



rideOn

Safe Routes to Transit funds to benefit BART bicyclists

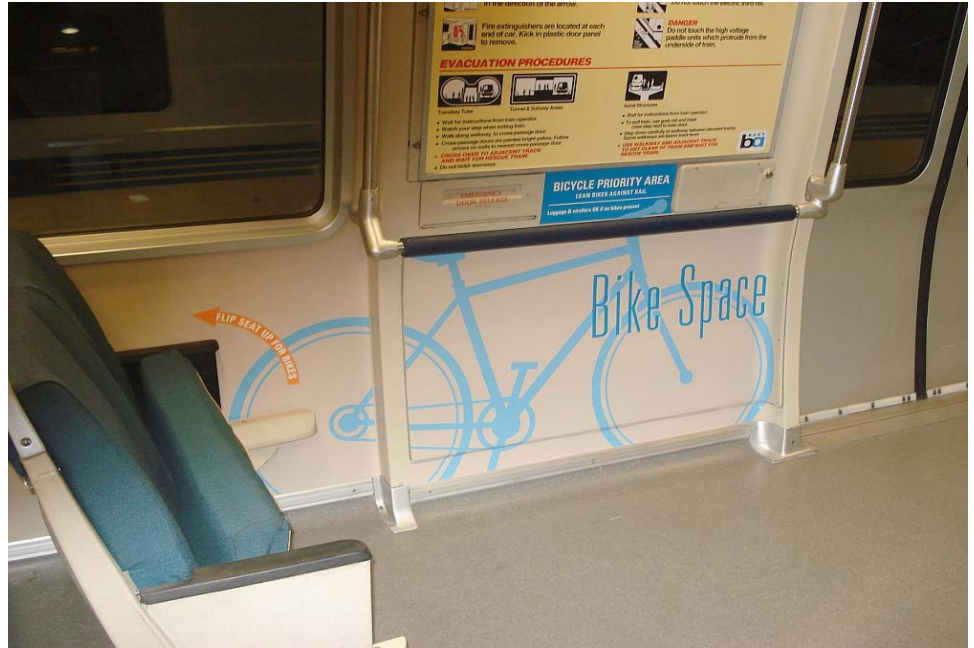
BART car retrofit and new lockers will enhance bicycle access and security in 2008

“We’re excited to have the Bike Space design approved,” said BART’s Laura Timothy, who regularly meets with the BART Bicycle Advisory Task Force (BBATF).

Incorporation of a costly folding seat in the Bike Space prototypes drew EBBC’s criticism and caused lengthy project review sessions with the BBATF. Discussions with BART Directors Bob Franklin and Tom Radulovich led to the action to eliminate the folding seat.

No longer will bicyclists always have to hold onto their bikes and take up multiple seats. The new system encourages orderly stacking. There will also be enough room in the Bike Space so that the front wheel of the bike does not block the car door.

Bicyclists will not be the only beneficiaries of the modification. BART expects to reduce crowding near the doors with the more open design. A separate wheel-



Bungee-ready “Bike Space” retrofit of 80 BART cars will each allow up to four bikes to be stacked against a leaning bar next to the door. Seen above is an early prototype equipped with a folding seat that compromises the Bike Space. The problematic folding seats will not be added to the remaining cars to be retrofitted using Safe Routes to Transit funds.

chair space is also included. Plus, for the first time, standing BART passengers can become “strap hangers” as on other transit systems. Currently, only tall passengers can reach the ceiling railing.

So far, eight modified C-2 cars are in service. The C-2 cars include the operator cab and are always found at the train ends or

paired in the center of long trains. Modified cars can be identified from the exterior with a sticker that acknowledges Regional Measure 2 funding (bridge toll increase that includes SR2T administered by EBBC and TALC).

Some BART riders will soon be able to
“BART” continued p. 2

Next Meeting EBBC’s next meeting will be held on Tuesday, January 15 at the Rockridge Branch Library, 5366 College Avenue at Manila in Oakland. Bikes welcome inside (after hours), please use the elevator.

7:00pm - EBBC Board of Directors will attend to business matters for 30 minutes.

7:30pm - EBBC’s **General Membership Meeting** will immediately follow BOD meeting. Items on the agenda include instructions for how to review the Draft *Map 1: West of the Hills*, a vote on Alameda Co Proposition A regarding Children’s Hospital (see p.4) and a vote on supporting a Statewide Healthy School Siting proposal promoted by the Safe Routes to Schools. We do care

that new schools are built where students can walk or bicycle.



8:30pm - We’ll welcome Winston Dong from Urban Ecology who will offer a presentation with images and maps of their East Bay Greenway proposal (See article on p 5).

EBBC Office at 3301 E12th St, Suite 143, Oakland has been a hub of activity throughout December for the *Map1: West of the Hills* revision subcommittee. We have also embarked on a database project that can benefit our affiliates. Supervolunteer of the month is Anjelica Randall, who dedicated a day at the office. Are you next?



What a reward for joining the traditional ride up Mt Diablo on New Year's Day! Robert Raburn (l) accepts check for \$2000 from Mark Abrahams, President, Grizzly Peak Cyclists (r). Fortunately, Rick Rickard, EBBC Treasurer, and "BikeDave" Favello, incoming Vice Chair, were also on hand to guard the generous surprise donation during the descent. Thanks to all GPC riders for your support of EBBC!

View from the Saddle

Goal of 2009 members by 2009

Bill-paying questions abounded prior to the holidays and caused me to suffer few fitful nights. During the final months of 2007 EBBC paid a 50% deposit of nearly \$25000 to revise *Map 1: West of the Hills*, moved into a new office space, and pledged to contribute \$5000 to the Caldecott 4th Bore Coalition (FBC) lawsuit.

Treasurer Rick Rickard suggested that we would either need to increase our revenue or consider cutting costs, possibly by reducing our newsletter publishing schedule. I responded by appealing to our members for support and crossed my fingers.

You cannot imagine my pleasure at seeing the overwhelming support arrive over the holidays in our post-office box, via our on-line credit card account, and even on the summit of Mt Diablo!

Our greater visibility and involvement in

representing bicyclists' interests--both large and small--is resonating with many bicyclists. Not counting a half dozen huge donations specifically for the FBC, we are averaging nearly \$40/member.

EBBC is larger (1400 members) and stronger than ever before. With our new web and database tools, are well positioned to lend organizational clout to expanded grassroots endeavors in 2008.

According to the newspaper accounts of the Mt Diablo ride, the park service estimated over 500 bicyclists enjoyed the unusually balmy weather. Among the riders was **Mark Ross**, Vice Mayor of Martinez and chairman of the Bay Area Air Quality Management District. We spoke briefly about the need for a better mix of bicycle project applications from CoCoCo in coming years.

I reminded Mr Ross that CoCoCo Bicycle Coordinator is one solution. We can also step up our efforts to urge each jurisdiction to submit gap-closing projects.

- Robert Raburn

"BART" continued p. 1.

substitute a Bike Link card for a heavy U-lock. Over 200 new smart-card lockers will be installed at East Bay stations within the next seven months.

At the January 10th, 2008 meeting of the Board of Directors, they will hear a presentation about BART's Bicycle Parking Program and a public hearing regarding bicycle locker fees. The fee proposal includes setting hourly fees for electronic smart-card lockers which will soon be installed. Staff recommends adoption of an initial fee for the electronic smart-card lockers at \$.03/hr.

For electronic bicycle lockers, the intent of the fee is to create a pricing mechanism that will support on-demand availability by discouraging customers from storing their bicycles in lockers for unnecessarily long durations.

The proposal will also include an increase to the annual charge for existing non-electronic keyed lockers from \$30 to \$60 annually. BART's Board will not make a decision until Jan 24th, after the hearing.

The proposed electronic locker fees would cost a customer that stores a bicycle relatively frequently at BART (8 hours/day, 3 days/week, 52 weeks/year) approximately \$38 per year. The proposed fees are similar to those imposed by the City of Oakland (12th and 19th St BART) and the City of El Cerrito (El Cerrito Plaza BART) for electronic lockers (\$0.05 hourly fee for peak and off-peak periods, first five hours free).

For electronic lockers, staff also recommends that the Board authorize the General Manager to revise the proposed fee within a range of \$.01-\$.07 for peak and off-peak periods, by station, to maximize utilization. Fee revisions would be based upon defined market demand pricing thresholds. Staff will collect occupancy and usage data on a quarterly basis for the first year that electronic bicycle lockers are available and on a bi-annual basis in subsequent years.

SHORT REPORTS

BOOKS 4 BIKES - Alameda Bicycle is working to promote reading at 5 schools - Lum, Otis, Haight, Washington, Edison through January. For each ten 15-minute block that students read (2 1/2 hours) they receive a raffle ticket. They can read as much as they want. Alameda Bicycle will contribute 2 bikes and 6 helmets per school. Each child also receives stickers and certificates of completion. AhHa! that explains the bike on display in the local bookstore. Contact Gene Oh, Alameda Bicycle manager to learn more or applaud his effort.

ALAMEDA GAP CLOSURE - Bike lanes were repainted on Central Avenue for one block between Oak and Walnut streets. Bicyclist safety was compromised about 10 years ago, when the library moved into historic Alameda High School, and diagonal parking replaced the bike lanes.

ALAMEDA E-LOCKERS - BikeAlameda was "instrumental" in convincing the city to install 16 electronic bike lockers in the Oak Street parking garage, funded by the Bay Area Air Quality Management District (BAAQMD). The garage will also include 24 standard bike racks and is scheduled to open in January with the e-lockers in operation soon thereafter.

RICHMOND E-LOCKERS - EBBC met at the Richmond Intermodal Station with staff from WCCTAC and the City of Richmond to review installation proposals for 16 electronic bicycle lockers. A video showing how on-demand e-lockers work is at ebbc.org ("Bike parking for pennies per hour"). Visit <http://www.bikelink.org> to purchase a BikeLink card for \$20.

BICYCLE SUNDAY - Each month brings additional examples of new Bicycle Sunday street closures from around the globe and ideas of how we could adopt the phenomenon in the East Bay (See: Oct 2007 rideOn). This month's suggestion followed the traditional New Year's Day ride up Mt Diablo. Given the crowd of bicyclists that the mountain attracts, it seems reasonable to suggest that the morning hours of at least one Sunday each month be set aside for bicyclists on the park roads.

MOKELUMNE OVERCROSSING - Thanks to Jim Townsend representing the East Bay Regional Park District and a strong letter from State Senator Tom Torlakson, the SR4 Bypass Authority on Nov 8, 2007 did not turn their backs on their obligation to provide a bicycle/pedestrian overcrossing of the SR 4 Bypass in Brentwood. The EIR mandates that the Mokelumne Trail multiuse path--part of the regional bicycle network that was severed by

the freeway construction--be completed before Caltrans can accept the project. The MTC has awarded the project \$1.5 million from the County portion of the Regional Bicycle Pedestrian Program. However, we cannot rest until the \$2.5 million shortfall can be identified among Caltrans, Brentwood, and EBRPD. The Delta Pedalers have also appealed to Jerry Brown, State Attorney General. Your calls to the above agencies and Sen Torlakson will strengthen our case.

COCOCO BAC - Bruce "Ole" Ohlson will serve as chair as illness has regrettably forced John Ruzek to step down after over 12 years of service on behalf of bicyclists throughout CoCoCo. Ole is active with the Delta Pedalers, plus he is EBBC's Director from East CoCoCo where he also chairs the Pittsburg Planning Commission. Ole is a busy guy, but you can reach him at (925) 439-5848 bruceoleohlson@hotmail.com.

BENICIA-MARTINEZ BRIDGE - EBBC met with Caltrans, Bay Trail, and EBRPD staff, plus Kathy Hoffman from Congressman George Miller's office, on Dec 3, 2007 to review the planned approaches to the bridge path. The 12'-wide bridge path on the west side of the older structure is expected to be completed by mid-2009 when the entire deck will be reconfigured and vehicle traffic will only travel one way. Signed routes will lead from Martinez along Marina Vista to a new at-grade rail crossing at Mococo Rd and from Benecia via Park Rd to Oak Road. Oak Rd will also cross under the bridge abutment to access the existing vista point on the east side of the bridges. We expect the site to serve as a scenic ride staging area.

RSR BRIDGE - A solution to garner bicycle access using movable barriers on the upper deck has met the tentative approval of all parties--bicyclists, Caltrans, bridge operations, and CHP. On Feb 13, 2008 the Bay Area Toll Authority will hear a presentation of the proposal for their approval of funding. Over a decade of advocacy and three major studies may reach a culmination soon. We'll share details in the February newsletter and on ebbc.org.

WEST SPAN - Political geography dictates that EBBC not lead the advocacy to build the West Span pathways (both sides) to "Bridge the Gap." With the world-class East Span path (2013 opening) and planning for connections to the East Bay well underway, we cannot stray from bolstering our San Francisco allies on their turf. We are engaged with SFBC and the SF Health Dept in planning the connection from the path on Yerba Buena Island to Treasure Island (TI). SF's goal is to develop TI without dependency on the automobile. Ferry connections from TI to SF will help meet that goal, but at meetings with Caltrans

we also call for connections with existing transbay bus and bike shuttle services.

HAYWARD-SAN MATEO BRIDGE - No, we did not succeed in getting access on the new causeway section. Our mitigations, however, are worth noting. The bike/ped "Mitigation Bridge" has been complete over SR92 west of Clawiter for several years. Now, a new Bay Trail crossing of the Eden Channel is nearing completion leading south toward the Dumbarton Bridge. As well, the AC Transit Line#M service from Castro Valley and Hayward BART to Hillsdale Caltrain has been extended to also cross the Dumbarton Bridge. All Line #M buses accommodate bikes in front racks and in the luggage bays.

CALDECOTT TUNNEL - The Caldecott 4th Bore Coalition (FBC) is now an incorporated non-profit organization. The five FBC organizations (See: Nov-Dec 2007, *rideOn*) welcome an additional partner, FROG (Friends of the Greenbelt) formed in 2000 by community leaders from the Rockridge and Temescal neighborhoods. Each organization has pledged substantial financial support for the lawsuit filed on Nov 13, 2007. Already, we have opened discussions of our mitigation requests with Caltrans.

HAYWARD - A new bicycle master plan was adopted by the City Council on Nov 20, 2007. Note that no BAC or citizen review committee participated in developing the plan. Following the thinly attended June 11 "public hearing" EBBC's comments reiterating long-standing requests for crucial cross-town and transit access were not addressed. To receive a copy of the final document contact Mr. Luis Samayoa, Project Manager, City of Hayward Engineering and Transportation Division, 777 B Street, Hayward, California 94541, (510) 583-4769, luis.samayoa@hayward-ca.gov.

LOCAL BACs - EBBC's BAC Calendar will no longer be available in *rideOn*. John Ruzek has retired from providing this document each month since 1994. Instead of relying on paper, we encourage grassroots advocates and Bicycle Advisory Committees to take advantage of EBBC's on-line Event Calendar at ebbc.org. Note that you can post or subscribe to items by specific jurisdictions and even download the calendar to your computer. We welcome new affiliates listed on page 7: Albany Strollers and Rollers, P-Town Bike Advocates (Pleasanton), and Walk Oakland Bike Oakland (WOBO).

OAKLAND FOCUS

A Plan Adopted

The landmark event of 2007 was completion of the Oakland Bicycle Master Plan. For over two years, Jason Patton, Oakland's Bike/Ped Program Manager, labored on preparing the document and conducted over 50 public hearings throughout the City. In addition, he hosted monthly meetings with a citizen-based review committee that included EBBC representatives.

Activists shepherded the plan through the Planning Commission (Oct 17), the Community Economic Development committee (Nov 13) and finally City Council (Dec 4). Council President Ignacio de la Fuente heard our appeal to not just approve the plan, but implement the projects and close gaps in bikeways without delay. "I know that Mr Raburn, Ron Bishop, and the East Bay Bicycle Coalition will keep a keen eye on us to build this plan," said de la Fuente.

Policy Test

A hazard report submitted on the EBBC website provided an early test of the policies adopted in the plan. Signals at Forest and Colby on the bikeway crossing of Claremont have long been a bane of Oakland bicyclists. Unresponsive traffic engineers recently added to the frustration. The plans' adopted policy goal is to have bicyclists trigger such signals, allow them sufficient time to clear the intersection, and even mark the sweet spot on the pavement. While relatively few signals can be modified each year, we have been assured that the Forest/Colby is now a priority.

Ed Weiss Case Dismissed

Rick Schiller conveyed that the Alameda County DA's office has closed the investigation concerning his brother Ed Weiss' death from the crash of July 29, 2006. Ed was struck head-on while bicycling on Skyline Boulevard by an oncoming 1000cc Sport Bike motorcycle. No charges will be filed and no citations will be issued. Ed died 13 hours after the crash.

We all share sadness that justice was not served. The loss of Ed remains unmitigated and dangerous speeding will continue to place other innocent bicyclists at risk.

Bikeway Nexus with Goods Movement

Proposition 1B approved by the voters in 2006 included \$2 billion for Trade Corridors Improvement Funds (truck and rail stuff.) EBBC reviewed the TCIF guidelines and projects submitted and discovered three proposed projects that have a nexus with bicycle access and safety: 7th St rail undercrossing; 23rd/29th interchange; and grade crossings over tracks leading to Martinez. The Governor intends for TCIF spending to be accelerated with projects adopted in the budget this month.

Children's Hospital

A proposal to publicly fund a seismic retrofit and expansion of Children's Hospital is on the Feb 5 ballot as Proposition A. Note that the similar Prop B can be readily dismissed as it was an earlier proposal and does not include supporting arguments. The proposed expansion may close 52nd St between MLK Jr and Dover Streets. Oakland bicyclists have long relied on 52nd St to link travel on West St with Dover Street. EBBC hopes to guarantee that 52nd will remain open to bicyclists--perhaps in a manner similar to the paths that cross through the Alta Bates Hospital. If our discussions with hospital staff and elected officials are not fruitful, we will

consider an oppose position for Proposition A at our Jan 15 meeting.

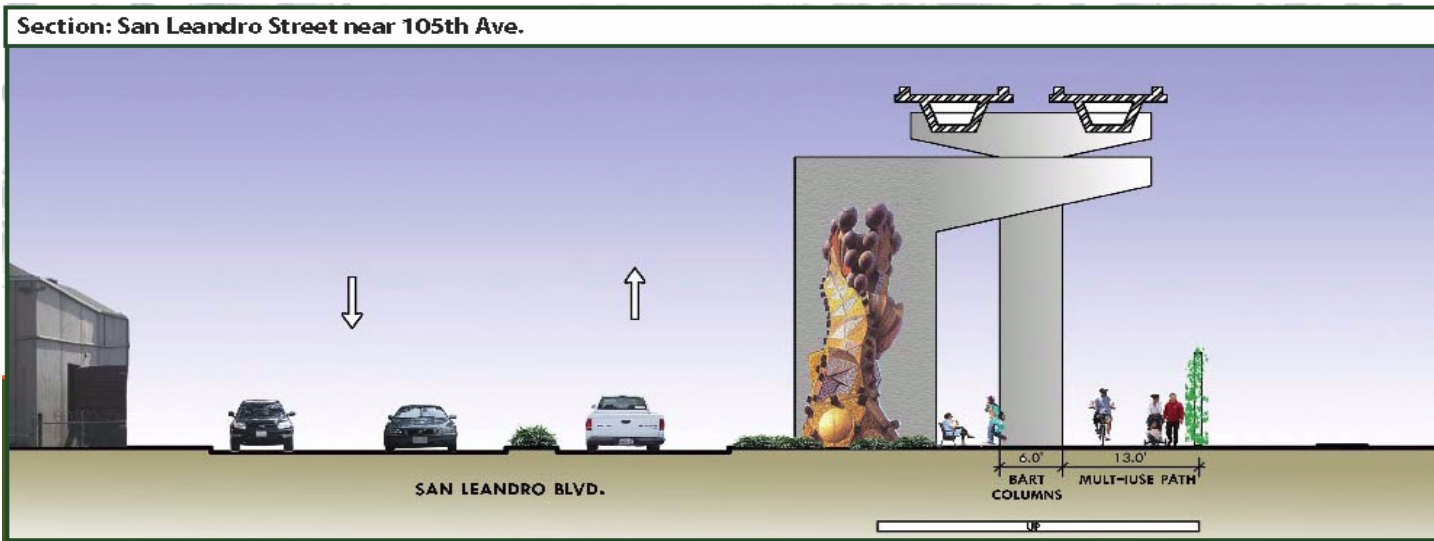
Fruitvale Alive

Federal Transportation Enhancement (TE) funds are intended to promote bicycling and walking. EBBC questioned awarding \$2 million in TE money to an earlier proposal that would do little to enhance access to Fruitvale BART. Now the "Fruitvale Alive" project is intended to address bike/ped needs on Fruitvale Avenue. We are particularly concerned about the unsafe section between Foothill and E12th Street. Please mark your calendar to join a public hearing at 7:30pm on Wed, Jan 30 at Lincoln Cat, 2400 MacArthur Blvd. Contact David Ralston (510) 238-2870.

EBBC MEMBERS GET DISCOUNTS AT AFFILIATED SHOPS

- Alameda Cycle 1522 Park St, Alameda
- Bay Area Bikes 2424 Webster St, Oakland
- Bent Spoke 6124 Telegraph Avenue, 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
- **Cycle Path** 22510 Foothill Blvd, Hayward (*new member*)
- **Cycle Path** 337 Main St, Pleasanton (*new member*)
- 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
- Pioneer Bike Shop, 11 Rio Vista Avenue, Oakland
- 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
- Tip Top Bike Shop, 4800-A Telegraph Avenue, Oakland
- Velo Sport 1650 Martin Luther King Jr. Way, Berkeley
- Wheels of Justice Cyclery 2024 Mountain Blvd, Oakland
- wheelgirl 1714 Fourth Street, Sore C, Berkeley
- 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.



East Bay Greenway
Urban Ecology's bold proposal for a spine path from Oakland to Hayward--and perhaps through Fremont--gains supporters

Over a three years ago, Urban Ecology began planning a multi-use path under or near the BART tracks starting in East Oakland, and continuing south to Fremont, passing through San Leandro, unincorporated Alameda County, Hayward and Union City along the way. Urban Ecology now has a draft Concept Plan for the East Bay Greenway.

Since EBBC published an article on the path proposal in the June 2006 issue of *rideOn*, Urban Ecology has been busy building a coalition of supporters.

Recent discussions of Urban Ecology's proposal to connect neighborhoods with a path focused on the East Bay's BART/Union Pacific Railroad Corridor have gained surprising support.

On November 8, 2007 Alameda County Supervisor Nate Miley's Transportation Roundtable featured an East Bay Greenway presentation to a packed audience. The Alameda County Transportation Improvement Authority hosted a similar presentation on November 28. Most recently, on December 20, 2007 members of

the Alameda County Congestion Management Agency made supportive comments about the East Bay Greenway during discussions of projects for possible inclusion in the Transportation 2035 plan.

The Promise

When BART was built in the sixties, it was heralded as one of the greatest achievements in public transportation history. Its promotional videos touted how modern its system was and how seamlessly it would be incorporated into the everyday lives of Bay Area residents. It showed us beautiful elevated tracks with landscaped ground beneath the structure, allowing for free and pleasant movement from one side to the other. BART designs were intended to minimize the impact of these imposing tracks being constructed in the heart of our urban living environment.

In Berkeley, Albany and El Cerrito this BART promise has come true. Under the train lines the Ohlone Greenway provides a multi-use and crucial link between neighborhoods to many East Bay residents. It is a landscaped bike and pedestrian path that runs underneath the BART right-of-way, providing amenities and lush greenery. The Ohlone Greenway is Urban Ecology's inspiration and model for our very own Greenway in a much different part of the Bay Area. Our goal is to make BART's promise of a low impact train sys-

tem a reality for all Bay Area residents.

The Reality

There are roughly twelve miles from 18th Avenue in Oakland southwest to Hayward that are home to these elevated tracks that BART promoted in the fifties, but they are by no means unimposing or inconspicuous to the neighborhoods they pass through. These aerial tracks cut through urban areas with very little regard for their impact. Beneath them there are cement pillars with often muddy, rocky, and uneven ground, and fences blocking off various sections. The elevated tracks create a dark, ominous ceiling at night, yielding uninviting conditions for local residents. During the day people largely avoid the area under the tracks altogether. They divide neighborhoods and communities.

Some people try to bike underneath the aerials, creating an *ad hoc* bike path, but they can only go for a few blocks before some barrier gets in their way, or even more drastically burst a tire on sharp rocks or glass littering the neglected ground. Instead of the lifted tracks allowing for free movement between the two sides as BART promised, they have created an ugly and dangerous divide, as well as a no-go zone for East Bay residents in the heart of

"Greenway" continued p. 6.

Minutes

of the Annual Board and General Membership Meetings on November 20, 2007. Rockridge Library, Oakland

EBBC Annual Board Election Meeting

Meeting was called to order by Craig Hagelin, Chair, at 7pm.

All current board members were nominated and re-elected for 2008. Changes among the officer positions include: Dave Campbell will be the new Chair, and Dave Favello the new Vice-Chair; Rick Rickard and Tom Ayres will continue as Treasurer and Secretary, respectively.

Tom Ayres will replace Dave Favello as the EBBC's CoCoCo representative to the BABC while Dave focuses on BART and grassroots CoCoCo issues.

Many thanks to Craig Hagelin for his years of service as Chair.

Treasurer's Report

Rick Rickard reported we will need a substantial increase in income to cover increased expenses in 2008, but we are optimistic that this will be achieved through increases in renewals, new memberships, and sales of merchandise, in part thanks to our newly-opened office at Fruitvale Village next to BART and the BikeStation.

EBBC General Membership Meeting

Meeting was called to order by Craig Hagelin, Chair, at 7:30pm.

4th Bore Coalition (FBC) - In October, EBBC elected to join with 4 other organizations (now 5 with addition of Friends of the Greenbelt) in the Caldecott 4th Bore Coalition. Each organization has committed a minimum of \$5000 and a lawsuit was filed on 11/13/07. EBBC's specific concerns include the failure of Caltrans to consider issues important to bicyclists in relation to the planned 4th bore for the Caldecott tunnel, including the rush-hour blackout on BART, Safe Routes to Transit, reconnect the Landvale Bridge, and study the feasibility of using the 3rd bore air duct for cyclists. (See: *Nov-Dec rideOn* for details). EBBC members are urged to support the lawsuit and may contribute directly to EBBC and designate

that the funds be applied to the FBC lawsuit, or by sending donation checks directly to the newly incorporated Caldecott Fourth Bore Coalition and indicate "FBC-EBBC" in the memo line to show that donations come from EBBC members. (See article in this issue for details.)

Oakland - Bids for reconfiguration of Lakeshore Ave. should be received in January. In the next 6 months, we expect that bids will be sought for the 12th St. dam reconfiguration, and the gateway at the 66th Ave. entrance to the Bay Trail will have a public dedication ceremony. A lawsuit related to the Oak-to-9th development plans, in which EBBC was involved, has been dropped due to lack of funds, but 2 lawsuits by other parties will go forward.

Mokelumne Aqueduct Trail – MTC commitment of \$1.5 million to build path overpass of the SR4 Bypass in Brentwood faces a funding shortfall and other funding sources need to be identified (over \$4 million total). Currently the Bypass Authority is considering rescinding the existing commitment despite a requirement in the environmental documents that require the severed multiuse path to be completed before Caltrans can accept the facility. EBBC is working with East Bay Regional Park District to identify a solution.

Regional Transportation Plan – A number of EBBC members attended a public meeting in Oakland at which the MTC and ABAG invited an audience of about 800 agency and community representatives from around the SF Bay Area participate in their 25-year transportation planning effort. Extensive information is available at the MTC website [www.mtc.ca.gov]

-Submitted by Tom Ayres, EBBC Secretary

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our densest, most polluted and industrialized urban areas.

The Challenge

The East Bay Greenway's goal is to transform this corridor into a beautiful path with vegetation, bike paths, benches and other amenities. It will convert the BART right-of-way underneath the elevated tracks into a strip that positively influences the neighborhoods it cuts through. The centerpiece of the Greenway will be a bike and pedestrian path running the length of the BART tracks. There will also be benches, water fountains, lighting, landscaping, art work, and other services, all in order to create a pleasant and welcoming destination for local residents.

The Greenway will pass through neighborhoods that are home to approximately half a million residents in some of the Bay Area's most neglected communities. Though the demographics of these communities vary from place to place, most residents are low-income, non-white and suffer from higher instances of life-style related ailments. For example, the San Antonio neighborhood has more than 1.5 times the county rate of diabetes and asthma. To further exacerbate this problem San Antonio lacks sufficient open space for exercise. Residents in places like San Antonio throughout the Greenway drastically need access to more open space, and creating an inviting bike and walking path along this 12 miles stretch will provide this service to these East Bay residents.

In addition to redesigning the underbelly of the BART right-of-way, we plan to incorporate a bike path that links the Greenway to the Bay Trail. This will create additional exercise opportunities for Easy Bay residents, and promote even healthier, more active life styles.

For three years Urban Ecology has been working in the Lower San Antonio neighborhood of Oakland to improve their street environments. With this work we have

"Greenway" continued p. 6.

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http://www.cherrycitycyclists.org
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http://www.deltaped.org
Diablo Cyclists http://www.diablocyclists.com
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http://GrizzlyPeakCyclists.org
Oakland Yellowjackets 510-986-9011
http://www.oaklandyellowjackets.org
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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 (BFBC)
510-549-RIDE www.bfbc.org
CA Association of Bicycling Organizations
http://www.cabobike.org/index.htm

California Bicycle Coalition (CBC) www.calbike.org
K.C. Butler, Exec Dir 916-446-7558
Cycles of Change www.cyclesofchange.org
Greenbelt Alliance www.greenbelt.org
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Walk Oakland Bike Oakland (WOBO)
www.walkoaklandbikeoakland.org
Waterfront Action www.waterfrontaction.org

COMMUNITY REPS & ADVOCATES

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EAST BAY BICYCLE COALITION membership form

Send your tax-deductible donation to **EBBC, PO Box 1736, Oakland, CA 94604**
For EBBC meeting information check www.ebbc.org or call (510) 533-RIDE (7433)

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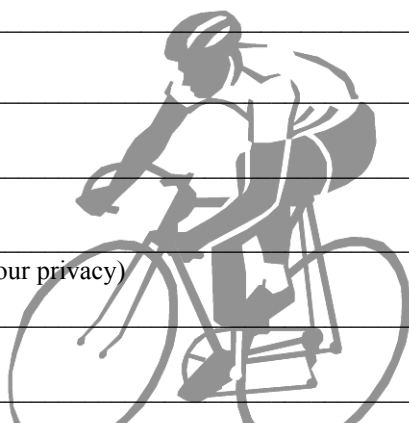
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"Greenway" continued p. 6.

learned first hand about the relationship between an area's urban environment and how it impacts local residents' public health, exercise behavior and transportation opportunities.

It is crucial that East Bay residents improve their life-style choices and interaction with their public living space. According to the Hayward Health Profile, "Hayward had a significantly higher hospitalization rate and higher mortality rate from coronary heart disease than Alameda County [which includes more affluent cities and regions]." Hayward also suffers from a "substantially higher rate of hospitalization for diabetes-related illness and notably high rate of diabetes-related death than the county." East Bay residents struggle to live healthy lives with sufficient exercise. With the addition of the Green-

way residents will be able to walk, run and bike in a green and safe environment and provide an opportunity for residents to stretch their muscles, work up a sweat and stay active.

The Future

The next phases of the planning are quickly approaching. Urban Ecology is seeking funding for the engineering plans and the environmental impact studies. The next step is to hire an engineering firm to create the 35% engineering plans for the Greenway, which will come from our concept drawings that we will have finalized by the end of the year. These plans are necessary to actually start the construction phases of the East Bay Greenway and award contracts to construction agencies. We at Urban Ecology do not have the staff to design these plans ourselves, but as the lead agency of the project, with the concept draw-

ings and community involvement, we will be able to hire an engineering firm that can bring our concepts closer to reality.

We also need to complete the environment impact study. Funding for this will enable us to gain a better understanding of how the Greenway will impact the areas it passes through. With this information in hand, we will be able to advocate for the Greenway's construction to agencies such as BART, east bay local governments and the county of Alameda.

This process is long, hard and filled with hurdles that we need to overcome, but with the dedication of our staff, the support of foundations and the excitement from the communities we aim to serve, we are confident that the Greenway will be built, and built well.

-Urban Ecology

www.urbanecology.org

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