would increase this conflict by adding all of the southbound Hopyard to westbound West Las Positas traffic that would have to make a right across the cyclist path.

This is obviously a difficult issue to resolve. Bicyclists who would like to provide additional input can contact Mike Tassano at mtassano@ci.pleasanton.ca.us.

-Rick Rickard

Minutes

of the General Meeting of October 19, 2004, held at the Rockridge Public Library

CHAIR was Craig Hagelin.

ANNOUNCEMENTS:

MARIN AVE PEDESTRIAN PROJECT meeting will be this Thurs, Oct 21, at 7:15 PM, in the North Berkeley Senior Center at MLK Way and Hearst St.

12TH STREET RECONSTRUCTION PROJECT at the south end of Lake Merritt in Oakland (which is also known as the World's Shortest Freeway) will have a public meeting. It is being funded by Measure DD passed by Oakland voters. Ron Bishop, chair of the Oakland BAC, is working with City employee Jose Martinez to try to get the group to think in terms of bicycles using the roadway, safely. Meeting was scheduled for Oct 27 at the Kaiser Convention Center. Rick Rickard represents the EBBC and reports progress toward the roadway replacement. No report, however, on the status of the fully funded interim bikeway proposal.

L.A.B. BICYCLE SAFETY CLASSES will be held in Berkeley Nov 10, 12, and 13. Call BFBC to enroll (510) 549-7433.

VALET BIKE PARKING AT CAL FOOTBALL GAMES by EBBC and BFBC: Next game will be Sat, Oct 30, vs. Arizona State.

EBBC ANNUAL RETREAT will be weekend of Jan 22-23, 2005, in an area known as Big Break in Antioch. Ole Ohlson will contact his friend Dan Meyers to locate a suitable facility.

REGIONAL MEASURE 2, which increased Bay bridge tolls to \$3, contains \$20 million for our Safe Routes to Transit program. The money will be in the good hands of BABC and TALC. There will be a RM2 meeting Wed morning, Feb 9, 2005, at MTC.

EAST of HILLS MAP will soon be printed. Another meeting will be the last weekend in Oct. We voted to pay a total of \$37,750 to Barclay Maps, the printer. We had paid \$15,000 in Sep 2003. We will make two more payments of \$11,375 each, one on Nov 1st and the other on delivery of the first 5,000 copies in Dec 2004. We will carefully examine those first 5,000 maps, and order another 15,000 by Nov 2005.

Ole Ohlson won all the rewards for working on the map, and will receive \$3,000.

DIA de LOS MUERTOS, or Day of the Dead, is Sunday October 31 and it will be celebrated at Fruitvale BART with the opening of the new bike station. 10 AM to 5 PM, with Rick Rickard volunteering to be there.

MEMBERSHIP RENEWAL letters will be mailed this week.

EASTERN CoCoCo was reported upon by Ole Ohlson, who told us of his work with the Route 4 Highway By-pass Authority, the Mokelumne Aqueduct Trail, and Marsh Creek Trail, all in the Antioch-Brentwood

area.

CoCoCo MEASURE C, has now become Measure J, and its future depends on disputes about the Urban Limit Line between different cities, Ole reported.

BIKE ROUTE FROM UNION CITY BART to Dumbarton Bridge is being thought about. Julian Carroll of CalTrans drove the route and identified decision points. He will follow up and improve signage work with multiple agencies, including ACTEA, Fremont, and Union city.

EL EMBARCADERO runs along the waterfront in east Oakland. There is a plan to build 3,100 new residences there. A charette will be held early in 2005.

TELEGRAPH: On Wed, Oct 27, 2004, at 7 PM, at the Beebe Memorial Church, at 39th and Telegraph, there will be "another lively workshop" on "How would you make Telegraph Ave more pedestrian friendly?"

ELECTRONIC AND KEYLESS BIKE LOCKERS were demonstrated and discussed by our guest, Steven Grover, who has been continually improving upon his products for many years. His company is BikeLink, and his lockers can be seen at the El Cerrito BART station. They were purchased by the City of El Cerrito, and not by BART.

NEXT MEETING will NOT be at the Rockridge Library, but the Tues, Jan 18, 2005, meeting will again be at the Rockridge Library.

Submitted by Yehuda Sherman, sec'y.



Now your aftershave can smell like gasoline too — "capture the raw power of America's newest and most versatile paramilitary vehicle...for a truly masculine adrenaline rush that can only be called HUMMER. Wear it if you dare!" Or so says advertisements for these bizarre Hummer accessories.

EBBC Online Resources

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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Contra Costa County John Ruzek
 925-939-5181 John_Ruzek@yahoo.com
Fremont Michael Graff 510-713-7441
 michael.graff@pobox.com
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 Bart_Carr@yahoo.com
Livermore Amador Valley Trails Council
 Deloris Bengston www.tclav.org
Martinez Dick Anderson 925 372-5889
Pittsburg Bruce "Ole" Ohlson 925-439-5848
 bruceoleohlson@hotmail.com
Pleasant Hill De Capshaw 925-825-6720
Pleasanton Robert DeMattei 925-484-1470
West CoCoCo Bill Pinkham pinkhammar@hotmail.com
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 You can help in any of 33 cities in the East Bay,

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“BAC” continued p. 4.

Ferd.delRosario@ci.Dublin.ca.us.

East Bay Regional Park District (Park Advisory Committee) Nov 22, Jan 24, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605
Staff: Ro Aguilar, 510-635-0138 x2006, **Chair:** Henry Losee, 510-276-2271, *EBhiker@aol.com.*

El Cerrito - special Community Workshop on the Circulation Plan for Bicyclists, Pedestrians, and the Disabled. Call staff for follow-up meeting date, EC Community Center, Council Chambers, 7007 Moeser Lane. **Staff:** Natasha Goguts, 510-215-4312, *NGoguts@ci.el-cerrito.ca.us.*

Emeryville Nov 11, Dec 9, 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 Nov 17, Dec 15, 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 Nov 18, Dec 16, 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
 Nov 3, Dec 1, 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 Tassano, 925-931-5670

UC 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 Nov 17, Jan 12, 7:30 pm, 3rd Floor conf. Room, City Hall, 1666 N. Main. **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.*

Newsletter Notes: *rideOn* is published monthly by the East Bay Bicycle Coalition, a non-profit tax-exempt organization dedicated to promoting bicycling as an everyday means of transportation and recreation. Logo design by Martha McNulty.

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