



## Regional Bikeway in Jeopardy

Bicyclists presently commute on Decoto Road bike lanes to Union City BART or ride between BART and the Coyote Hills Regional Park and Dumbarton Bridge Path on the regional bikeway. This route follows Decoto and the SR 84 path next to Ardenwood Regional Park. The existing bike lanes on Decoto, between Paseo Padre and BART, are at risk of being converted to traffic lanes.

The EBBC is seeking to 1) retain the Union City BART-Dumbarton regional bikeway; 2) protect the riparian habitat of Quarry Lakes from new highway construction; and 3) urge the Alameda County Transportation Authority (ACTA), Fremont and Union City to amend 1986 sales tax expenditure plan to distribute the Route 84 funds multimodal transportation projects in southern Alameda County.

Let's be clear that the project being promoted, the so-called Route 84 Realignment Option 2, DOES INCLUDE ON-STREET BIKEWAYS and a MULTIUSE PATH. The bike lanes that are in jeopardy are on a portion of Decoto outside of the project limits. But with six lanes of traffic pointed toward four lanes with bike lanes, it is a certainty that the bicycle lanes would be sacrificed and no project money would be available to somehow mitigate the loss. We have to question this project on the basis that it is rooted in an Eisenhower-era plan to link I-880 to a Foothill Freeway that has long been dismissed. Instead, about \$100 million in original county Measure B funds could be used to complete other Measure B projects that are

at-risk because of the State budget crisis and address the multimodal access needs of the new Union City Transit Center. A glance at the Union City Transit bus timetables show headways of one hour to BART along Decoto Road. Residents along the Fremont portion of Decoto will have even fewer options with the infrequent AC Transit service to BART.

The lengthy background on the current proposal deserves a brief review. As conceived in 1958, Route 84 was intended to connect the never-built Foothill Freeway with I-880 and the State proceeded to acquire the right-of-way in the 1960s-now regarded as the "historic alignment." In 1986, the Route 84 realignment was adopted in the ACTA expenditure plan passed by the voters. But the problematic "route to nowhere" struggled to find proponents. In the July 1997 issue of rideOn, we reviewed the threats that the various alternatives posed to bicycle access. The arguments we made in 1997 continue to be valid today: building the euphemistic Historic Parkway would not significantly reduce congestion; degrades bicycle and pedestrian access, and does nothing to improve transit service.

Route 84 was clearly on life support for lack of purpose and need when the original ACTA measure expired and was replaced by a more meaningful Measure B approved by Alameda County voters in 2000. The current proposal represents an attempt to spend the money on something that vaguely abides by the objectives of the original project. Union City has pressed for a road component that would form the southern boundary, between, of their Intermodal Transit Center, Mission Blvd and Alvarado-Niles where BART will link with Amtrak Capitol Corridor and Dumbarton trains. This



Map of affected area.

makes sense. What doesn't make sense is the remainder of the Frankenstein proposal. The route would follow the "historic alignment" that cuts across Quarry Lakes to Fremont, turn north on a widened Paseo Padre Parkway, then turn west (three dedicated turn lanes) onto a 6-lane Decoto Road.

Grey Kolevzon often takes Union City youth from enrolled in the Cycles of Change program to the bucolic environment in Quarry Lakes. His public comments in appreciation of preserving the vernal pools and riparian habitat resonated with crowd at the March 2 Fremont public hearing. Kolevzon asked "Why does it take a freeway to reach transit-oriented development?" Local Sierra Club leader, George Peterson, also spoke against the new roadway alignment that would twice cross Alameda Creek as it traverses 1-1/2 miles of wetlands.

Michael Graff, the EBBC's Fremont BPAC representative, also registered high marks on the applause meter at the Fremont Public Hearing by questioning "building a road to

### NEXT MEETING

begins on Tuesday, April 19 at 7:30pm the Rockridge branch of the Oakland Public Library, 5366 College Ave at Manila. Our Feature Speaker is new BART District 3 Director Bob Franklin, representing areas in Alameda and Contra Costa Counties that include the BART stations of Bay Fair, Downtown Berkeley, Hayward, North Berkeley, Rockridge, and San Leandro. Mr. Franklin will be discussing new ideas he is bringing to the BART Board of Directors about parking at BART, including a proposal to charge for car parking. Please join us for an interesting discussion of new opportunities BART has to reduce its reliance on automobile access to the system.



## BAC Calendar

compiled by: John Ruzek

**Alameda County** - Apr 14, May 12, 5:30 pm, 426 17<sup>th</sup> Street, Suite 100, Oakland. Refer to <http://www.acta2002.com/MEETINGS/meetings.html> or call staff to confirm next meeting. Staff: Rochelle Wheeler, 510-267-6121, [RWheeler@acta2002.com](mailto: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, [CChaicarn@albanyca.org](mailto:CChaicarn@albanyca.org); EBBC Rep: [PDJordan@lbl.gov](mailto:PDJordan@lbl.gov).

**BART** - Apr 4, Jun 6, 6 pm MTC, 101 8<sup>th</sup> Street, Oakland. Bimonthly, first Mondays. Staff: Laura Timothy, 510-464-6446; Co-Chairs Joe Carroll, 510-604-4821, [Joe-the7thCarroll@lmi.net](mailto:Joe-the7thCarroll@lmi.net), Dave Favello, 925-939-9462, [DaveVelo@aol.com](mailto:DaveVelo@aol.com). - County representatives: Alameda - Eric McCaughrin [EMcCaughrin@yahoo.com](mailto:EMcCaughrin@yahoo.com); Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, [Chagelin@astound.net](mailto:Chagelin@astound.net).

**Berkeley** - Apr 6, May 4, 4:00 pm, 2118 Milvia St., 3rd floor, Staff: Heath Maddox, (510) 981-7062, [HMaddox@ci.berkeley.ca.us](mailto:HMaddox@ci.berkeley.ca.us); Chair: Sarah Syed; EBBC Rep: Dave Campbell 510-540-5971 [DCampbell@lmi.net](mailto:DCampbell@lmi.net).

**Brentwood** - Apr 25, May 23, 7:00 pm Parks & Recreation Department 740 3rd St. Staff: Janet Hansen, 925-516-5369, [JHansen@ci.brentwood.ca.us](mailto:JHansen@ci.brentwood.ca.us), Delta Pedalers rep Dave Stoeffler 925-634-1793, [DaveS@ecis.com](mailto:DaveS@ecis.com).

**California Bicycle Advisory Committee (CBAC)**  
Apr 7, Jun 2, 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](mailto:Ken_McGuire@dot.ca.gov); Chair: Alan Wachtel, CABO, 650-494-1750, [Wachtel@aol.com](mailto:Wachtel@aol.com); BABC rep: Josh Hart, (415) 431-2453, [Joshua@sfbike.org](mailto:Joshua@sfbike.org).

**Caltrans District 4** - Apr 12, July 12, 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](mailto:Julian_Carroll@dot.ca.gov); Chair: Doug Kimsey, MTC, 510-464-7794, [DKimse@mtc.dst.ca.us](mailto:DKimse@mtc.dst.ca.us); EBBC Rep Doug Faunt, 510-655-8604, [Faunt@netcom.com](mailto:Faunt@netcom.com).

**Contra Costa County** - Meets yearly in late fall to review TDA Article 3 projects. Staff: Steve Kowalewski, 925-313-2225; Chair: John Ruzek, 925-939-5181, [John\\_Ruzek@yahoo.com](mailto:John_Ruzek@yahoo.com).

**Danville** - Meets as required. Staff: Tai Williams,

"BAC" continued p. 8.

## Routine Accommodation Starts in Alameda County

They taketh away, and they giveth some back.

Back in 2004, bicyclists and pedestrians lost \$3.1 million in Alameda County that was originally targeted for bike/ped projects, when the Alameda County Congestion Management Agency (ACCMA) elected to replace the bike/ped funds with local street and roads funds. However, in January the EBBC was successful in getting the ACCMA to include "routine accommodation" language in the programming of the streets and roads funds. Later in March the ACCMA put together a list of street rehabilitation projects to fund.

The good news is that all of the projects ostensibly will include at least some bike/ped improvements. Some projects will add bike lanes to existing streets (San Leandro and Fremont); some restripe bike lanes (Newark and Dublin); a couple are safe-routes-to-school projects (Alameda and San Leandro), and many projects improve pedestrian access, including ADA upgrades. However, a few projects appear to have questionable benefit to bicyclists or pedestrians. The EBBC is following up with these jurisdictions to ensure that "routine accommodation" means what it says — routinely accommodating the bicyclists and pedestrians in all transportation projects.

-Dave Campbell

## BART Preliminary 2006 Budget

BART staff is proposing a 3.7% fare increase. The current proposal does not include any new charges to park at BART parking lots, but at a public hearing on April 28, the BART board will consider adding such charges at six unnamed stations. The preliminary budget states: "New Paid Parking Programs under consideration include: Single Day Reserved and Reserved Parking Area Expansion/Daily Paid Parking at six stations/West Bay Long Term/Airport Parking."

BART staff is projecting the system will run a deficit of \$30.4 million in Fiscal Year 2006. Currently, to close that gap, staff is proposing eliminating 115 positions, half of which are

*Decoto Rd, continued p. 1.*

nowhere when other more pressing transportation projects are in need of funding." Graff's written comments to the Fremont Council noted that "trying to fit our current transportation needs under the "Route 84" banner is futile." He concluded, "the plan amendment process is an opportunity to find transportation solutions that are not constrained by an artificial route designation. It lets us, and Union City, address our current and future transportation needs, not those that were conceived in 1986 or 1958."

A week later at the Union City hearing, which would have less to lose and more to gain from the project, "the crowd comments were about 51% in support of the realignment proposal," according to Christine Monsen, ACTA Executive Director.

On April 22, following the hearings, the Fremont City Council debated the Route 84 proposal at a marathon session that continued until 12:45am. By a 3 to 2 vote they did not elect to support Option 2, but they did leave the door open to continue discussion of an alternative proposal. Neither side can claim a clear victory. However, every indication is that the long-stalled process would move forward if ACTA, Fremont, and Union City sought to amend the plan and shift the funds to current transportation needs that did not threaten homes, existing bikeways, or the environment.

-Robert Raburn

currently vacant. No reduction in train frequency is proposed except perhaps in the West Bay "depending upon the outcome of discussions with SamTrans," but train lengths may be shortened according to BART load factor policies.

In addition to the public hearing April 28, BART will discuss the budget during its administrative committee meeting on April 14. It will consider approving revenue enhancements, such as parking charges, on May 12. Finally, on June 9, the board will adopt the final budget.

More information available at <http://www.bart.gov/news/press/news20050401b.asp>. The preliminary budget document is downloadable as a PDF at the bottom of this page.

-Scott Mace

## SHORT REPORTS

**OAKLAND** - The world's shortest freeway — the convergence of 12th, 13th, and 14th streets at Lake Merritt — is supposed to be overhauled as part of Measure DD. Until then, Wlad Wasow of the city's PublicWorks Department says work on temporary concrete barriers should be completed (or at least started) in time for Bike-to-Work day.

**EARTH DAY** - April 23, provides grassroot opportunities to participate with other members of your community and build coalitions supportive of bicycling. A few of the premier events that the EBBC will be represented at include: Berkeley Civic Center, West County Waste Transfer Station, and the Muir House in Martinez.

**ALAMEDA POINT TOUR** - Two-Wheeling into Past, Present, and Future. Learn about the fascinating history - and future - of the former Alameda Naval Air Station. This easy-paced bicycle tour will explore the redevelopment process and examine what roles housing, transportation, environmental mitigation, and historic preservation will play in the transformation of this Bay Area landmark. Get first-hand knowledge from the city staff, developers, and project consultants that are leading this unique and complex redevelopment effort. The tour begins at 10:15am - 1:30pm, Saturday, April 23rd, at the Alameda Ferry Terminal, 2990 Main Street. FREE for Urban Ecology members, \$5 for non-members. For more tour information, please contact Phil Olmstead at Urban Ecology (510) 251-6330.

**TRAIL VICTORIES** - In a stunning turnaround, the EBRPD Board of Directors voted on March 1 to overturn a partially negative recommendation by its Operations Committee and open the entirety of two trails at Del Valle and the Brandon Trail at Lake Chabot to mountain biking. It was a seven-year effort by BTCEB that won the day. On April 23, BTCEB volunteers will be turning out en masse for a trail work day at Del Valle. To participate, please contact Bob Ward at [www.btceastbay.org](http://www.btceastbay.org).

**BIKE TO WORK DAY** - May 19, will be bigger than ever before for all of the East Bay. The EBBC has committed to publicizing the event in a special color 8-page BTWD insert in the East Bay Express, distributed throughout both counties. The special edition will appeal to advertisers and include full information about all activities, complete with maps and descriptions of all the energizer stations in Alameda and Contra Costa Counties. Look for East Bay Express to hit the streets on May 11. Key orga-

nizers are invited to join corporate and governmental sponsors at Kick-off Meetings, the Contra Costa breakfast was held on March 30, and the Alameda Kick-off luncheon will be held on April 29. Contact Robert Rabum, (510) 530-3444 for further information.

**I-880 OVERHEAD/LAKE MERRITT** - The coalition of groups led by Waterfront Action and the EBBC (see cover story, March rideOn) had an impact at the March 17 Bay Conservation and Development Commission meeting. Whereas the BCDC had planned to vote on the project at their next April 7 meeting, the comments from the commissioners were primarily in alignment with the access concerns raised by the coalition of speakers. For further information contact Sandra Threllfal, Waterfront Action (510) 339-9233.

**TRANSIT VILLAGES CAMPAIGN** - Greenbelt Alliance is promoting efforts by MTC and the MTC-ABAG "Joint Policy Committee" to develop a policy that will require cities and counties to plan for housing in station areas before releasing funds for new transit expansion projects. TALC, Greenbelt, and NPH have been working to make sure this policy is effective, that it will ensure that communities are walkable and not overrun by big box stores and parking lots. Greenbelt's goals include a high threshold for housing, separate from jobs; affordable housing incentives; requirements that station area plans look at: minimizing parking, bicycle and pedestrian plans for safe routes, and block lengths of no more than 500ft. The EBBC sent a letter to the Joint Policy Committee urging land-use and transportation policies that promote transit station access by bicycle. For the latest campaign update, see [http://www.transcoalition.org/c/landuse/landuse\\_home.html](http://www.transcoalition.org/c/landuse/landuse_home.html).

**WEST SPAN PATH** - Thanks to the efforts of Josh Hart of the San Francisco Bicycle Coalition, a shore to shore bicycle/pedestrian/maintenance pathway on the Bay Bridge is one step closer to becoming a reality. The San Francisco Board of Supervisors voted to support the Bridge Path resolution on March 22, 2005 (see resolution for Oakland and Emeryville in Feb rideOn and send it to your councilmembers). Caltrans has made repeated reassurances that the East Span pathway will be included, regardless of the final design. TALC's board voted to actively support the effort, including the West Span path. For more information, go to: <http://www.sfbike.org/?baybridge>

**CALDECOTT 4th BORE** - Bicycle advocates and neighbors expect to meet with Christina Ferraz, Caltrans Project Manager, at the quarterly Caltrans District 4 Bicycle Advisory Committee

(CTD4BAC) on April 13 to set out a series of recommendations for inclusion in Draft EIR, due for public review this December. Among the access and safety suggestions compiled by the EBBC include: crossing SR24 between Tunnel Road and L. Temescal plus lighting improvements on Temescal Path adjacent to SR13; direct access through fresh air duct gallery (either existing 3rd bore or in new 4th bore); multiuse path from Orinda to Fish Ranch Road; dedicated bicycle lanes on Tunnel Road near Claremont; shoulder improvements on Claremont and Fish Ranch Roads; "owl" transit service through Caldecott Tunnel; plus implementation of Safe Routes to Transit projects at stations on both sides of the hills.

**OAKLEY** - will also be on the CTD4BAC agenda regarding a Caltrans project that appears to be moving forward without considering the needs of bicyclists at the intersection of Main Street (Highway 4) and Malicoat Avenue (in one direction) and Simoni Ranch Road (in the other direction). As proposed, there is not sufficient space for the inclusion of bike lanes or a shoulder through this intersection. Although Main Street in Oakley is currently Highway 4, the Highway 4 Bypass Authority is working to build a road that will upon completion be declared the new Highway 4 and Main Street will revert to the ownership of the City of Oakley. East Contra Costa County Cyclists expect Caltrans to follow DD-64 and require the City of Oakley to build this street to Chapter 1000 standards right up until the street is formally declared to be no longer Highway 4.

**MARTINEZ** - A long-standing EBBC recommendation to move the Carquinez Scenic Drive closure closer to the Nejedely park entrance was approved by the City Council on Feb 15, 2005. By making it easier to police, we hope to see a decline in broken glass litter while expanding the car-free roadway. We also seek improved access that does not require lifting a bike over the barrier and implementation of the EBRPD's plan to fix the poor surface of the closed roadway.

**FREMONT GAP FUNDING** - Yet another item for discussion at the April 13 CTD4BAC is a Caltrans proposal to look for a "major" bike/ped project that would qualify for the 2006 Interregional Transportation Improvement Program (ITIP). The Carquinez Scenic Drive (above) may represent one idea that has already been studied. Another proposal that has been thoroughly reviewed in previous issues of rideOn is "Fremont Gap" to connect Alameda

*Short Reports, continued p. 3.*

and Santa Clara counties, west of I-880. All that is needed is a bridge over a drainage channel near Dixon Landing Road. For further information contact Michael Graff, Fremont BAC, (510) 713-7441.

**BIKE SHOP PROGRAM** - The EBBC is inaugurating a bike shop program. Soon you will see EBBC logos on decals in the windows of your favorite shops that read: "EBBC SUPPORTER - Member Discount." All you will need to do is clip your current address label from the back of the newsletter to serve as your ID card. Of course, your membership must be kept up to date for participating shops to offer discounts. Please help us spread the word to shops that their participation in the program will help keep you as a valuable customer.

**SAN MATEO TRANSBAY BUS** - The AC Transit Line #M was recently expanded to include weekend service between stops at Castro Valley BART, Hayward BART, Chabot JC and the stops on the Peninsula, including the Hillsdale Caltrain Station. Each bus can carry up to six bikes. The only problem is that the bus schedule is not coordinated with the south-bound Caltrain schedule. The EBBC raised this issue with AC Transit Director Chris Peebles, who promptly investigated and reported that we can expect a revised schedule by July that will allow connections with the schedule that Caltrain will introduce in June.

**WALDEN GREEN** - The poppies are blooming and the newest inviting portion of the Iron Horse Trail (IHT) replaces what was previously a parking lot between Coggins Road and Treat Boulevard. Walden Green's bicycle/pedestrian access is a poster child for Safe Routes to Transit as it leads to the very front of the Pleasant Hill BART Station. Even the implementation-first the on-street bikeway was signed, followed by the more costly trail construction-set a model for SR2T projects. Workers at the nearby Contra Costa Center also report that they enjoy having a tranquil park setting to enjoy during lunch. In sum, this new addition to the unincorporated community surrounding the Pleasant Hill BART Station is extremely appealing. The March 19 dedication of the long-awaited path was well attended and featured comments from Supervisor Mark DeSaulnier. Jim Kennedy at the County Redevelopment Agency also deserves credit. We could not have succeeded without building a strong coalition with the Walden District Improvement Association. Also, be sure to visit the new website <http://www.ironhorse.info>.

## MTC Seeks Volunteers to Serve on Advisory Committees

The Metropolitan Transportation Commission (MTC) seeks active involvement from Bay Area residents interested in improving the region's extensive transportation network. MTC, the region's transportation planning agency, is recruiting individuals to serve on its three advisory committees. Applications will be accepted through Friday, April 22, 2005.

The three panels - the MTC Advisory Council, the Elderly and Disabled Advisory Committee, and the Minority Citizens Advisory Committee - each make recommendations to MTC on a range of transportation issues and projects. Committee members are expected to attend monthly meetings during business hours and serve two-year terms. Committee members are eligible for a stipend.

Residents of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties

are encouraged to apply. MTC welcomes applicants from the Bay Area's diverse populations who are willing to express their views and to develop and implement work plans addressing transportation policies and funding priorities.

MTC Commissioners will review all applications, conduct interviews if necessary and make final appointments to the advisory committees by June 2005.

I encourage you to consider applying, or to assist MTC in informing members of your local group, community, organization and agency of this opportunity. Fact sheets and applications are available from MTC's Web site at [http://www.mtc.ca.gov/get\\_involved/advisory/advisory.htm](http://www.mtc.ca.gov/get_involved/advisory/advisory.htm), by calling 510.464.7787 or visiting the MTC offices at 101 Eighth Street, Oakland.

Should you have any questions, please contact the MTC Public Information Office at 510.464.7787.

**-Jon Rubin**  
Chair

### SUPPORTING BUSINESSES

- **Bay Area Bikes** 1050 West Grand Ave, Oakland
- **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>

## Volunteers Needed to Improve Bicycle Access in the BART System

EBBC appoints representatives to the BART Bicycle Accessibility Task Force — two representatives each from Contra Costa and Alameda Counties. We currently have an opening from Alameda County and need to fill it with a new enthusiastic volunteer. Interested candidates should live in Alameda County, be familiar with the BART system, and use it on a regular basis. Also, you should commit to attending most, if not all, of the task force meetings, which are the first Mondays of every other month, 6pm (Next meeting is Monday, May 2, MTC, 101 8th Street, Oakland. Staff: Laura Timothy, BART Bicycle Coordinator, 510-464-6425). You should also be prepared to solicit input from our members and provide feedback on the work that the task force does. If you have any questions about this wonderful volunteer opportunity, please contact EBBC Vice Chair Dave Campbell at [dcampbel@lmi.net](mailto:dcampbel@lmi.net).



BART is currently planning to modify many of their cars to better accommodate bicycles and because of this, EBBC has made bicycle access on the BART system one of its major campaigns for 2005. We need your help!

*BART Bicycle Accessibility Task Force current members:*

*Co-Chairs:*

*Joe Carroll & Dave Favello*

*County representatives:*

*Alameda: (1) Eric McCaughrin, (EBBC board member), (2) vacancy*

*Contra Costa: (1) Dave Favello (EBBC member), (2) Craig Hagelin, (EBBC Chair)*

**-Dave Campbell**

## Amtrak Federal Funding

*Bush administration is once again proposing to defund Amtrak. Bush's budget would eliminate all operating subsidies for Amtrak, which would result in the elimination of all long-distance trains, if not bankruptcy of the corporation.*

*DOT Secretary Norman Mineta recently visited the Bay Area, to take a ride on Caltrain and the Capitol Corridor to promote his "reform" plan. As outlined by Mineta, the proposal would eliminate all Federal subsidies; instead states would have to provide operating assistance and would receive 50% matching grants from the Federal government for capital improvements only. Thus, rail operators like Caltrain and the Capitol Corridor would theoretically benefit as they might be eligible Federal funding.*

*Gene Skoropowski, the Capitol Corridor Managing Director, has written the following regarding the plan:*

While we are most disappointed in President Bush's proposal to basically 'collapse' Amtrak, the recent comments by US DOT Secretary Norman Mineta in Chicago appear to recognize the necessity of the federal government becoming a funding partner with states to provide capital funding for intercity passenger rail. The Capitol Corridor, and almost every other passenger rail operation in our country, relies on Amtrak for some major components in the delivery of their services. For the Capitol Corridor (and also for the San Joaquins and Pacific Surfliner) these services include engineers and conductors for our trains, café car attendants, station ticket agents, telephone information and reservation services and maintenance of the state-owned locomotives and passenger cars.

In order for the Capitol Corridor to operate its service we must have trained, experienced professional railroaders operating our trains in a safe and secure environment. Freight railroads have said they will NOT allow any entity to operate trains over their railroad except Amtrak, unless they are certain of the qualifications and safety record of the people who operate passenger trains. The issue is much more complex, involving liability and claims, insurance costs, risk allocation and safety and training. In short, while the Capitol Corridor could possibly operate without Amtrak, it would take

time to get up and running and require resolution of many unknowns. Plus, entirely new terms and conditions would have to be defined for access and maintenance charges made by the private freight railroads for these passenger services.

In short, the Capitol Corridor and the Amtrak-operated intercity passenger services serving the State of California require the continued existence of Amtrak to carry out our services and programs. The CCJPA and the Los Angeles-San Diego Corridor Board are asking the Legislature of the State of California to take a firm position calling on Congress to retain, strengthen and expand Amtrak and its role as the nation's intercity passenger rail provider. These entities are also calling on the federal government to become a capital funding partner with the states (on a matching basis) to carry out procurements of rolling stock, track, signal and station improvements necessary to make intercity passenger rail an increasingly important component of our nation's transportation system.

We remain concerned that the level of capital investment for the Capitol Corridor (along with everyone else) is being deferred due to the state's budget crisis, and we need additional rolling stock (more coaches and locomotives) to accommodate our expanding ridership. Some trains need more cars, and we also need to add more trains in peak travel slots. Right now, we do not have the coaches or locomotives to do that. If Washington implements a federal 'matching program', this would allow us to leverage our state dollars to expand the rail passenger program. Right now, there is NO federal matching program for intercity passenger service like the Capitol Corridor. All of our funding, operating and capital, is either 100% state dollars, or revenue from passenger fares.

You have our assurance that we will use the limited funds entrusted to us to deliver you the best possible service, and that we will work to achieve the goal of having a federal funding partner for our train service improvements.

As always, please feel free to contact me, or offer a suggestion at our customer telephone line (510.464.6995) or e-mail me at [eskorop@bart.gov](mailto:eskorop@bart.gov).

**-Eugene K. Skoropowski**  
Managing Director  
Capitol Corridor Joint Powers Authority

# Minutes

of the Board and General Meetings of Tuesday, March 15, 2005 held at the Rockridge branch of the Oakland Public Library

## BOARD OF DIRECTORS MEETING

**CHAIR** was Craig Hagelin.

**BIKE-TO-WORK-DAY** (BTWD, Thur, May 19, 2005, was the topic discussed. Robert Raburn reported on his extensive negotiations with various parties, including the BABC (Bay Area Bike Coalition, which has the contract from MTC to do BTWD in the Bay Area,) and the free weekly newspaper *East Bay Express* (EBX), which will feature an 8 page BTWD insert in their Wed, May 11, 2005, issue. The Board voted to approve all of Raburn's work and the spending of up to \$12,000 on all the matters discussed, including musette bags, EBX, and a kick-off lunch on Friday, April 22, 2005.

## GENERAL MEETING

**CHAIR** was Craig Hagelin.

**MINUTES** of the general meeting of Tue, Feb 15, 2005, were approved.

No Treasury report.

**GRIZZLY PEAK CYCLISTS'** (GPC) Century will be Sunday, May 1st, starting in the Orinda BART parking lot.

**BART** cars re-furbishing, to accommodate more bikes, is in the planning stage. Bikes will henceforth be allowed in the second half of the front cars, but not the front half so as to allow the train operator to exit quickly in case of problems.

**WEST SPAN OF BAY BRIDGE** - We voted to approve efforts to fund and build the bike & ped paths on the west span from Yerba Buena Island to S.F.

**HEALTH ASPECTS OF BIKING** - We voted to support an the Bay Area Nutrition, Diet, Exercise, and Physical Activity Program, whose goals include stopping the American epidemic of obesity and type 2 diabetes.

**PROPOSITION 42** was approved by the voters in 2002. Now we are supporting Senator Tom Torlakson's Constitutional Amendment 20 which would mandate that all transportation programs in the state include 'routine accommodations' for peds and bikes (aka LAB's 'Complete the Streets' program). It should also prevent the Governor from taking transportation funds and putting them into the General Fund so as to eliminate the State's deficit. See page 5 of our March newsletter.

**CALDECOTT TUNNEL 4th BORE MITIGATIONS** - We are collecting proposals for mitigations that should be funded as part of the building of the 4th bore of the tunnel. Ron Bishop and Robert Raburn are compiling the list. Ron Bishop reported on a field trip to explore a bike route from Hiller Highlands, which is north of SR 24, to the Lake Temescal region, which is south of SR 24 and west of SR 13. Since Ron is an architect, as well as the chair of the Oakland BAC, he presented photos and drawings on his proposed bike route. We will also be

considering using the fresh air duct above the 4th bore as a possible bike route.

**BIKE THEFT & SAFETY** - The GPC are working with police departments to catch bike thieves.

**BART BIKE LOCKERS IN CONCORD** were destroyed by a fire in late Jan 2005, but BART has done nothing to replace them, except talking about putting in steel on-demand lockers many months from now. We are requesting that BART quickly put in rental lockers so that old rental locker users can resume biking to and from Concord BART. On-demand lockers should be IN ADDITION TO long term rental lockers, and not replacements for them.

**AB 1103** is a bill to levy a refundable tax on the purchase of new bikes. As is the case with most things in our human lives, it has both advantages and disadvantages. Hence, we took no action on this bill.

**BTA, or BICYCLE TRANSPORTATION ACCOUNT**, is a pot of State money that was recently increased to \$7.2 million annually. However, unless the Legislature takes positive action now, it will decrease to \$5 million in 2006. We approved a motion to advocate for a renewal of the larger amount.

**CoCoCo** has 2 BAC'S, and is probably the only county in the country which is so confused. 15 years ago Mitch Avalon of County Public Works did an excellent job of forming a Countywide BAC so as to meet MTC's requirement for TDA funding. John Ruzek of EBBC is the current chair of this committee. A few years ago MTC was creating a Regional Bike and Ped Plan, to be made up mainly of each Bay Area county's bike plan. CoCoCo was the only county which did not have a bike plan. The task of creating a county bike & ped plan was not given to County Public Works, but rather to the CCTA, i.e. the Contra Costa Transportation Authority. The bike plan task was given to one Brad Beck, who is not a bicyclist. Nevertheless, a good bike and ped plan was constructed by a committee that he staffed. Several years later, when MTC appropriated money to fund the Regional Bike Plan, CoCoCo's share of the money went to the CCTA. Brad Beck then created his own Countywide Bicycle and Pedestrian Advisory Committee by taking his bike plan committee and giving it a new task. He did not inform the old Countywide BAC, or anyone else, of what he was doing, which naturally created much confusion and misunderstanding. Beck's CBPAC is made up mostly of government employees, and few taxpaying bicyclists and had no official EBBC representative. Both the old Countywide BAC and the new CB&PAC receive funds from the same MTC, but from different pots of money. Raburn has met with Beck of the CCTA and Doug Johnson of MTC, but there has been no resolution to the problem.

**LAKE MERRIT CHANNEL CROSSING** Freeway I-880 in Oakland is being widened, and this is creating a problem for the 5th Ave Oakland undercrossing, which is the only bike-able crossing of I-880 between Madison St and 16th Av. The RR tracks that cross 5th Ave near I-880 are going to be used more by trains due to increasing train use. We are asking BCDC, which has jurisdiction over the nearby Lake Merritt channel crossing, to ensure "Maximum feasible public access" which may mean a bike bridge.

**SR 84 in UNION CITY** - Decoto Road, which provides a good bike route from the Union City BART station to the Dumbarton Bridge, may be changed from a 4 lane road into a 6 lane road, and thereby eliminating the class II bike lanes. There is a dispute between the Union City and Fremont city councils on this issue. On April 22, a Friday, there will be an important meeting of the Fremont City Council on the issue.

**FEATURED SPEAKER** was Jim Townsend, the new EBRPD Trails Development Program. Jim turned out not to be a speaker, but rather an attentive listener, who is going about listening to every group or person who has something to say about trails. Contact him at [jtownsend@ebparks.org](mailto:jtownsend@ebparks.org) or (510) 544-2602.

**NEXT MEETING** will again be at the Oakland Rockridge Library, College Ave at Manila St, 7:30 PM, Tue, April 19, 2005.

*Respectfully submitted by Yehuda Sherman, sec'y.*

## 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](http://www.ebbc.org).)

CONTACT THE EBBC

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Fremont Freewheelers
Grizzly Peak Cyclists
Hikanbyke
Oakland Yellowjackets
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Single Cyclists
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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
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*"BAC" continued p. 2.*

925-314-3313, [TWilliams@ci.danville.ca.us](mailto: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, [Ferd.delRosario@ci.Dublin.ca.us](mailto:Ferd.delRosario@ci.Dublin.ca.us).

**East Bay Regional Park District** - Apr 25, May 23, 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](mailto: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](mailto:NGoguts@ci.el-cerrito.ca.us).

**Emeryville** - Apr 7, May 12, 5:30 pm, 1333 Park Ave Staff: Peter Schultze-Allen, 510-596-3728, [PSchultze-allen@ci.emeryville.ca.us](mailto:PSchultze-allen@ci.emeryville.ca.us). Chair: Ken Bukowski, [Bukowski@earthlink.net](mailto:Bukowski@earthlink.net).

**Fremont** - Apr 20, May 18, 7:00 pm, Niles Room, 39550 Liberty Street, (call to confirm) Staff: Rene

Dalton, 510-494-4535, [RDalton@ci.fremont.ca.us](mailto:RDalton@ci.fremont.ca.us). Chair: **EBBC Rep** [Michael.Graff@pobox.com](mailto:Michael.Graff@pobox.com).

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

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

**Oakland** - Apr 14, May 19, 4:00 pm at 250 Frank Ogawa Plaza, Suite 4314. Staff: Kathryn Hughes 510-238-6493, [KHughes@oaklandnet.com](mailto:KHughes@oaklandnet.com); Chair: Ron Bishop 510-652-4667, [RBishop747@aol.com](mailto:RBishop747@aol.com).

**Pittsburg Community Advisory Committee** - Apr 6, May 4, 7:00 pm, City Council Chambers, 65 Civic Ave EBBC Rep: "Ole" Ohlson, [BruceOleOhlson@hotmail.com](mailto:BruceOleOhlson@hotmail.com), (925) 439-5848, Staff: Paul Reinders, [PREinders@ci.Pittsburg.ca.us](mailto: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](mailto:AMVickroy@ci.san-leandro.ca.us), for further info.

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

**Union City** - 3:00 pm, City Hall, 34009 Alvarado-Niles Road, call staff for next meeting date. Staff: Joan Malloy, 510-675-5327, [JMalloy@ci.union-city.ca.us](mailto:JMalloy@ci.union-city.ca.us).

**UC Berkeley** Apr 5, 3-5 pm 2150 Kittredge St., 3<sup>rd</sup> Floor. Refer to [www.berkeley.edu/transportation](http://www.berkeley.edu/transportation) or call staff for subsequent meetings. Chair Karl Hans, [KHans@uclink4.Berkeley.edu](mailto:KHans@uclink4.Berkeley.edu); EBBC Rep: Rachel Hiatt 510-325-6665 [RHiatt@uclink.berkeley.edu](mailto:RHiatt@uclink.berkeley.edu), Staff Rita Bond, [RitaBond@uclink4.berkeley.edu](mailto:RitaBond@uclink4.berkeley.edu), 510-642-7194.

**Walnut Creek** - May 11, 7:30 pm, 3<sup>rd</sup> Floor conf. Room, City Hall, 1666 N. Main. Staff: Mike Vecchio, Community Development, 925-943-5899 x 216; [Vecchio@walnut-creek.org](mailto:Vecchio@walnut-creek.org), Chair Peter Cartwright, [pxcartw@prodigy.net](mailto:pxcartw@prodigy.net), 925-930-0993 EBBC Rep: Dave Favello, [DaveVelo@aol.com](mailto: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@ebbc.org](mailto:RobertRaburn@ebbc.org), for further info.

**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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