

AC Transit Looking to Increase Bike Capacity of Express Buses



Prototype bus luggage-bay rack that holds two bikes. By using a front rack and racks in two luggage bays, AC Transit is working with Sportworks Racks to augment the bicycle capacity on each of their new 45-foot transbay and express buses to six bikes.

NEXT MEETING begins at 7:30pm on August 19 (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. Action on Federal cuts in Transportation Enhancement funding for 2004 and the upcoming battle to include TE funds in the six-year reauthorization of the surface transportation bill will be on the agenda. Also to be discussed will be the progress in CoCoCo on the Measure C reauthorization, action on bike/ped projects submitted to the Air District for funding (Emeryville Bike/Ped Overpass, Oakland's Market St, Cerrito Creek, etc.), Measure B projects in Alameda County, and the proposal for Bike to Work Day 2004.

Good News! Bus Bike Rack Bill Passes Crucial Hurdle

Bike racks on 45-foot coaches (AB 1409) received a supporting vote from the Senate Transportation Committee on July 1. Plus we will soon gain additional bicycle capacity on large buses.

Transportation Committee Chair Senator Kevin Murray (D-LA) greeted the bill sponsor, Assembly Member Lois Wolk (D-Davis) with "this is a wonderful bill to allow bikes on [all] buses." With that said, the assembled supporters merely introduced themselves and stated their support for linking bikes with transit. The supporting speakers represented the East Bay Bicycle Coalition, the Metropolitan Transportation Commission, and AC Transit.

We sweated through a lengthy agenda and a rumor that Caltrans would offer opposition to the current version of the bill. Nevertheless, when the bill was called, no opposition appeared. Did the EBBC's written appeal to Caltrans Director Jeff Morales have a persuasive impact? Or did the Bay Area Senators serving on the committee (Perata-Oakland; Torlakson-Antioch; Figueroa-Fremont; and

Speier-Hillsborough) persuade Caltrans to back off?

Perhaps it was simply the combination of common-sense and hard work by the bill's sponsors and supporters (including YOU!) that made for such a pleasant day at the state capitol. As well, Caltrans was motivated to replace the costly San Mateo Bridge Bike Shuttle with regular AC Transit coach service that can carry bikes on front-loading racks, plus additional racks in the luggage bays. This proposal has been endorsed by the Bay Conservation and Development Commission — on the condition that each bus carry six bicycles — and Caltrans has now agreed to switch to AC Transit in December this year.

Immediately after the CHP restricted AC Transit from adding bike racks to the front of the newest 45-foot coaches, transbay bike-bus commuters called the EBBC to protest that they were being left stranded. AC Transit had earlier installed bike racks on their entire fleet.

With seven toll-bridge crossings in the East Bay and numerous express-bus services either in operation or proposed, the EBBC is particularly motivated to advocate for bicycle access on all transbay and express-bus operations over the freeways and bridges.

-Robert Raburn

BART Studies Conversion of Iron Horse Trail into Rail Line by: Eric McCaughrin

The popular Iron Horse Trail, running from the Dublin/Pleasant BART station in the south all the way to Concord in the north, began life as a railway line. After the line was abandoned, the line was acquired with the provision that it would be used as a transportation corridor. Today, that corridor is the very popular bike/ped Iron Horse Trail, but there is a study underway to run passenger rail as part of the tBART plan.

The tBART idea began after it was clear that a regular BART extension to Livermore would not generate the ridership needed to justify BART's enormous \$100+ million/mile capital costs. The idea is to run diesel-powered passenger trains (DMU's) on conventional freight lines — at a tiny fraction of the cost of BART. A DMU is a train that resembles a light-rail vehicle, but is powered by a fuel-efficient diesel locomotive that is integrated into the passenger car.

The study (<http://www.bart.gov/about/planning/toLivermore.asp>) will look at various alignments that run as far as Tracy. A regular BART line to Livermore will also be studied, with connecting rapid-bus links to outlying areas.

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SUPPORTING BUSINESSES

- **Hank & Frank Bicycles** 3377 Mt. Diablo, Lafayette
- **Missing Link** 1988 Shattuck Ave, Berkeley
- **The Pedaler** 3826 San Pablo Dam Rd, El Sobrante
- **Palmer Group** <http://www.bikeparking.com>
- **Cycle City** 1433 High St., Alameda
- **Stone's Cyclery**, 2320 Santa Clara Ave, Alameda
- **Sharp Bicycle**, 969 Moraga Rd., Lafayette
- **Dublin Cyclery**, 7001 Dublin Blvd, Dublin
- **Cycle Sports** 3241 Grand Ave, Oakland
- **Left Coast Cyclery** 2928 Domingo Ave, Berkeley



Computer-rendering of a BART DMU

SHORT REPORTS

KIRKER PASS - Bruce "Ole" Ohlson intervened with County Public Works staff to remind them that Kirker Pass Road is identified as a proposed bikeway in the Countywide Bicycle and Pedestrian Plan. As a result the current 12-18-inch shoulder will become 2-3 feet between Pittsburg and Concord. Ole earlier succeeded in getting the County to put the asphalt overlay all the way to the existing shoulder.

WIDE SHOULDERS - We all know that shoulders on rural roads are often inadequate to provide room for bicyclists. Also, not all such routes are identified on bicycle plans as with Kirker Pass (above). The EBBC urges you to help us promote the regular accommodation of bicyclists on rural roads in the reauthorization of the federal transportation spending bill called SAFETEA. Please write to the tireless Minnesota champion for bicyclists, Congressman James L. Oberstar, 2365 Rayburn House Office Building, Washington DC 20515.

CARQUINEZ SCENIC HIGHWAY - With the dedication of the beautiful new Carquinez Bridge bikeway slated for December 2003, the long-closed Scenic Highway between Crockett and Martinez will come under increasing pressure for path improvements. The EBRPD has completed a plan to provide a path overlay on the deteriorated

roadbed. Please ask Congressman Oberstar (above) to include this project in the SAFETEA reauthorization.

ANTIOCH-BRENTWOOD - The EBBC reminded County officials of an obligation to build a bike/ped bridge over the SR 4 Bypass within one year of the completion of trail segments leading to either side of the bypass. Permits for home developers on both sides of the SR 4 Bypass are conditioned to require the paths.

POSSIBLE ROAD I COURSES? - CoCoCo is considering adding \$2 to \$3 to vehicle license fees to generate about \$2m/year. The proposed allocation of funds - 1/2 Safe Routes to School, 1/4 Health Dept Injury Prevention Programs, 1/4 to Cities for enforcement and education - could include our popular Road I Safety courses.

PITTSBURG HARBOR ST - The replacement of the narrow SR-4 overcrossing on Harbor St is "big, shiny new and bicycle-friendly" according to Bruce "Ole" Ohlson, The City of Pittsburg has completed the design phase to extend the bike lanes approximately 2-miles to Buchanan Road, past the Delta DeAnza Trail. Eventually, the "Pittsburg Loop Bikeway" will facilitate Safe Routes to Transit by serving a proposed rail transit station.

CERRITO CREEK - El Cerrito Councilmembers voted unanimous support on July 21 to adopt a plan to connect the Bay Trail with the Ohlone Trail and seek design funding. The EBBC reminded the councilmembers that the El Cerrito Plaza BART station is the closest station to the Bay Trail. Many EBBC members have participated in the three planning meetings over the past year for this Albany, El Cerrito, and Richmond project.

BART-SFO RIDERSHIP - According to latest reports, ridership on the new SFO extension is only 16,000 per day, far short of the approx. 40,000 predicted for the first year. BART staff have been claiming almost 25,000 riders, but that figure improperly includes 8,000 existing riders at Colma. The Peninsula line needs at least 33,000 riders to break even and any operational shortfalls must be covered by Samtrans. Unless ridership picks up, Samtrans (which runs bus service in San Mateo County and was already running a small deficit) will have to pay at least \$8 million per year in subsidies. Given the low ridership, it would seem that the onerous bike restrictions (which apply even in the **non-commute** direction) should be lifted.

BAC Calendar

compiled by: John Ruzek

Alameda County New BPAC to be formed by ACTIA. See www.acta2002.com for more info.
Staff: Rochelle Wheeler, (510) 267-6121, RWheeler@acta2002.com.

BART Aug 4, Oct 6, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6425; **Co-Chairs** Joe Carroll, JCarroll@lmi.net, Dave Favello, 925-939-9462, DaveVelo@aol.com, - County representatives: Alameda - Raines Cohen 510-337-9427 Raines@raines.com; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, CHagelin@earthlink.net.

Berkeley No Aug mtg. 2118 Milvia St., 2nd floor, **Staff:** vacant; **Chair:** vacant; EBBC rep. Mark Abrahams (510)524-1294 dma@bf-bc.org.

Brentwood August 19, Sep 16, 4:00 pm Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, JHansen@ci.brentwood.ca.us, Delta Pedalers rep Dave Stoeffler 925-634-1793, Daves@ecis.com.

California Bicycle Advisory Committee (CBAC) Aug 7, Oct 2, 10:00 - 3:00 pm, Meetings held bimonthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. **Staff:** Ken McGuire, Caltrans, 916-653-2750, Ken_McGuire@dot.ca.gov; **Chair:** Alan Wachtel, CABO, 650-494-1750, Wachtel@aol.com; REBAC rep: (vacant).

Caltrans District 4 Oct 14, 1:30 pm, 111 Grand Avenue, Oakland (Call Chair to confirm). Meets quarterly to review state highway projects which impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, Julian_Carroll@dot.ca.gov; **Chair:** Doug Kimsey, MTC, 510-464-7794, DKimse@mtc.dst.ca.us; EBBC rep Doug Faunt, 510-655-8604, Faunt@netcom.com.

Concord (Trails Advisory Group) Call for date & location or check www.ci.Concord.CA.gov.us, **Staff:** Ginger Gessner, Parks Manager, 925-671-3444, EBBC rep Kathy Tate, 925-671-7579, Bikekat@constant.com.

Contra Costa County Meets yearly in late fall to review TDA Article 3 projects. **Staff:** Joe Yee 925-313-2258; **Chair:** John Ruzek, 925-939-5181, John_Ruzek@yahoo.com.

EBBC Online Resources

The EBBC Online

To keep up with the latest news and happenings, subscribe to the EBBC online mailing list. Mailing lists are a great way to quickly notify lots of EBBC members of important meetings, hearings, etc.

To subscribe to the list, send email to:

ebbc-talk-request@idiom.com

with the following in the **body** of the message:

subscribe

Submissions to *ebbc-talk* are archived at <http://www.ebbc.org/list.html>.

CONGRESS SLASHES BIKE BUCKS

The Congressional vision for transportation is obscured by oil.

On July 24, 2003, the House Appropriations Committee failed to pass an amendment offered by Congressman John Olver (D-MA) to fully restore enhancements funding by a vote of 29-33. While this is a setback, it is not a complete loss. The vote was closer than we expected, but with only two Republicans offering support, it followed party lines. The stage is now set for a battle on the House floor when Congress returns from its August recess.

Transportation Enhancement funds have made possible the construction of projects like the Bay Trail, the Berkeley Bike/Ped Bridge, the Ygnacio Valley Overcrossing along with parts of the Iron Horse Trail, the St Stephan's Trail linking Orinda with Lafayette, and provided bike lockers and parking at BART stations. A full listing of TE projects in the East Bay is available at www.ebbc.org.

It is not as though Congress is cutting the budget, they are simply shifting funds to additional road projects, now set to receive \$34.1 billion in fiscal year 2004 — \$2.5 billion more than in the current year! The chair of the sub-committee that wrote the bill, Rep. Ernest Istook (R-Okla), garnered \$518 million for Oklahoma highways while cutting funds for rail, pedestrian safety and bicyclists.

Although the Bay Area congressional delegation does not have a seat on the Appropriations Committee, our list-serve and web-site appeals for all EBBC members to call on local Representatives Barbara Lee, Ellen Tauscher, George Miller, and Pete Stark to help restore the enhancement funds bolstered our status in Washington DC. Thanks to all of those who have made calls and sent messages to Congress!

San Lorenzo Creek Restoration & Trail Opportunities

San Lorenzo Creek flows from Dublin Canyon above Castro Valley toward the Bay under Hayward's Foothill Boulevard. It is then displaced almost a mile north by the Hayward Fault through residential areas in unincorporated Ashland, Cherryland and San Lorenzo before entering the Bay near a cluster of new homes at the foot of Lewelling Blvd in San Leandro. A proposed bikepath along the currently forsaken channel would link the Bay Trail with the Don Castro Regional Park.

There is budding hope for future access. Alameda County has initiated a creek restoration and trail project from Hazel Ave to Second St to test the feasibility of habitat restoration and conversion of the San Lorenzo Creek channel to a multi-use public facility. The concept was initiated as a District Clean Water Program strategy to improve stormwater quality and wildlife habitat by inspiring community stewardship of the San Lorenzo Creek watershed.

The project relies heavily on the recommendations made in the Ashland/Cherryland Business District Specific Plan, Alameda County Bicycle Plan Update for the Western Unincorporated Areas, the North Hayward Neighborhood Plan, and the Hayward Area Parks & Recreation District Master Plan. Each plan recommends allowing public access to the channel—including a bicycle route — and to make open space available to a built-up community that is underserved in this regard.

The current creek project calls for the path to be forced to street level at Foothill Blvd/Citycenter Dr in Hayward. However, the EBBC has proposed that the Foothill widening project engineers mitigate the impacts that the additional traffic lanes will have on the community by bridging the creek to allow bike and pedestrian travel under the new roadway. According to the EBBC, this proposal would provide safe access across the 10 or more lanes on Foothill Blvd for the hundreds (thousands?) of workers at the Mervyn's headquarters and Centennial Hall.

-Paul Modrell,
Alameda Co Flood Control & Water Conservation District



San Lorenzo Creek above Foothill Blvd offers a wooded riparian environment with remnants of WPA trails built in the 1930s.

tBART continued

Not surprisingly, the idea of putting a rail line along the IHT, with diesel trains going by every 10-20 minutes, is not very popular. Proponents of the plan have pointed out that the ROW is 100 feet wide in most places, which they claim is enough to accommodate both bikes and diesel trains with proper landscaping and sound buffering.

But according to published reports, the idea is basically DOA. This is what Dublin City Councilman George Zika said about the proposal (in the *Contra Costa Times*):

"At one time, there was talk about running light rail down that line from Contra Costa County, and citizens nearly lynched the people talking about it. It's not going to happen."

A more important issue, however, is whether it makes sense to spend over \$1 billion on a rail project where the cost per trip would pencil out to \$14-32. Indeed, the whole idea of building any kind of tBART would be moot had the High Speed Rail Commission stuck with their original proposal of having trains from L.A. and Sacramento come into the Bay Area over the Altamont pass. That high-speed rail infrastructure could also be used for a tBART-type commuter service, as well as a high-speed ACE commute service to Silicon Valley. Whereas the Altamont alignment would capture the Tri-valley area with a population well over 1 million, the currently favored alignments south of San Jose (Los Banos and Henry Coe State Park alignments) serve an area with at most 100,000 people. Moreover, the Altamont alignment would save \$2-3 billion in construction costs.

(For more info on the Altamont alignment, visit <http://www.arch21.org/CaHigh-Speed.dir/hsrindex.html>.)

Newsletter notes:

Take a moment to look at the mailing label on the back of your newsletter to find the expiration date of your subscription.

If your subscription is about to expire (or if the label says **expired**), please renew now.

Bridging the Fremont Gap

We need to create a path connecting Dixon Landing, on one side of Coyote Creek, to Fremont Boulevard. The substantial (approx 60-foot) width of the Alameda County Flood Control Channel just south of the end of Fremont Blvd acts as an insurmountable barrier for bicycle and pedestrian travel between the bayfronts of Alameda and Santa Clara counties.

From the south in Santa Clara County, the present Bay Trail approaches the new McCarthy Blvd bridge over Coyote Creek, but the trail itself is fenced off near that bridge. Bay Trail users have been told that they will have to wait until Fremont Blvd is extended to Dixon Landing and McCarthy Boulevard. Perhaps a decade.

Having bicycle commuted from Sunnyvale to Warm Springs Blvd from 1997 until my company moved to Fremont's Gateway Industrial Park early this year, a Bay Trail

bridge would make it reasonable to regularly ride to work. Recently, I met another bicyclist who regularly rides into this "cul de sac" via Fremont Blvd. He too is frustrated at the lack of amenities (like restaurants) to which he can ride, despite the nearby McCarthy's Ranch shopping center.

Following telephone calls to the Robert Raburn at the EBBC, Jim Stallman at the SVBC, and Janet McBride, director of the ABAG Bay Trail project, I was able to meet with the Fremont Bicycle Pedestrian Technical Advisory Committee, chaired by Michael Graff, to propose a simple bridge trail crossing prior to the road construction. The idea received favorable comment and Jim Stallman from SVBC identified a levee alignment that appears feasible.

Janet McBride has promised to engage the Alameda County Flood Control District to set up a site visit so that we can identify the issues in detail. We will invite representatives of the City of Fremont, the Fremont BPTAC, the Fremont Freewheelers, City of Milpitas and its BPTAC, the EBBC, and the SVBC.

-Richard Withers
rich.withers@nmr.brucker.com



Congress crippled Transportation Enhancements funding for 2004 in favor of "critical" highway projects. The message to bicyclists, wheelchair users and parents with baby strollers near this Hayward overpass of BART tracks — the only crossing for about 1-1/2 miles between Harder and Tennyson Roads — is get a car! (See article p. 4.)

MINUTES of the General Meeting of Tues., July 15, 2003, held at the Rockridge Branch of the Oakland Public Library

Meeting chaired by Chair Craig Hagelin.

Minutes of last meeting: No corrections.

Treasurer's Report: No report; treasurer out of town.

Announcements:

Eric McCaughrin indicated his understanding that a study is underway to determine whether "t-BART" will be aligned along the Iron Horse Trail through the San Ramon Valley. Eric will investigate and report back. Robert Raburn also will monitor for information at ACTIA meetings.

Bruce Ohlson reported that a "grind & repave" is currently underway on Kirker Pass Road in the east county. He is concerned about the future status of the bike lane on this stretch of roadway. A motion was made, seconded, and approved unanimously for EBBC to write to the city (Pittsburg?) indicating our interest in maintaining, at a minimum, the 18 inch shoulder, and ideally to consider improved bicycle accommodations.

Jennifer Stanley announced a meeting on July 16, 2003, at 6:30 PM at Mosswood Park in Oakland to continue planning of the MacArthur BART Village. Interested members should attend.

Robert Raburn announced a meeting on July 23, 2003, at 6:30 PM, to address the problematic issue of left turns for bicycles from westbound San Pablo Dam Road onto southbound Amador Street as part of the I-80 Bikeway. Interested members should attend.

Robert also announced the dedication of the Bay Trail Pedestrian Bridge to the Emeryville section of the trail. It will occur at 11 AM on Saturday, July 19. Bicyclist attendance would help our cause.

A congressional sub-committee has stripped most enhancements from the new Transportation Enhancements Authorization (TEA) bill. It is very important for all members to call their representative (Lee, Stark, Miller, or Tauscher) with a strong message to "replace transportation enhancements in the TEA bill." Examples of projects that have benefited from prior TEA funds include the Bay Trail and the Berkeley Bicycle Bridge. Amanda Jones indicated that additional information is available at:

www.AmericaBikes.org. Robert will send an item to the EBBC list-serve in the next few days.

Discussion Items:

1. CCTA Board Meeting, July 23, 6-8 PM, Renaissance ClubSport: There is considerable activity by three of the four regional planning committees in CoCoCo to reduce the proposed 5% bike/ped allocation in Measure C. Bicyclists need to show, bring friends, and support the 5% allocation.
2. Bay Trail Fremont Gap: Robert Raburn is working with Rich Withers and the Fremont BPAC to support their efforts for a 60 foot bridge a flood channel barrier near Coyote Creek at the Alameda/Santa Clara line.
3. Access to CCC Feeder Trail #1: this road, which runs from the intersection of Bear Creek Road and Alhambra Road into Martinez, is a public right-of-way, but is currently blocked by a private owner. It was moved, seconded, and unanimously approved for EBBC to work with the Trails Council to support opening of this trail to the public.
4. Carquinez Scenic Highway: Robert reported that EBPRD is willing to consider "opening" this stretch of highway to bicyclists (it is signed as closed) if the road can be improved. It was moved, seconded, and approved for EBBC to support a 10 foot overlayment to make this road safe and passable for bicyclists. Robert noted that it is particularly important with the upcoming bicycle accessibility to both the Benicia and Carquinez bridges.
5. Bailey Road Crossing: Delta/DeAnza Trail: Bruce Ohlson explained the hazards to bicyclists and pedestrians at this busy intersection. Trail users must negotiate an off-ramp where motorists may not see bicyclists and pedestrians. Bruce is working with Julian Carol of CalTrans and the local traffic engineer to monitor traffic and come up with a safe solution. No action required at this time, but we will continue to watch closely.
6. Caldecott Tunnel Mitigation: John Eastman of the North Hills Phoenix Association is working to bring various neighborhood groups together to support a bike/ped bridge over highway 24. They are willing to work with EBBC on this issue. For additional information and history, email John at eastman70sh@earthlink.net. No action required at this time, but we need to continue to monitor this (and the impact on bicycle access east of the tunnel if the 4th bore is constructed).
7. 65th Avenue Bike Lane: there is an important meeting of the Emeryville BPAC on 7/16. Area residents are upset over loss of parking to the bike lane (total of 5 spaces due to change from diagonal to parallel). No action required.
8. Hayward Bypass Mitigation: this item was bypassed.
9. Oakland Bike Route Signs: Ron Bishop is working (as head of Oakland BPAC) to get larger wayfinding signs. A meeting is scheduled on July 17; Ron, Robert, and Rick Rickard will attend.
10. Lake Merritt interim proposal: Dowling Associates has provided a low-cost proposal to the city of Oakland for interim improvements on the 12th Street dam roadway; the city is interested and following up. Robert & Rick reported that the Measure DD coalition has agreed to endorse these actions (although they do not require Measure DD funding).
11. Legislative bill status: Robert reported success in getting approval for bike racks on ALL buses. The Senate Transportation Committee unanimously approved the bill which will now go to the full senate (AB 1409). A vote was taken today on AB 1408 (updating the code for bicycles); no outcome as of meeting time.

The meeting was adjourned at 8:40 PM to hear a fascinating presentation by Michael Cramer on the Berlin Wall Bicycle Trail.

Respectfully submitted,
Rick Rickard

EAST BAY BICYCLE COALITION

510 433-RIDE

<http://www.ebbc.org>

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AFFILIATED BIKE CLUBS

Berkeley Bicycle Club www.berkeleybike.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 Ben Lee 510-651-2448

<http://fremontfreewheelers.org>

Grizzly Peak Cyclists Al Forkosh 510-655-4221

<http://GrizzlyPeakCyclists.org>

Oakland Yellowjacket

Recorded Message 510-986-9011

<http://www.oaklandyellowjackets.org>

Santa Rosa Cycling Club

Bill Oettinger 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

jseklundre@sbcglobal.net

<http://www.valleyspokesmen.org>

COMMUNITY REPS & ADVOCATES

Alameda, BikeAlameda 510-595-4690

<http://www.bikealameda.org>

Albany Preston Jordon 510-559-8684

PDJordan@lbl.gov

Bicycle-Friendly Berkeley Coalition

Recorded Message 510-549-RIDE

Bicycle Trails Council of the East Bay

Hot Line 510-466-5123

www.btceastbay.org

Bike the Bridge Coalition

Jason Meggs 510-273-9288

jmeggs@ucdata.Berkeley.edu

CA Association of Bicycling Organizations (CABO)

Kathy Tate, East Bay Rep 925-671-7579

biketate@tpi.net

California Bicycle Coalition (CBC)

Chris Morfas, Exec. Dir 916-446-7558

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510-713-7441

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Livermore Amador Valley Trails Council

Deloris Bengston www.tclav.org

Penninsula Bicycle & Pedestrian Coalition

650-424-6134

Pittsburg Bruce "Ole" Ohlson * 925-439-5848

bruceoleohlson@hotmail.com

Pleasant Hill De Capshaw 925-825-6720

Pleasanton Robert DeMattei 925-484-1470

Regional Bicycle Advocacy Coalition (REBAC)

Dave Snyder 415-431-2453 ext. 31

Silicon Valley Bicycle Coalition 408-236-2181

<http://www.svbcbikes.org>

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. 6.

Danville Meets as required. **Staff:** Bryan Welch, 925-314-3313, *BWelch@ci.danville.ca.us*. **Chair:** Sandra Meyers 925-837-5960.

Dublin Meets yearly in late fall to review TDA Article 3 projects

Staff: Ferd del Rosario, 925-833-6630, *Ferd.delRosario@ci.Dublin.CA.us*.

Emeryville approval by City Council. Contact Robert Raburn at 510-530-3444, *RobertRaburn@csi.com*, for further info.

East Bay Regional Park District Sep 22, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 **Staff:** Ro Aguilar, Legislative Analyst, 510-635-0138 x2006, **Chair:** Henry Losee, 510-276-2271, *EBhiker@aol.com*.

Fremont Aug 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 Next date TBD, 3675 Mount Diablo Blvd. Quarterly mtgs, check website, *www.ci.lafayette.ca.us*, or call staff for date.

Staff: Leah Greenblat, *LGreenblat@ci.lafayette.ca.us*, 925-299-3229, **Chair:** Bart Carr, *Bart_Carr@yahoo.com*, 925-299-1664.

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

Oakland Aug 21, Sep 18, 3rd Thursday at 3:30 pm at 250 Frank Ogawa Plaza, Suite 4314. **Staff:** Kathryn Hughes 510-238-6493, *KHughes@oaklandnet.com*; **Chair:** Ron Bishop 510-652-4667, *rbishop747@aol.com*.

Pittsburg Aug 7, Oct 2, 7:00 pm, Civic Center 3rd Fl, 65 Civic Avenue, **Staff:** Paul Reinders, *PReinders@ci.Pittsburg.ca.us*, 925-252-4822, **Chair:** Peter Carpino, *PCarpino@pacbell.net*.

San Leandro (BAC being formed.) Call Anna Vickroy, 510-577-3310, *AMVickroy@ci.san-leandro.ca.us*, for further info.

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

UC Berkeley Call staff for information during the summer. **Chair** Karl Hans, *KHans@uclink4.Berkeley.edu*; **EBBC rep:** Rachel Hiatt 510-325-6665 *RHiatt@uclink.berkeley.edu*, **Staff** Rita Bond, *Rita-Bond@uclink4.berkeley.edu*, 510-642-7194.

Walnut Creek Sept. 17, 7:30 pm, 111 N. Wiget Lane, at Shadelands Civic Arts Bldg. **Staff:** Mike Vecchio, Community Development, 925-256-3529; *Vecchio@ci.walnut-creek.ca.us* **Chair & EBBC rep:** Dave Favello, *DaveVello@aol.com*.

West Contra Costa County Bicycling interests are being addressed by an ad hoc BAC. Contact Robert Raburn at 510-530-3444, *RobertRaburn@csi.com*, for further info.

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

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