



EBBC Adopts Uniform Level-Platform Boarding Policy

What should have been a simple trip late at night on the San Jose's Light Rail system turned into a nightmare for Cecilie Rose, former Vice Chair of the EBBC. Unable to hoist her bicycle up into the rail vehicle, she could not board the train. Work rules prevented the train operator from helping her board. And though disabled, Cecilie was not permitted to bring the bicycle onto the wheelchair lift.

Having a disability, being elderly, riding a heavy bicycle, or simply being of short stature, is not a barrier to bicycling — but can be a major barrier for using transit in the Bay Area.

BART, the first modern rail transit system built in the Bay Area, is a fine example of uniform level-platform boarding. Conceived in the 1960s, and still using railcars dating back to the 1970s, BART was designed with full platform accessibility, including elevators at stations (installed at the insistence of disabled groups). Patrons with bicycles, strollers, luggage, wheelchairs, or walkers never need to worry about climbing steep stairs.

Since the construction of BART, billions in transit funding has been spent on four other rail transit systems: VTA light rail, Caltrain, ACE, and the Capitol Corridor. Despite their recent implementation, none of these systems have platform access compliant with modern standards:

- Caltrain's "Gallery" cars, purchased in 1998, have three very steep steps at the doorway. Caltrain has also spent vast sums rebuilding stations and platforms, without providing level boarding (and in some cases, making accessibility much worse).



SBB train in Switzerland. A platform gap plate (integrated with door mechanism) bridges the gap, as shown in the photo above. Platform heights are being standardized throughout Switzerland to eliminate accessibility problems.

- The original construction of VTA light rail had low platforms, and used railcars with steps inside the entrance. The VTA is now replacing light rail vehicles with more modern "low-floor" models in order to provide level-platform boarding. This also requires retrofitting stations to raise platform heights — a process that has cost millions and closes stations for weeks at a time.
- Even though railcars are "low-floor" models, neither ACE nor the Capitol Corridor offer level boarding. Instead, railcars have integrated wheelchair ramps and/or lifts. Their situation is further complicated by the fact that they operate on tracks owned by Union Pacific, which imposes its own platform requirements.
- The proposed "SMART" DMU commuter line in the North Bay would not have provided level-platform boarding, opting

instead for ramps and/or wheelchair lifts. Whereas SMART's staff opposes level-boarding, two recently built DMU projects provide it (the New Jersey River LINE, and the North Coast Transit District in San Diego county).

There are no technical or engineering obstacles that prevent the use of level platform boarding. Rather, these deficient designs are the product of antiquated state regulations, and a staggering amount of ignorance and stagnation among transportation planners (particularly in the Bay Area).

To rectify the situation, the Federal Department of Transportation initiated a rule-making process earlier this year to modernize ADA regulations. Specifically, it would have mandated level-platform boarding for all new rail starts

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NEXT MEETING

Tuesday, January 17, 2007 at 7:30pm. A 30 minute Board Meeting will be held prior to the Membership Meeting. Visit <http://www.ebbc.org> for meeting location.



Steep stairs on Caltrain's Gallery car. Purchased in 1998, these cars have poor accessibility, which greatly increases station dwell time.



Rally for energy independence in front of Oakland City Hall. See "View from the Saddle" on page 5.

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and new vehicle procurement in the US. Wheelchair lifts, ramps, and special loading areas would be banned. At the same time, it included various loopholes to grandfather existing systems, to keep costs reasonable and to avoid mass disruption.

Unfortunately, it seems unlikely that the rule will be enacted. A large number of transit agencies opposed the rule. Even more disappointing, many transit advocacy groups (who ought to know better) opposed the rule. While there were minor technical problems in the originally proposed rule, the objections were mainly territorial — the fact that Federal government was intruding into local matters with an "unfunded" Federal mandate, and that Congress specifically exempted railroad operators when it passed the ADA.

In the meantime, the EBBC proposes that the rule be implemented anyway, as a local de-facto standard. At its November meeting, the EBBC Board voted unanimously to treat level-platform boarding as a "Routine Accomodation." Non-conforming rail projects would be viewed as deficient. Projects on the radar screen include Dumbarton Rail, eBART, and the Capitol Corridor. The EBBC will also seek to coordinate with coalition partners to push for uniform adoption of the standard.

Ultimately, some action at the state level might be required. Platform regulations fall mainly under the control of the California Public Utilities Commission (PUC). The PUC regulations are anachronistic and counterproductive, actually making things much more dangerous. At just 8", rail platforms conforming to PUC rules are very low to the ground, encouraging passengers to trespass on tracks. This has been an on-going problem for Caltrain.

The purpose of PUC regulations is to protect railway **workers**. Thus, it calls for low 8" platforms to protect a railroad employee hanging off the side of a train from getting clipped. Of course, this begs the question as to why employees should even be allowed to ride on the outside of trains. Except for railroad yards and other restricted areas, railway employees should never be hanging off trains. Note that in Europe, the situation is reversed: the purpose of platform regulations there is to protect railway passengers. Except in unusual cases, 8" platforms are banned as being too hazardous.

-Eric McCaughrin

SHORT REPORTS

ZEALOUS SECURITY - The BART Bicycle Advisory Task Force (BBATF) and the EBBC asked for BART police to take measures to increase security for parked bicycles. One suggestion was to tag abandoned or stripped bikes for removal. The idea is to engage BART police in surveillance of problem areas and clean up the skeleton frames and abandoned locks (lost key) that convey a "don't care" attitude. Suddenly our discussion list was filled with concerned reports that possibly legitimate locks were being tagged for removal. One member noted that "the reason I had been leaving a lock at the BART rack is because I lock my bike up with THREE locks." Not to worry. If you find your lock or bike tagged, simply remove the tag and be grateful that patrols are now visiting the parking areas.

BIKE AROUND BAY POINT - Cyclists from Bay Point, Pittsburg, Antioch, and Concord assembled on October 21 to enjoy the first annual celebration of bicycling in Bay Point. About 35 youth learned bike riding skills with the Contra Costa Sheriff's bike rodeo. The Contra Costa County Health Department's Injury Prevention program fitted helmets provided by the Knights of Pythias. Wal-Mart provided bikes for raffle prizes. The Bay Point Municipal Advisory Council successfully coordinated the event. Antioch's Schwinn City offered free tune-ups. The CHP and East Bay Regional Park District were also on hand. EBBC member Steve Ardrey and his 13-year old daughter, Julia, led the cyclists on their tandem. Bay Point has the highest percentage of arterial streets with marked bike lanes of any community in Contra Costa County.

CLUB RIDE ORGANIZERS - Plan to take part in the Be-Pro Conference in San Jose, Jan 13-14, 2007, sponsored by Cycle California. \$70 advance registration. For information: (888) 292-5323, www.BE-ProConference.com.

AC TRANSIT - In response to EBBC appeals to augment transbay bicycle capacity beyond the two front-rack spaces and offer bicycle access in the luggage bays of transbay coaches, director Greg Harper has asked that the matter be addressed at the AC Transit Board on Dec 13. Currently, commuters cannot risk being stranded if the front rack is full, so many potential bus-bike passengers elect to use other modes. If you are among those who could benefit from a "bikes allowed in the luggage

bay policy," please either write to the AC Transit Board or plan to share a thoughtful anecdote with the Board on Dec 13 (keep an eye on the AC Transit website for agenda.) Meanwhile, you can travel throughout California on Amtrak California buses with your bike in the luggage bay.

TRANSIT CONNECTIVITY - Have you seen groups of transit wonks with clipboards inspecting BART stations recently? The MTC is conducting a study, with the help of other transit providers and user representatives (including EBBC), to evaluate wayfinding and information signs. The wonks found station maps lacked information about nearby bikeways and some even displayed "you are here" in the wrong location! Lack of information for connecting buses often causes missed transfers and anxiety. AC Transit has already responded to our request to post information about bikes on buses by drafting an illustrated bike-rack loading instruction sign with information about bringing bikes aboard the popular transbay All Nighters (AKA "Night BART").

EMERYVILLE - Thanks to the community support for bikeway improvements at the Saturday, Oct 21 City Council Meeting, a bonanza of projects were adopted in the new budget plan. Many had the fervent support of councilmember John Fricke. The list of bikeway projects funded includes: both the short 53rd/55th street access (\$0.2 m) and the access from Novartis to Bay St.; Pedestrian/Bike Bridge to Bay Street (\$7.9m); Traffic calming in the Triangle neighborhood (\$1.9 m); Doyle Hollis Park @ 61st/Hollis (\$4.1 m); Improved street lighting (\$0.1 m); Pedestrian-activated traffic signal across Powell Street @ Doyle St (\$0.2 m).

EMERYVILLE - The BPAC has commented on proposed bicycle parking standard for new developments in the city. Modeled after similar requirements in Portland (OR), it addresses long- and short-term parking and zoning requirements for developers.

ASHBY/I-80 - On Oct 10 EBBC representatives met with Emeryville, Caltrans, and Alameda Congestion Management Agency staff to review the options to provide safe access for bicyclists over I-80 between the Bay Trail and Bay Street. The July 2006 *rideOn* cover image and caption had criticized the project for not addressing bicycle and pedestrian access. Upon further review of the favored Roundabout Alternative, we

suggested design changes that would avoid five proposed at-grade crossings of freeway ramps in the area. The engineers will next evaluate the feasibility and cost to build our phased project suggestions developed in concert with members of the Emeryville BPAC, who believe that this access proposal will prove cost-effective.

ROUTINE IN OAKLAND - Can Routine Accommodation of bicyclists really be happening at last? First we noted that the once overly wide bike lane on Harrison St received a set of diagonal stripes next to the curb to warn motorists not to attempt travel in the lane. Next, a sewer project on Lakeshore Ave, above Mandana, will receive a "road diet" conversion from four lanes to three with the addition of bike lanes. Pinch yourselves to assure you're not dreaming as both projects were part of ongoing oversight by Public Works staff.

OAKLAND MEASURE DD - Staff is proposing to spend \$1.6 million on signs for the estuary trail. Some of the signs will be as tall as 22'. City council members have raised concerns about costs.

ALAMEDA COUNTY PERMITS - The initial draft for a "bicycle event ordinance" to replace "parade permits" failed to gain the approval of County Supervisors at the Oct 9 Planning and Transportation Subcommittee hearing. Club representatives from Pedalera, Cherry City Cyclists and Fremont Freewheelers next joined the EBBC in a meeting with residents from Mines Road during the Rural Roads meeting at the Martinelli Center on Greenville Road organized by Supervisor Scott Haggerty on Oct 17. Reports of racing motorcyclists tended to overwhelm concern about bicyclists. Nevertheless, bicyclists will need to invest further time to calmly discuss issues with local residents at future Rural Roads meetings to find resolutions to their concerns about public urination (provide public facilities), litter (don't), and traffic (call out "car back" and allow vehicles to pass).

FREMONT - There are three openings on the Bicycle Pedestrian Technical Advisory Committee, with terms beginning January 2007. Interested applicants must live or work in the City of Fremont. Contact Rene Dalton (rdalton@ci.fremont.ca.us, tel: 510-494-4535) for more info.

BAC Calendar

Compiled by: John Ruzek

Alameda County Nov 9, Dec 14 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 Traffic & Safety Committee Nov 30, Dec 28 City Council Chambers, 1000 San Pablo Avenue. (Call Staff to confirm the Nov 30 meeting date.) Staff: Aleneida Andrino, (510) 528-5759, AChavez@albanyca.org. EBBC Rep: Committee member Nick Pilch, nicky@mind-spring.com.

BART Dec 4, Feb 5, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. Staff: Laura Timothy, 510-464-6446; Co-Chairs Joe Carroll, Joe-the7thCarroll@lmi.net, Dave Favello, 925-939-9462, DaveVelo@mac.com, - County representatives: Alameda - Eric McCaughrin EMcCaughrin@yahoo.com; Contra Costa â Dave Favello, Craig Hagelin 925-937-7610, Chagelin@astound.net.

Berkeley Nov 1, Dec 6, 4 pm, 1947 Center Street, 3rd floor, Staff: Heath Maddox, 510-981-7062, HMaddox@ci.berkeley.ca.us; Chair: Sarah Syed; EBBC Rep: Dave Campbell 510-540-5971 DCampbel@lmi.net.

Brentwood Dec 28, Jan 25, 4 pm, Engineering Department, 120 Oak Street. Call staff to verify meeting time. Staff: Steve Kersevan, 925-516-5420, SKersevan@ci.brentwood.ca.us, Chair: EBBC Rep: David Stoefler dstoefler@sbcglobal.net.

California Bicycle Advisory Committee (CBAC) Dec 7, Feb 8, 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.: Deb Hubsmith, 415-454-7430, dehhub@igc.org.

Caltrans District 4 Jan 9, Apr 10, 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, JulianCarroll@dot.ca.gov; Chair: Doug

Johnson, MTC, 510-464-7846, DJohnson@mtc.ca.gov; EBBC Rep Robert Raburn, (510) 530-3444 RobertRaburn@ebbc.org.

Contra Costa County Meets yearly in late fall to review TDA Review of TDA Article 3 projects. Staff: Steve Kowalewski, 925-313-2225; Chair: John Ruzek, 925-939-5181, John_Ruzek@yahoo.com.

Danville Parks Commission Nov 8, Dec 13, 7 pm Town Meeting Hall, 201 Front Street, Staff: Tai Williams, 925-314-3313, TWilliams@ci.danville.ca.us. Chair: Vacant.

Dublin A draft of the Citywide Bicycle Master Plan was prepared this spring. Contact staff

information for steps to adopt the plan that will be taken in October. Staff: Ferd del Rosario, 925-833-6637, Ferd.delRosario@ci.Dublin.ca.us.

East Bay Regional Park District (Park Advisory Committee) Nov 27, Jan 22, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 Staff: Ro Aguilar, 510-635-0138 x2006, RAguilar@ebparks.org, Chair: Mary Ann Gaebe, JimGaebe@comcast.net.

El Cerrito The city does not currently have a Bicycle Advisory Committee. For bicycle related questions, please contact Melanie Mintz, Department of Public Works, 510-215-

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DISCOUNT BIKE SHOPS

- Alameda Cycle 1522 Park St, Alameda
- Bay Area Bikes 1050 West Grand Ave, Oakland
- Bicycle Garage 4673 Thornton Ave, Fremont
- Bikes 4 Life 1344 Sunset Dr., Antioch
- Cal Bicycles 2053 First St., Livermore
- California Pedaler 495 Hartz Ave, Danville
- Castro Cyclery 20515 Stanton Ave, Castro Valley
- Cycle City 1433 High St., Alameda
- Cycle Sports 3530 Grand Ave, Oakland
- Danville Bike 115 Hartz Ave, Danville
- Dublin Cyclery, 7001 Dublin Blvd, Dublin
- Hank & Frank Bicycles 3377 Mount Diablo Blvd, Lafayette
- Hank & Frank Bicycles 6030 College Ave, Oakland
- Lamorinda Cyclery 232 Brookwood Rd, Orinda
- Left Coast Cyclery 2928 Domingo Ave, Berkeley
- Livermore Cyclery 7214 San Ramon Blvd, Dublin
- Livermore Cyclery 2752 First St, Livermore
- Mike's Bikes 2133 University Ave, Berkeley
- Mike's Bikes 1150 Contra Costa Blvd, Pleasant Hill
- Missing Link 1988 Shattuck Ave, Berkeley
- Montano Velo 4266 Piedmont Ave, Oakland
- The Pedaler 3826 San Pablo Dam Rd., El Sobrante
- Pegasus Bicycle Works 439 Railroad Ave, Danville
- Pleasant Hill Cyclery 1100-C Contra Costa Blvd, Pleasant Hill
- Real Bicycles 3506-B Old Santa Rita Rd, Pleasanton
- Robinson Wheelworks 1235 MacArthur Blvd, San Leandro
- San Leandro Cyclery 471 E 14th St, San Leandro
- Schwinn City 814 A St., Antioch
- Sharp Bicycle 969 Moraga Rd., Lafayette
- Solano Avenue Cyclery 1554 Solano Ave, Albany
- Stone's Cyclery 2320 Santa Clara Ave, Alameda
- Velo Sport 1650 Martin Luther King Jr. Way, Berkeley
- Wheels of Justice Cyclery 2024 Mountain Blvd, Oakland
- Witts Bicycle Shop 22125 Mission Blvd, Hayward

Present your valid EBBC membership card (clip mailing label on back cover) to obtain member discount at participating retailers. The mailing label must indicate that the membership is "Current" to qualify. Discount varies 5-25% on parts, bikes, and/or accessories depending on level of participation by retailer. Visit <http://www.ebbc.org> for further details.

View from the Saddle - Defeating Inertia

Future generations will reflect on 2006 as a watershed awakening about the consequences of petroleum dependence. The twin truths of global warming and oil depletion are now undeniable. A mental shift has taken place, but will a real and massive shift to sustainable transport and land-use patterns follow?

Keep in mind that inertia to change our wasteful practices will lead to a planet that sputters under a ruined atmospheric veil while populations war over scarce resources. The majority of US viewers of Al Gore's *An Inconvenient Truth* arrived at theaters in a car. My wife and I parked among a half-dozen other bikes near Oakland's Grand Lake Theater, in a relatively puny rack under the behemoth I-580. A colleague from my graduate school days, including courses in climate change, had told me that I would not learn anything new. After witnessing charts of rising temperatures and images of calving ice flows presented by the former Vice President of the United States, I have to disagree. I learned that the truth is now in the hands of most mindful leaders and even the masses.

Bicyclists can narrowly define a successful transport and land-use shift as enabling the majority of the population to use a bicycle as an everyday means of transportation and recreation. Access to frequent transit and communities that compliment walking are other needed elements of an effective strategy. To succeed, however, we must overcome a century of petroleum addiction.

"Like JFK's Apollo Project, which put a man on the moon in under a decade, an Apollo project for energy freedom must be big, bold and fast," according to the Apollo Alliance, a nationally recognized coalition of labor unions, environmental groups, businesses, and civil rights organizations, taking action to reduce dependence on oil.

On the steps of Oakland's City Hall the Apollo Alliance held a rally on October 10, 2006 described by a KCBS reporter as "an energy movement that would transform Oakland into the first American city to be independent of oil." Councilmember Nancy Nadel's proposal to "create a broad-based expert Task Force that will provide the Council and Mayor with facts, guidance, and recommendations in the work to significantly reduce the City of Oakland's dependence on oil by 2020," passed out of the Public Works Committee that afternoon, and met the approval of the full Council on October 16.

One speaker, Van Jones, stated that Oakland was in the back of the bus with the dot com boom, but we will be in the front of the bus with the clean green economy to beat global warming and develop green-collar jobs in Oakland.

Councilmember Nadel seeks to transform our auto dependence into transit use, walking and bicycling. She told the crowd of both new and familiar faces that Oakland can become a bicycle capitol — a model for both recreational and transportation purposes. She challenged the group to develop a distinctive "Oakland bicycle," an idea that appealed to Oakland BTWD Commuter of the Year, Mark Gagliardi, as a possible recycling project. Nadel concluded that "we need to develop a physically fit bike-riding culture as an alternative to spinning donuts."

Nadel's timing is impeccable. Passage of the resolution means that the task force will be appointed by the New Year and deliver an action plan within one year. Already Mayor-elect Ron Dellums has created a Transportation Task Force that is now compiling recommendations for his consideration and support to provide all Oakland residents with access to adequate and affordable transit. Convened by former Supervisor Mary King and John Katz, we share an optimistic attitude that a shift in the level of public participation in transportation decision-making can provide the Mayor with the necessary clout to effect change.

We will need to continue building upon this momentum to overcome the inertia of Eisenhower-era road building and policies. For example, environmental impact reports for highway projects have become elaborate and perfunctory project justifications. The EIR for a

new eastbound lane on I-580 calls for no mitigation, in part because the project is justified as congestion relief that will benefit the air quality in the Livermore Valley. Absurd! The idea that adding a lane to reach new homes in Mountain House, Tracy or Stockton will solve any problem whatsoever is no more factual than a faded magazine ad of an attractive couple breezing along the freeway in a convertible.

By mandate of law, counties are required to maintain highway levels of service. The easiest way to do this is not to encourage urban density, build new transit, or facilitate bicycling and walking. Instead, build a new lane. Can the truth as we know it finally drive a stake in the heart of this highway monster?

As I write, both Oakland and Berkeley are considering NIMBY appeals to limit density in the vicinity of MacArthur and Ashby BART stations. The choice is density surrounding transit, or bankrupt the system to build highways that will only corrupt the air and cannot possibly function at their current capacity in the future without cheap fuel, followed by even more expenditures to extend transit to far-flung auto-era developments.

On November 10, Al Gore will give the opening keynote address at the Climate Protection Summit: A Call to Action, sponsored by the Bay Area Air Quality Management District. For years, the BAAQMD has tinkered with reducing fossil fuel emissions, all the while being outraced by the growth of fuel use and political compromise. The invitation I received reads, "Now, faced with the most significant challenge of our time, we call on Bay Area leaders to chart a course for the future of climate protection in our region, California and the World."

At a recent speech in Berkeley, Al Gore said that it is a "moral imperative" that we deal with global warming. Let's provide the necessary support for our own Apollo program and defeat inertia and compromise.

-Robert Raburn

Minutes

of the General Membership Meeting of October 17, 2006.
Submitted by: Thomas J. Ayres

September Meeting minutes: Board approved use of web site to raise funds for Oak-to-9th appeal, but Rick notes this was felt to be problematic for 501C status, so this will not be done. Motion to approve minutes approved.

Treasurer's report - Rick distributed chart showing new members and revenue by event in 2006. Shows very good results from events like BTWSD, EarthDay, the Art & Soul Festival and the Solano Stroll.

BABC - Dave Favello volunteered to be CoCoCo rep - moved, seconded - Motion approved.

BBATF - 2007 reps from Alameda County and CoCoCo Dave Favello and Craig Hagelin will stay on from CoCoCo; need someone from Alameda Co. Last meeting committee brainstormed ways to cut down on bike theft with Officer Shultz of BART Police; mentioned problems with staffing make it hard for police to get involved e.g. in sting. Suggest education to teach people how to lock bikes effectively. There are officers who ticket drivers that didn't pay for parking, but who then have time they could help; one idea is to have them distribute bike locking info to bicycles that are parked there. They may be willing to link to cities or other places with info on how to lock bikes well, maybe *511.org*. Discussion of problem with electronic lockers: no electricity available at night outside paid areas; also need internet access for reservations, which requires new wiring (because wireless not practical). Will Sparger volunteers to represent Alameda County.

2007 EBBC Board Nomination Discussion - In November, will vote on 4 officers and 11 board members.

RSR Bridge - BCDC Permit 1-97 and recent advocacy with MTC and Caltrans reported in *RideOn*.

Ashby/I-80 Interchange and Access - Emery-ville Oct 21 budget hearing 9 a.m.

Alameda County Parade Permit update - Oct 5 County Planning/Transportation Committee Report on Proposed Ordinance. Bicycle contingent to meet with County rural roads group on Oct 17. Robert Raburn and Dave Campbell are at that meeting (conflicts with EBBC General Meeting) and will report later.

Halloween Button Distribution - To be distributed to bike shops

2007 BTWD - TAC planning meeting Oct 25. Contact Robert if interested

Prop 90 Discussion (Will Sparger) - this Proposition addresses eminent domain, but also would reimburse private and other owners for any "damage" by public actions; e.g. businesses complaining that a bike lane will cost them some business. This would impede implementation of bike facilities. A similar law in Oregon resulted in thousands of lawsuits. SFBC opposes the proposition. It is widely opposed by unions, newspapers, TALC, California Chamber of Commerce, Sierra Club, and other groups. Rick suggests a motion to oppose - seconded; Motion approved.

Upcoming events announced

- Bio-fueled Bluegrass Bash, Nov 22 - 4 pm start at Biofuel Oasis at 4th St and Dwight, then a parade of alternative energy vehicles and bicycles to Ash-

kenaz, with a rally from 5 to 7 and live dance music at 8:30.

- Bay Point Ride and events, Oct 21, Riverview Middle School, 205 Pacifica Ave, 10-2

- Waterfront Action, Oct 25 8 a.m., 530 Water St. in Oakland

- Oak to 9th Fundraiser Party, Oct 29 noon to 5 pm, 499 Embarcadero at 5th Ave

- Dia de los Muertos Nov 5, needs volunteers for bike parking

- Next EBBC Meeting - Nov 21 - Board Meeting at 7, General meeting 7:30 with elections for 2007

Guest speaker - Jim Cunradi from AC Transit to present East Bay Bus Rapid Transit project. More information on BRT systems can be found at www.busrapidtransit.net, www.gobrt.org and <http://path.berkeley.edu/informationclearinghouse/brt/brt.html>. Final street and station designs will be worked out in the next several years of discussions, planning, and neighborhood meetings. (There are possibilities for bike lanes, but it appears that some of the designs being considered would effectively eliminate bicycling in this busy corridor; i.e. E 14th St., International Ave, Telegraph, from Bay Fair Mall to the UCB campus.) There are plans to place typical 2-bike racks on the front of the new buses, but details of how cyclists would access to those racks from the BRT station platforms have not been explained. These and other cycling-related issues will require monitoring and participation by cycling advocates as the project moves forward.

-Submitted by Thomas J. Ayres, on behalf of Yehuda Sherman, EBBC Secretary

CONTACT THE EBBC

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COALITION PARTNERS

AFFILIATED RIDE CLUBS

Berkeley Bicycle Club www.berkeleybike.org
Bicycle Trails Council of the East Bay
 510-466-5123 www.btceastbay.org
Cherry City Cyclists Nikki Grimes 510-793-3648
 http://www.cherrycitycyclists.org
Delta Pedalers Dave Stoeffler 925-634-1793
 http://www.deltaped.org
Diablo Cyclists http://www.diablocyclists.com
Different Spokes Derek Liecty 510-339-2345
Fremont Freewheelers Karen White 475-0746
 http://fremontfreewheelers.org
Grizzly Peak Cyclists Al Forkosh 510-655-4221
 http://GrizzlyPeakCyclists.org
Hikanbyke http://hikanbyke.org
Oakland Yellowjackets 510-986-9011
 http://www.oaklandyellowjackets.org
Royal Grounders (Montclair)
 Ron Scrivani scrivani@aol.com
Santa Rosa Cycling Club
 Bill Oetinger srcc@metro.net
Single Cyclists (Marin Co.) 415-459-2453
Strada Sempre Duro Rick De Gette 925-944-7049
Valley Spokesmen Jim Eklund 925-743-9824
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 http://www.valleyspokesmen.org

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Bay Trail Project http://www.abag.ca.gov
 Laura Thompson, Exec. Dir 510-464-7935
BikeAlameda http://www.bikealameda.org
 Lucy Gigli 510-595-4690

Bicycle-Friendly Berkeley Coalition

510-549-RIDE www.bfbfbc.org
Bike the Bridge Coalition www.bikethebridge.org
 Jason Meggs 510-273-9288
 jmeggs@ucdata.Berkeley.edu

CA Association of Bicycling Organizations

Kathy Tate, East Bay Rep 925-671-7579
 biketate@tpi.net

California Bicycle Coalition www.calbike.org

Paul Dorn, Exec. Dir 916-446-7558

Cycles of Change www.cyclesofchange.org

Greenbelt Alliance www.greenbelt.org

David Reid dreid@greenbelt.org

Transportation and Land Use Coalition

http://www.transcoalition.org
 Stuart Cohen, Exec. Dir 510-740-3150

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Deloris Bengston www.tclav.org

Martinez Dick Anderson 925 372-5889

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Pleasanton Robert DeMattei 925-484-1470

West CoCoCo Bill Pinkham pinkhammar@hotmail.com

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.

4339, mmintz@ci.el-cerrito.ca.us.

Emeryville Nov 2, Dec 7, 5:30 pm, 1333 Park Ave Staff: Peter Schultze-Allen, 510-596-3728, PSchultze-allen@ci.emeryville.ca.us. Chair: Bryce Nesbitt, bryce2@obviously.com 510-540-8421.

Fremont Nov 15, Dec 20, 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 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 information.

Oakland Nov 16, Dec 14, 5:30 pm at Oakland City Hall, 1 Frank Ogawa Plaza, see www.oaklandpw.com/bicycling/bpac.htm for room number and other information. Staff: Jennifer Stanley 510-238-3983, bikeped@oaklandnet.com, Chair: Heath Maddox, HMaddox@ci.berkeley.ca.us; Vice-chair: Paul Russell, PRussel@excite.com.

Pittsburg Community Advisory Committee Nov 1, Dec 6, Jan 3, 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.

Pleasanton Trails Committee Dec 11 , 6:30 pm, council conference room , 200 Old Bernal Avenue, Staff: Fan Ventura, FVentura@ci.pleasanton.ca.us, (925) 931-5348, For establishment of a BAC, contact Pleasanton’s Senior Planner, Janice Stern (925-931-5606) about the Circulation Element of the General Plan.

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

UC Berkeley Call Staff for date & time of next meeting. Chair Karl Hans, KHans@uclink4.Berkeley.edu; EBBC Rep: Rachel Hiatt 510-325-6665 RHiatt@uclink.berkeley.edu, Staff Alicia Arellano, alicia_a@berkeley.edu, 510-643-4949.

Walnut Creek Nov 8, Dec 13, 7:30 pm, 3rd Floor conf. Room, City Hall, 1666 N. Main. Staff: Mike Vecchio, Community Development, 925-943-5899 x 216; Vecchio@walnut-creek.org, Chair Gary Locke 925-288-2499, Gary.Locke@shawgrp.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, Robert-Raburn@ebbc.org, for further information.

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