



BCDC Promotes Bike Access on Richmond-San Rafael Bridge

Urges Caltrans to Rescind Demand for 3rd Lane

Following a briefing on October 5, 2006 by the Metropolitan Transportation Commission (MTC) on the Richmond-San Rafael Bridge Pedestrian/Bicycle Access Study, numerous members of the Bay Conservation and Development Commission (BCDC) on either side of the Bay voiced displeasure with the long-stalled access planning process and requested that Caltrans and the MTC pursue bicycle and pedestrian access in the near-term. Caltrans had earlier stipulated that any path proposal would have to co-exist with 3-lanes of traffic. Such a requirement precludes implementation of low-cost pathway options on the untraveled 12-foot shoulder lane of the bridge.

Bicycle advocates achieved a watershed victory in 1997 when the Commission issued a permit for Caltrans to begin a seismic retrofit project on the Richmond-San Rafael Bridge. As a condition of that permit, Caltrans volunteered to abide by the McAteer-Petris Act that provides for the maximum feasible public access to the shoreline and the Bay. In 1997, \$305,000,000 was the projected cost for the seismic work. That work and the additional deck replacement are now expected to be completed in 2007. The question remains; will the recommended improvements for the path and bridge access be in place when the new deck is completed?

Representing the EBBC, Robert Raburn reminded Commissioners that public access to the shoreline and over the Bay ended when the bridge replaced ferry service and a



limited access freeway severed shoreline access to Pt Molate via Richmond's city streets. The BCDC Permit #1-97 called for improvements to the curb lane to make it safer for bicyclists. The BCDC also recommended installation of new signs alerting drivers to the presence of bicyclists or pedestrians. In sum, the 343-page 1998 study included numerous useful analyses and short-term recommendations that were lost as the agencies continued to say NO to access implementation.

On September 24, 2006 a crash involving three bicyclists who were riding the wrong way in the I-580 shoulder sadly killed Danny Weinstein (42) and severely injured Dan Doellstedt as they returned from Pt Molate. Had they followed the unmarked bicycle path under the freeway to return to Pt Richmond next to EB I-580, they would not have been in the path of an out-of-control motorist approaching the toll plaza. In contrast to the thorough 1998 study that called for way-finding signs and signs to warn motorists to expect bicyclists on the freeway shoulder, the slender section on access in the current study

has proven useless in identifying simple safety improvements that could have prevented the fatal collision.

Raburn commented that the current study, begun in 2004, was hijacked to focus on how to increase the capacity of the bridge for vehicles rather than build on the solid recommendations made in 1998. The URS Corporation had been selected in 2003 to conduct the ultimate access study on the strength of their project manager, Ken Eichstaedt, an innovative civil engineer and avid bicyclist. Ken has since been reassigned and the \$400,000 study has morphed into an elaborate justification to reduce traffic backups in 2025 by usurping the shoulder lane for vehicle travel. Commissioner Tom Bates questioned whether added lanes would make a difference, or just move the bottleneck? Commissioner Charles McGlashan suggested taking the shoulder now, rather than seeking a solution for something Caltrans might need in 20 years.

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NEXT MEETING

Tuesday, October 17 at 7:30pm at Mosswood Park Community Center, 3612 Webster at West Grand, only a block from Telegraph Ave near MacArthur BART. At 8:30pm our special guest speaker will be Jim Cunradi, AC Transit Planner, who will offer a glimpse into the future configuration of Telegraph Avenue where Bus Rapid Transit (BRT) is being planned to co-exist with space for bicyclists. We have also invited AC Transit directors to attend.

Telegraph Bus Rapid Transit Project

Bus Rapid Transit (BRT) is proposed to link the East Bay's most heavily used bus corridor. The project is designed to serve Berkeley, Oakland, and San Leandro by operating from downtown Berkeley to Bayfair BART and Mall along Telegraph Avenue, International Boulevard and East 14th Street.

What is BRT?

BRT is a new and cost-effective way of providing high-quality transit service with buses. The buses operate primarily in bus-only transit lanes with light rail-like service characteristics and station spacing. Traffic signals are modified giving buses priority, helping them move more quickly and reliably. BRT stations are similar to light rail stations, each with a boarding platform, shelter, proof-of-payment ticket validation, ticket vending machines, security features, and real-time vehicle arrival information. BRT is much less expensive than light rail to construct and operate and retains the flexibility to operate in conventional traffic lanes.

BRT and the Community

- Improved Travel Times - Current bus trips from Downtown Oakland to UCB that take 25 to 30 minutes will average 15 to 20 minutes.
- Improved Transit Reliability - The ability to operate in bus-only lanes reduces the unpredictability of typical city traffic.
- Increased Transit Usage - Projections show weekday ridership would increase 35%.
- Improved Quality of Life - Automobile dependence leads to residential and commercial corridors typically forsaken by passing motorists. Improved transit service makes the community more attractive to new development and brings about more opportunities to meet the community's current housing and retail needs.

Bicyclists and BRT

- BRT buses running in bus-only lanes in the center of the roadway reduce the bus-bike conflicts inherent on traditional bus routes.
- BRT does not create hazardous rail track crossings that cause solo diversion

crashes.

- BRT's increased service frequency and faster travel may attract additional bike-on-bus passengers for medium-distance trips. Bicyclists traditionally eschew waiting for buses for shorter trips in favor of pedaling. Most current bike-on-bus trips involve transbay travel; longer express bus trips; access to destinations that involve steep climbs; or emergency travel necessitated by inclement weather, bike breakdowns, or situations like getting caught out after dark without lights.
- With BRT stations spaced farther apart, the bicycle becomes relatively better suited than walking for some passengers to access transit.
- How the BRT buses and elevated platforms at stations will accommodate loading bicycles on-board buses or bus racks remains uncertain.
- Not all bicyclists will need to travel with their bike on-board a bus rack. Making a secure bicycle storage option available at all BRT stations, such as the BikeLink eLockers, would help appeal to existing bicyclists and help lure motorists from cars to convenient bike-bus trips.
- Bicyclists benefit from increased room on popular arterials where parking is removed (no door zone!) and faster implementation of the stalled Telegraph Avenue bike lanes with Federal monies.
- Improved signal interconnection, reduced speeding, better lighting, more shopping opportunities and increased foot traffic will enhance traffic safety, personal security and the make opportunities to create bicycle-friendly communities on BRT corridors.

BRT An Election Issue

In the District 7 Berkeley City Council race, BRT has become a major campaign issue. George Beier has launched a well-funded challenge to the incumbent (and bicycle-advocate) Kris Worthington. Beier is President of the Willard Neighborhood Association and has made opposition to BRT (and the Southside Plan) a cornerstone of his campaign. Berkeley's Mayoral candidates, District 7, and District 8 candidates will participate in a Candidates Forum on October 17 at Willard Middle School beginning at 6:45pm. Members of the public are invited to attend to ask questions of candidates.

Creative Reuse



Oil platform in the North Sea converted to a wind-power station. Wind speeds over the open ocean can be much greater than over land. As oil reserves decline, offshore rigs could be retrofitted to provide cleaner source of energy.

“BCDC” continued p. 1

The proposed addition of a 3rd travel lane would even compromise motorist safety by removing the breakdown lane that is also used for maintenance and emergency access. The 1998 study had addressed these issues and the proposed bicycle path would also offer motorists a refuge in the event of a breakdown, allow access for emergency vehicles, and provide room for maintenance vehicles.

Raburn concluded by asking the Commissioners to join him in promoting: 1) the short-term (immediate) installation of wayfinding signs and freeway "Bikes Use Shoulder Only" signs; 2) path access on the approach to the toll plaza through Chevron property as the Trails for Richmond Access Committee (TRAC) and EBBC have campaigned for in letters and public comments to the California State Lands

Commission which is considering Chevron's 30-year long-wharf lease application; and 3) that the ongoing study refocus on implementing bicycle and pedestrian access and safety.

After considerable discussion by the Commissioners, Chair R. Sean Randolph, suggested that focus on near-term, low-cost solutions will have value and recommended a pilot addition of a solid barrier path.

Supportive public comments to BCDC were also made by Nicole Portocarrero, Executive Director of the Bay Area Bicycle Coalition; Deb Hubsmith representing Marin County Bicycle Coalition; and Maureen Gaffney representing the ABAG Bay Trail Project.

SHORT REPORTS

GOV VETOS AB 2444 - Supported by the EBBC since April, the bill proposal for vehicle environmental mitigation fees addressed real congestion relief for the Bay Area.

DELTA TRAILS - SB 1556 is now law. EBBC's work with Senator Torlakson to propose and pass the bill began on September 2, 2005 when we unveiled the Delta Trail's first path near MacAvoy Harbor. We now look forward to planning a continuous path along the Contra Costa County shoreline-including through the Concord Naval Terminal.

BIKE AROUND BAY POINT - Join local organizations on Saturday October 21, 2006 from 10am - 2pm at Riverview Middle School 205 Pacifica Avenue in Bay Point. Along with a kids bike rodeo, Schwinn City of Antioch will offer free tune-ups and the EBBC will provide free Halloween pins. For additional information contact Steve Hoagland 925-497-3908.

TOP 25 BIKE-TRAIN TRIPS - Caltrans Division of Rail has produced a new statewide map showing bicycle-friendly destinations served by Amtrak California trains and buses. The Berkeley Bike Bridge two blocks west of Berkeley Amtrak is featured on the cover. More frequent rail service was announced last month. These excellent brochures are available at staffed Amtrak stations.

SAN LEANDRO - After hearing numerous anguished calls from members concerned that the bike lanes on Lewelling were removed, we visited the site and asked for an explanation. The Engineering and Transportation Department responded that the work to install the center medians between Washington and Wicks required a temporary elimination of the bike lanes that they will soon return. The route is in the Countywide Bicycle Plan.

UNION CITY - The ACTIA Bicycle and Pedestrian Advisory Committee needs a representative. Contact Tess Lengyel-Kouyate at 510-267-6111 or tlengyel@acta2002.com.

DUBLIN/PLEASANTON BART - Alameda CMA directors are considering expanding the Safe Routes to Transit pedestrian zone from 1/4- to 1/2-mile because the existing standard is "inequitable for the suburbs." We note that funds are not available to provide for even half of the current pedestrian needs. The 1-mile bikeway zone works for suburban stations and together the standards offer to benefit the greatest concentration of non-motorized passengers. Fix the nearby stuff first! We note

the lack of a simple curb cut immediately adjacent to BART from Scarlett Court.

BIKE-ED CLASSES - Road-1 training begins October 18th, 5:30-9:30 pm at the Perforce Software Lounge, 2319 Clement Ave, Alameda. Please contact Casey Wilson, 510-388-7799.

OAKLAND LAKESHORE AVE - In 2002 Oakland voters approved almost \$200m for Measure DD. A particularly appealing aspect of the Lake Merritt Plan was the expansion of parkland by moving the curb on Lakeshore Avenue. The City is now threatening to retain the current curb. Note that the on-street bikeway is not threatened, but the proposed path will become miniscule.

ESTUARY - The EBBC provided support for the Bay Trail extension in Oakland under the three bridges to Alameda in comments to the Army Corps of Engineers.

RICHMOND - Carlson Boulevard is slated to be re-engineered to remove the extreme crown, but will the bike lanes proposed in the Countywide Bicycle Pedestrian Plan be included? Please speak out in favor of bikeway improvements on Carlson that connect to El Cerrito Plaza BART at neighborhood meetings. Contact Bill Pinkham, EBBC Board Member (510) 526-4618 for information about upcoming meetings.

BUSH ADMINISTRATION REJECTS PARTICULATE STANDARD - The Federal EPA went against recommendations of its independent scientific advisers, as well as agency staff experts, in setting new 2.5-micron particulate standards. The microscopic soot particles (1/13 the diameter of a human hair) lodge deep in the lungs, impervious to the bodies natural defenses and a primary cause of illness and premature death.

PROPOSITION 87 - This ballot initiative would implement a \$4 billion tax on California oil and gas production to fund "Alternative energy" programs, and to subsidize the purchase of hybrids and/or cars using ethanol. [Mass transit, bicycle, and pedestrian programs do not appear to be eligible for funding in this proposition.](#)

TGV - As France celebrated the 25th anniversary of its famous 1,250-mile high-speed rail network, it was putting the finishing touches on a new \$4 billion line running east into Germany. The system has transformed France, putting most of the country within 3 hours of Paris, and revitalizing rural regions. SNCF is also testing trains at a higher 225mph speed as a possible service improvement.

Will Global Warming Trigger Global Apocalypse?

by: Eric McCaughrin

65 million years ago, a large asteroid slammed into what is now the Yucatan peninsula of Mexico, triggering a global cataclysm that killed off many of Earth's organisms, including the dinosaurs.

While the huge Chicxulub crater would seem to be a major clue to the explanation of dinosaur extinction, no such easy explanation exists for many other mass extinctions which have happened with scary regularity throughout Earth's history.

Over the past 500 million years, there have been five mass extinctions. The worst occurred 251 million years ago, when 90% of ocean life and 70% of land-based plants, animals, and insects were killed off.

Now, several peer-reviewed papers are looking not to the skies above but the oceans below for answers. Biologists are studying the deep seas and oceans, in places that are very alien to our own environment. Bacteria at these depths oxi-

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Celebration and Fund-Raising Party

Oak-to-Ninth Referendum Committee is holding a party and fund raiser to help reinstate referendum petitions circulated by the Committee and volunteers, and submitted to the City of Oakland August 17, 2006. Over a 3-week period, 25,068 residents signed the petition to "Save our Waterfront."

However, Oakland City Attorney John Russo invalidated the referendum based on an unsubstantiated complaint letter submitted by the Oak-9th developer. In order to reinstate the petitions, the Referendum Committee retained legal counsel and filed suit against the City Clerk, City Attorney, and others on September 25. While it is certain the petition will be upheld in court, the legal process will be costly.

The Fundraising party will be held Sunday, October 29, 2006, 12-5:00pm at 499 Embarcadero at 5th Ave. For more info, visit <http://www.abetteroaktoninth.org>.

BAC Calendar

Compiled by: John Ruzek

Alameda County Oct 12, Nov 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 Traffic & Safety Committee Oct 26, Nov 30, City Council Chambers, 1000 San Pablo Avenue, Staff: Aleneida Andriano, (510) 528-5759, AChavez@albanyca.org. EBBC Rep: Committee member Nick Pilch, nicky@mindspring.com.

BART Oct 16, Dec 4, 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 Oct 4, Nov 1, 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 Oct 26, Nov 23?, 4 pm, City Hall 120 Oak Street. Staff: Steve Kersevan, 925-516-5420, SKersevan@ci.brentwood.ca.us, Chair: EBBC Rep: David Stoefler dstoefler@sbcglobal.net.

California Bicycle Advisory Committee (CBAC) Oct 5, Dec 7, 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, debhub@igc.org.

Caltrans District 4 Oct 10, Jan 9, 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 Johnson, MTC, 510-464-7846, DJohnson@mtc.ca.gov; EBBC Rep Robert

Raburn, 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 Oct 11, Nov 8, 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) Oct 23, Nov 27, 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, 510-215-4339, mmintz@ci.el-cerrito.ca.us.

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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.

TALC Urges “NO” Vote on Proposition 1B

After carefully examining Proposition 1B, the Transportation and Land Use Coalition (TALC) is taking an **oppose** position. While we applaud the work of several lawmakers to gain significant funding for public transportation, this funding must be weighed against Proposition 1B’s likely damage to programs that rely on the State’s General Fund, its failure to implement a more sustainable funding mechanism for transportation, and the absence of any connection between the bond’s funding and policies that promote efficient land use and reduce long-term transportation demand.

Governor Schwarzenegger’s Strategic Growth Plan, released in January of 2006, envisioned transportation bonds primarily focused on building highways and expanding freight facilities. A bipartisan effort ensued to knit together the Governor’s Plan with more well-rounded proposals from Senator Perata, Assembly Speaker Nunuez, and others. In May 2006, the Legislature approved SB 1266 (Perata/Nunuez) to place a \$19.9 billion transportation infrastructure bond, Proposition 1B, on the November ballot.

The enormity of Proposition 1B — it is far larger than any bond ever considered in California — means the package is able to provide something for almost every transportation interest group except cyclists and pedestrians. On the positive side, the bond would give public transportation a significant infusion of funding for capital needs. Additionally, legislative leaders resisted the temptation to earmark funds for pet projects (with the exception of State Route 99). Instead, the proposition dedicates funding to a number of existing programs, such as the State Transportation Improvement Program (STIP), and to new funding categories that would be controlled at the state level.

But, fundamentally, Proposition 1B is deeply flawed in three ways:

1. The funding mechanism for Prop 1B threatens important state programs for a generation to come. This \$20 billion general obligation bond, plus the associated interest payments, would be repaid from the State’s General Fund. Drawing from the General Fund for transportation improvements would reduce the funding available in future years for education, health care, social services, and public safety.

While there was a significant state budget surplus this year, the large deficits experienced in California between 2001 and 2005 are expected to return. In addition, the state also faces tens of billions of dollars in financial burdens from unfunded liabilities related to employee retirement. According to the State’s Legislative Analyst, these liabilities are very important from the standpoint of the state’s overall fiscal health in that they will require future taxpayer dollars to be diverted to fund state employee and teacher services already rendered. Lawmakers are likely to face a truly dramatic structural deficit in a few years, and will be forced to compensate for the additional debt service on Proposition 1B by cutting or borrowing \$1.3 billion dollars annually from other programs, or raising taxes.

2. Prop 1B is not a long-term funding solution. This bond is being put on the ballot because the Legislature has failed to do what many other states have done: provide a Cost Of Living Adjustment for transportation by indexing certain fees and taxes to inflation. The statewide excise tax on gasoline has been at 18 cents per gallons for the past 12 years, meaning the purchasing power of the largest source of transportation revenue has been steadily eroded by inflation. Indexing this tax to inflation (or real wages) would raise an additional \$40 billion or more during the 30 year period of the proposed bond — enough to pay for the proposed expenditures and to initiate a high-speed rail system in California.

Some other existing transportation user fees have the potential to provide far more funding than they currently do, and indeed truck weight fees were indexed to inflation just last year. Well-designed transportation user fees, from shipping container fees to vehicle license fees, can simultaneously promote environmental quality, social equity, and economic growth — without taking funding from essential state services.”

3. Prop 1B fails to tackle the root source of our transportation crisis. The tremendous strain on the state’s highways and local roads are largely the result of poorly planned development that can only be accessed by car development that places sprawling subdivisions far from office parks, schools, shopping districts, or healthcare and other services. Until we start to build walkable downtowns and neighborhoods, and link them together by effective public transit, people will have no choice but to sit in traffic on highways that more closely resemble parking lots.

“Global Warming” continued p. 3.

dize poisonous hydrogen sulfide gas (H₂S). This is a very different life-cycle than the carbon-oxygen process near sea level.

Currently, there exists a delicate balance between hydrogen sulfide below and oxygen above. The oxygen above is mainly absorbed out of the atmosphere. Absorption rate is temperature-dependent — a few degrees difference can greatly reduce oxygen levels in the water, causing hydrogen-sulfide to displace the oxygen and asphyxiate aerobic (i.e. oxygen-breathing) organisms. Or to put another way, seemingly minor elevation in ocean temperature from Global Warming could trigger massive catastrophic destruction to the ecosystem.

Sedimentary data from oceans indicate a “bloom” of H₂S bacteria had occurred prior to mass extinctions. Since these bacteria are anaerobic, this would indicate a lack of oxygen at shallow depths. Other data indicate elevated CO₂ levels, and lower oxygen levels than exist today. Calculations show that as ocean oxygen levels drop, H₂S concentrations would increase beyond a critical threshold, asphyxiating aerobic organisms. The rising H₂S gas would encounter less pressure and lower pressures, causing the gas to expand abruptly, sending huge amounts directly into the atmosphere, causing extinctions on land too. The H₂S may have even destroyed the ozone layer, causing global UV radiation exposure and chromosome damage.

If the H₂S hypothesis is valid for mass extinction, it poses extremely troubling implications of Global Warming. Geological data show carbon levels around 1000 ppm around the time of mass extinctions. Current CO₂ levels are around 385 and increasing at an annual rate of 2ppm. However, the rate of increase continues to rise, which means levels could approach 900ppm by the end of the next century.

The mainstream business press has begun running articles discussing how it would be better to mitigate the effects of Global Warming rather than to reduce carbon levels. For oxygen breathers, that may not be an option.

Further reading: “Impact from the Deep,” by Dr. Peter D. Ward (University of Washington Biology Department), Scientific American, October 2006.

Minutes

of the Board and General Membership Meeting of
September 19, 2006. **Submitted by: Ian MacDonald**

BOARD MINUTES

Consent items

1-Employ Dave Campbell for SR2Transit - confirmed that vote was taken previously at San Leandro meeting for MTC resolution. RM2 program.

2-Replacement for Yehuda on CoCoCo rep for BABC. Dave Favello & Tom Ayres good candidates.

EBBC Donor Party this Saturday night at 1212 Fruitvale: Expenses of \$600+ were expected. Velorution motion approved.

Robert, Ron & Rick attended Measure DD event specifically focused on the Oak-to-9th. Project. The Oak-9th development does not conform to Oakland's Estuary Plan, and would not mitigate impacts on bicyclists. 25,000 signatures had been gathered for a ballot referendum, but the City Attorney threw them out for very specious reasons. An court appeal is planned. Motion to set up fund-raiser on website to help in the effort (passed unanimously).

Halloween party pin - Steve Audrey's design w/skull, would appeal to youth, an important and influential population of cyclists. 500 pins for \$130. Some of the pins will go to Cycles of Change. Expenditure moved, seconded & approved unanimously.

Call put forth for potential new EBBC board members. Steve Audrey, Rob Hawks, Scott Mace, Michelle deRobertis, Tom Ayres, Maya Carson. Nominations need to be made to Board by November meeting.

Yehuda announced Rockridge Library room will NOT be available for EBBC in October.

EBBC Board meeting adjourned at 7:27pm.

GENERAL MEETING

Robert made the call for each of us in the room to make a "political elevator speech". Robert

started and everybody has their 15 seconds of fame.

Move to approve minutes - already corrected & approved.

Exec Director's report - Each year we adopt few enough campaigns so that we can all remember them. Most recent: Estuary crossing between Oakland & Alameda. Alameda Landing Development, opposite foot of Broadway, provides perfect opportunity to re-establish a ferry. Unfortunately, the Countywide Plan Committee did NOT vote to add the crossing as a high priority. Robert said important to push as priority. We should be reminded that the Delta ferries work 24hrs/day, 365 days/year! We want to make sure the Alameda Landing Development includes a dock facility.

Routine Accommodation: We're trying to define a checklist that local agencies would use to see whether or not they've actually considered Routine Accommodation. Working with MTC on list.

AB32 - CBC has supported 4 legislative bills this past year. CBC has asked us to back these bills with them.

Prop 87 - statewide issue: Oil Extraction Fee is on the ballot. Unclear if the measure would provide any funding for bicycle and transit; it seems mainly geared toward funding "alternative" fuel subsidies (i.e. ethanol).

Special District Elections - EBBC advocates for 3 bike racks on buses, installation of new electric lockers (especially transbay & longer express buses); we should reinforce these messages with Directors!

EBRPD has only opened 2 trails to bikes - off-road contingent is pushing hard. West of Hills (Zone 1) voters approved funds for park facilities; we should therefore demand that money be spent on the west side of the hills.

Hwy 4 - Ole mentioned there are no plans to spend money on Mokelumne Aqueduct bike bypass. Even though the 1994 EIR mitigation said a bridge was necessary. Board is made up of broad CoCoCo politicians.

Sheriff Charlie Plummer/Parade Permits - issue will be formally on October 9 agenda. Planning committee could block it from going to board.

Emeryville - Revisiting budget priorities. EBBC has been working w/BPAC, citizens, and council members to get the right items on the table that could be feasibly approved.

West of Hills Map: Want to go to press in early 2007 w/West of Hills map update. Help is requested to contribute corrections, etc.

Ole invited us to BayPoint Bike Day - Oct 21. Very enthusiastic group. One of our campaigns is to reopen the Naval Weapons station. Also safe access to BayPoint BART. Senator Torlakson, who is very pro-bicycling, will also be involved.

Proofs of buttons passed around for input.

Meeting adjourned at 8:40.

WANTED: The EBBC is seeking a motivated volunteer to assist in **layout and graphic design** of the monthly *rideOn* newsletter. Candidate should be comfortable using desktop publishing software, and have excellent writing skills. A background in graphic arts and publishing is also a plus. This position is a great opportunity for someone who wants to become involved in EBBC's campaigns and outreach. Time commitment would be approximately 1-2 days per month, except for the month of December (when no newsletter is printed). For more information, please contact Eric McCaughrin (*emccaughrin@yahoo.com*, 510-981-1079).

CONTACT THE EBBC

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 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 srcr@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
 jsekundre@sbcglobal.net
 http://www.valleyspokesmen.org

AFFILIATED ORGANIZATIONS

Bay Area Bicycle Coalitions www.bayareabikes.org
 David Burch, Chair 415-749-4641
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.bfbc.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@pi.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

COMMUNITY REPS & ADVOCATES

Albany Preston Jordon 510-559-8684
 PDJordan@lbl.gov

Concord Kathy Tate 925-671-7579

Contra Costa County John Ruzek
 925-939-5181 John_Ruzek@yahoo.com

Fremont Michael Graff 510-713-7441

michael.graff@pobox.com

Lamorinda Bart Carr 925-299-1522

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

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 _____

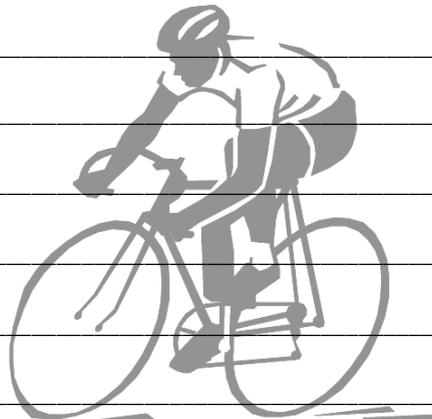
City, State, Zip _____

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.

Emeryville Oct 5, Nov 9, 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 Oct 18, Nov 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 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 Oct 19, Nov 16, 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 Oct 4, Nov 1, 7:00 pm, City Council Chambers, 65 Civic Ave EBBC Rep: Olea Ohlson, *BruceOleOhlson@hotmail.com*, (925) 439-5848, Staff: Paul Reinders, *PRReinders@ci.Pittsburg.ca.us*, 925-252-4822.

Pleasanton Trails Committee Oct 23, 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 Oct 11, Nov 8, 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, *RobertRaburn@ebbc.org*, for further information.

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