



Map 2: East of the Hills

Featuring:

- Central / Eastern Contra Costa County
- Eastern Alameda County



- Commuting
- Off-Road Cycling
- Touring
- Bike-Friendly Transit
- Recreation
- Everyday Transportation

www.ebbc.org

Completely Revised *Map 2: East of the Hills*

Available in Bike Shops and
Bookstores in January 2005!!

Much has changed in eastern Alameda and Contra Costa counties since the EBBC published the first edition of the *East of the Hills* map in 1994. Oakley was not incorporated, Amtrak's bike-friendly California Cars were not yet in operation, and BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton were not completed.

Sadly, new suburbs and traffic encroach on formerly bucolic rural routes favored by recreational riders. Our 1994 map not only helped bicyclists to select the best route, but it also acted as the primordial inspiration for transportation planners to take bicyclists' access and safety into account. As a direct result of our activism, plans and funding to accommodate bicyclists now exist in both counties.

We cannot halt growth, but our new map edition enhances our advocacy efforts while also guiding bicyclists. The interesting "Bicycle Advocacy Notes" on EBBC maps indicate some of our current projects and challenges.

With this new map you can find the best on-street route with the fewest hazards and least gradient, or go for a challenging climb up Mt. Diablo. If you want to take public transit or cross the bay with your bike, this is the map for you. EBBC maps are intended for all bicyclists: novice or experienced, utility cyclist or commuter, recreational rider or athlete-in-training, off-road path rider or fat-tire enthusiast.

The EBBC publishes two maps of the East Bay. They are at the same scale and use the same symbols, so they can be spliced together to form a single large bicycle map of the entire urbanized area of Alameda and Contra Costa counties (33 cities).

Map 1: West of the Hills (1995) covers western Alameda and Contra Costa counties including the Richmond, Berkeley, Oakland, Hayward and Fremont areas. Because our first maps in the 1970s focused on the Albany-San Leandro area, we call this "Map 1".

Map 2: East of the Hills (2005) covers eastern Alameda County, including Dublin, Pleasanton and Livermore; central and eastern Contra Costa County, including the Concord, Walnut Creek, Pittsburg, Antioch, Livermore, and Pleasanton areas; plus Benicia.

The 2005 edition of *Map 2: East of the Hills* was prepared by bicyclists for bicyclists. It represents the collective knowledge and wisdom of numerous individuals and organizations, compiled over many years by the EBBC. Although the EBBC has always advocated linking bikes with transit (our first big success was the Bikes on BART program in 1974), this new map depicts "Bike-Friendly Transit" (in blue) and shows the best bike routes near transit stations. As well, all bike shops are shown on the map and the list of government agencies was updated so you can know who to call to report hazardous conditions at the grassroots level.

We have retained our depiction of green on-street routes, designated for "average" or "experienced" cyclists, plus we use distinct symbols for paved off-street multiuse paths and unpaved trails. For road riders, special symbols show "secret" access connections not available to motorists. We also identify haz-

"Map" continued p. 4.

NEXT MEETING

begins on January 18th at 7:30pm at the Rockridge branch of the Oakland Public Library, 5366 College Ave at Manila. A 30 minute Board Meeting will precede the General Meeting.

Retrograde FRA to Implement Horn-Blowing Rule

Imagine you are at a railroad crossing. The gates are down, lights are flashing, bells ringing, a big giant locomotive with flashing lights can be seen speeding down the track. Heading out across the tracks would be crazy, but nonetheless 600 Darwin Award candidates get killed each year — usually by driving around the gates because they are too impatient to wait 30 seconds for the train to pass.

Would it make any difference to these drivers if the locomotive were also blasting a 100 decibel horn? The FRA seems to think so. Traditionally, horn blasting regulations were determined locally, but in 1995 grade crossing regulations were Federalized — at time when Congress and the courts have been supposedly reducing Federal mandates.

When the new rule goes into effect (tentatively April 2005), it will dramatically increase horn blasting by going after so-called *Quiet Zones*. These are places where whistle blowing is prohibited. Armed with a study that showed as many as 3(!) fatalities a year could be prevented nationwide, the FRA rule would only allow Quiet Zones to exist under incredibly strict conditions.

In Illinois, which has 900 of the nearly 2000 whistle bans nationwide, cash-strapped local government would have to spend \$116-234 million to meet the Federal mandate. Ironically, the FRA's own numbers show that in Illinois, collisions at crossings with hornblowing bans were actually 4.5% less frequent than at crossings where horns were sounded.

Many communities throughout the US sprung up along rail lines. In the greater Chicago area (a major rail hub) some 1.2 million residents live within one quarter mile of a grade crossing. In Beverly, MA (a suburb of Boston) the lifting of the horn ban on the city's 17 crossings could result in an average of two horns blowing every minute of every day.

Legitimate homeowner complaints over horn blasting makes it difficult to build political support for increased rail service. In her testimony before Congress, Rita Mullins, Mayor of Palatine, Illinois, notes the conflicting policies between Federal agencies:

Papers Please!

Amtrak Begins Mandatory Identifications Checks

It is like a scene straight out of an old Hollywood Cold War thriller. Train conductors come down the aisle verifying passengers' identification papers. If the correct documents cannot be produced, police are summoned and the hapless passenger could find himself sent on a one-way trip to the gulag.

Only in this case, the scene is playing out not in the movies, but in real life on Amtrak trains here in the USA.

In the wake of the Madrid train bombings, the Dept. of Homeland Security ordered Amtrak to perform random identification checks of passengers onboard trains. As well, all passengers are now required to provide government-issued identification when purchasing tickets.

Forgetting for a moment the extraordinary Constitutional issues, the ID requirement is bound to run up against some rather practical considerations. Already, problems have been reported with couples sharing a ten-ride pass on the Capitol Corridor. Legal residents who have no need for identification could run into problems, as will persons who simply lost their wallet or ID. The requirement also means Amtrak would never be able to use cash-based ticket machines.

And whereas the procedure might give the *illusion* of increased security, it is incredibly unlikely that ID checks would actually do anything to improve security. The 9/11 hijackers, for example, had valid photo identification. And foreign passports simply do not have a checkbox for "terrorist".

In fact, ID checks on their own make no sense, which leads to the suspicion that this is merely the first step before putting Amtrak passengers under the watchful

eye of the much criticized TSA "Watch List". The TSA Watch List, which has been in place since 2001 to screen airplane passengers, uses a secretive process to prohibit "terrorists" from boarding aircraft. Already, this list has prevented Senator Edward Kennedy and pop singer Cat Stevens from flying. Kennedy, who was stopped on five occasions said, "If they have that kind of difficulty with a member of Congress, how in the world are average Americans, who are getting caught up in this thing, how are they going to be treated fairly and not have their rights abused?"

The ID requirements clearly raise serious Constitutional issues. The first amendment gives the people the right to freely assemble (i.e. travel). It says nothing about giving the government the power to demand ID or to build secretive Watch Lists. As well, the fourth amendment prohibits unreasonable searches without just cause.

Even more troubling is the way these laws are created in secret, without accountability. Normally, an agency's rule-making is done through a strict public process, where the proposed rule is published in the Federal Register and there are hearings whereby members of the public can comment on the rule. Homeland Security does not bother with those kinds of niceties and apparently prefers to govern by edict. The excuse that hundreds of lives could be at stake is not a valid argument since other Federal agencies (such as the FDA and EPA) make rules affecting literally millions of lives.

But what is particularly absurd is that the ID rule only applies to Amtrak and not the other rail operators in the state, i.e. Metrolink, Caltrain, ACE, or the San Diego Coaster—all of which have the same vulnerabilities as Amtrak.

-Eric McCaughrin



Unlike other light rail systems in the nation, the New Jersey Transit "River Line" is subject to FRA rules because it was built along a freight spur. Thus, trains (which run 15 minute headways) have to blast their horn at each intersection, aggravating nearby residents.

BAC Calendar

compiled by: John Ruzek

Alameda County Transportation Improvement

Authority Jan 13, Feb 10, 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 Call staff for meeting date. meets 4th Thursday of every month 1000 San Pablo Avenue; **Staff:** Cherry Chaicarn, (510) 528-5759, CChaicarn@albanyca.org; **EBBC Rep:** PDJordan@lbl.gov.

BART Feb 7, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6446; **Co-Chairs** Joe Carroll, 510-604-4821, Joe-the7thCarroll@lmi.net, Dave Favello, 925-939-9462, DaveVelo@aol.com, - County representatives: Alameda - Eric McCaughrin EMcCaughrin@yahoo.com; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, Chagelin@astound.net.

Berkeley Jan 5, Feb 2, 4:00 pm, 2118 Milvia St., 3rd floor, **Staff:** Heath Maddox, (510) 981-7062, HMaddox@ci.berkeley.ca.us; **Chair:** Sarah Syed; **EBBC Rep:** Dave Campbell 510-540-5971 DCampbell@lmi.net.

Brentwood Jan 24, Feb 28, 7:00 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, Dav-eS@ecis.com.

California Bicycle Advisory Committee (CBAC) Feb 3, Apr 7, 10:00 - 3:00 pm, Meetings held bi-monthly 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:** Josh Hart, (415) 431-2453, Joshua@sfbike.org.

Caltrans District 4, Jan 11, Apr 12, 1:30 pm, 111 Grand Avenue, Oakland (Call Chair to confirm). Meets quarterly to review state highway projects that impact bicycle facilities. **Staff:** Julian Carroll, 510-286-5598, Julian_Carroll@dot.ca.gov; **Chair:** Doug Kimsey, MTC, 510-464-7794, DKimse@mtc.dst.ca.us; **EBBC Rep** Doug Faunt, 510-655-8604, Faunt@netcom.com.

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

Danville Meets as required. **Staff:** Tai Williams, 925-314-3313, TWilliams@ci.danville.ca.us. **Chair:** Vacant.

Dublin Meets yearly in late fall to review TDA Arti-

"BAC" continued p. 8.

SHORT REPORTS

OAKLAND - Market Street has been repaved and restriped from MacArthur to 57th St. The rest of Market is scheduled for the year 2005, which would provide bike lanes all the way to the Berkeley City Limit and to Downtown Oakland. A short 2 block portion from 52nd to 54th has been stripped with no bike lanes and expanded lanes for motorist based on projected future "LOS".

OAKLAND AIRPORT - Port Representative Lauren Eiselle has been to the last two meetings of the Oakland BPAC. The Airport has been challenged to provide safe access for pedestrians and bicycles, and to provide bike parking and a location for disassembly and packaging of bicycles for transport. We hope that this effort will succeed in Oakland and become a model for other airports. A plan is underway to improve the access, but a readable copy has not been provided for review yet.

MARIN AVE - Berkeley City council deferred making any decision about implementing a road-diet on its 4-block stretch of Marin Ave. until after a January 18th Public Hearing. In Albany, advocates scored a major victory on Dec. 14th when City Council voted unanimously to approve the EIR "Negative Declaration" which gives the green light to proceed on Albany's portion of Marin Ave.

BAY BRIDGE - As reported in the press, Governor Schwarzenegger has proposed replacing the "signature" span with a vanilla concrete viaduct. State law requires Caltrans build the self-anchored suspension span; thus it would appear Caltrans cannot make any change in the design without legislative approval (which must also approve any new funding). The California State Auditor has also reported that only \$930 million of the \$3.2 billion cost-overrun is directly related to the signature span; the remainder is attributable to "other cost categories." Regardless of what ultimately happens, there does not appear to be any debate regarding the design of the deck itself. Caltrans' contract for the deck stipulates that the bike path be an integral part of the design. The auditor's report is online at <http://www.bsa.ca.gov/bsa/summaries/2004-140.html>.

DOUBLE CENTURY - The Bay Area Bicycle Coalition and recreational clubs are collaborating on the first Golden Gate Double Century, slated for July 23, 2005. The ride will begin in Marin and circle the Bay clockwise, taking advantage of our new bridge access of the Carquinez Strait. Mark your calendars to either

ride or support this effort to raise funds for regional bicycle advocacy.

POINT PINOLE BAY TRAIL - A study is underway to complete up to two miles of rail-with-trail within and adjacent to the region's busiest rail corridor at Point Pinole and Point Wilson. An existing agreement between the EBRPD and the UPRR provides for trail use within the outermost fifteen feet of the ROW on the inland side of this coastal rail line. For more information, contact Ian Moore at ismoore@altaplanning.com.

POINT MOLATE - Trails for Richmond Access Committee (TRAC) is leading the effort to insure that plans for the former Naval Fuel Depot include public access. TRAC reminded the Richmond City Council that the proposed resort hotel should not extend into the shoreline park with the Bay Trail actually passing through a wing of the hotel. As well, TRAC noted that Point Molate should not be sold to Chevron without full funding to create and maintain the Point Molate Bay Trail. Find out more by visiting <http://www.pointrichmond.com/baytrails>.

WALNUT CREEK - Bill Wainwright couldn't believe it. The Martinez City Councilman had gotten a ticket for having too small a car! As reported in the Dec. 7 San Francisco *Chronicle*, he had parked in a city parking lot which reserves two rows for vehicles 6-foot-5 inches or taller. Assistant traffic engineer Yun Na Rhee says special space has to be reserved for SUV's too big to fit in the parking garage.

EBBC Online Resources

NEW LIST SERVE! ebbc-talk@ebbc.org

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

To **subscribe** or **unsubscribe**, go to <http://lists.ebbc.org/listinfo.cgi/ebbc-talk-ebbc.org>, and follow the instructions.

No subscription is needed to **read the list**. (For entries prior to November 17, 2003, see the "**Resources**" page at www.ebbc.org.)

“Map” continued p. 1

ardous traffic situations so that you are forewarned about where to exercise caution—and traffic engineers are given clear suggestions for priority projects. Staging areas for off-road routes are also symbolized. Steep gradients are shown for both on-street and off-road routes. Our maps are ideal tools to review and enjoy on a tranquil weekend ride before setting out on a weekday commute trip.

ACKNOWLEDGEMENTS – Preparation of this impressive, double-sided, 4-color map would not have been possible without the generous contributions of many individual bicyclists and organizations.

Funding – Most of the \$40,000 cost to produce this map was generated by past EBBC map sales, individual EBBC membership dues (please keep your membership current!), and contributions by the recreational clubs and bicycle organizations affiliated with the coalition (join a grassroots EBBC affiliate listed under “Bicycle Organizations”). The Public Works Department in Contra Costa County sponsored a \$15,000 TDA grant submitted by Robert Raburn and approved by the Metropolitan Transportation Commission.

Volunteers – This 2005 edition benefited from the efforts of many individuals. We cannot note everyone who contributed a few hours. Those who worked steadily include: Yehuda Sherman (Lafayette), Donald Bierey (Concord), Mike McCormick (Bicycle Trails Council of the East Bay), Craig Hagelin (Walnut Creek), and Dave Stoeffler (Delta Pedlars). Bruce “Ole” Ohlson (Pittsburg) contributed hundreds of hours by reviewing routes—from the saddle—and provided accurate descriptions for areas that most cartography firms have yet to accurately map. The EBBC is also indebted to Derek Liecty (EBBC Map Distributor), not only for his careful review of the Tri-Valley routes, but for his dedicated oversight during the final four months of map preparation.

As the coordinator for this lengthy and often difficult project, I thank each of the above individuals for their amazing contributions. Moreover, I encourage each of you to support this collective effort. Please either purchase the map directly from your favorite bike shop (approx. \$8 expected retail price), or ask your affiliated club or organization to contact our map distributor for wholesale orders. Just like the mid-1990s, the proceeds we generate from the initial sales will be used to produce a new version of the West of the Hills map—and build the unified strength of bicyclists in the East Bay!

-Robert Raburn

SUPPORTING BUSINESSES

- **Cycle California! Magazine** <http://www.cyclecalifornia.com>
- **Cycle City** 1433 High St., Alameda
- **Dublin Cyclery**, 7001 Dublin Blvd, Dublin
- **Encina Bicycle Center**, 2901 Ygnacio Valley Rd, Walnut Creek
- **Electric Bike Network** <http://www.myebike.com>
- **Hank & Frank Bicycles** 3377 Mt. Diablo, Lafayette
- **Left Coast Cyclery** 2928 Domingo Ave, Berkeley
- **Missing Link** 1988 Shattuck Ave, Berkeley
- **Momovelo**, 2115 Allston Way, Berkeley
- **Palmer Group** <http://www.bikeparking.com>
- **The Pedaler** 3826 San Pablo Dam Rd, El Sobrante
- **Perfection Cyclery** 1341-H N. Main St, Walnut Creek
- **REI Berkeley**, Concord, Fremont
- **Sharp Bicycle**, 969 Moraga Rd., Lafayette
- **Stone's Cyclery**, 2320 Santa Clara Ave, Alameda
- **Wilson Bicycle Sales** <http://www.wilsonbike.com>

Fabulous Footbridge



This innovative ped bridge is suspended beneath the highway to Belle Isle in Richmond, VA.

New Bay Trail Segments Planned for Cargill Salt Ponds

At 16,500 acres, it is by far the nation's largest wetlands rehabilitation. In 2003, state and federal agencies purchased Cargill's salt ponds for \$100 million. But purchasing the territory was the easy part — the goal now is to restore the habitat and to balance conflicting needs of public access and species preservation.

The project is being led by a patchwork of government agencies, including the California Department of Fish & Game, the Federal Fish & Wildlife service, the Santa Clara Water District, ABAG (i.e. the agency responsible for the Bay Trail), the California Coastal Conservancy, the BCDC, and the Army Corp of Engineers. Each of these agencies has different agendas. Whereas the Corp and the Water District are working to implement flood control measures, Fish & Wildlife wants to restore habitat. Fortunately, these differing goals do not generally involve conflicting solutions.

For bicyclists, the newly opened territory opens up some intriguing possibilities. When the Bay Trail was first laid out, the area between Fremont and San Jose was largely off limits because of the salt ponds. Thus, the trail runs far inland, belying its namesake. But now, ABAG has been studying trail realignments that take cyclists right up to the shoreline.

The maps below show some of the alignments being studied. The one on the left is a detail of the western approach to the Dumbarton Bridge, which is an official part of the Bay Trail. There currently exists a gap that requires cyclists detour through the city streets of East Palo Alto. Several options are being studied that would directly connect the bridge to the existing path running past the Palo Alto golf course.

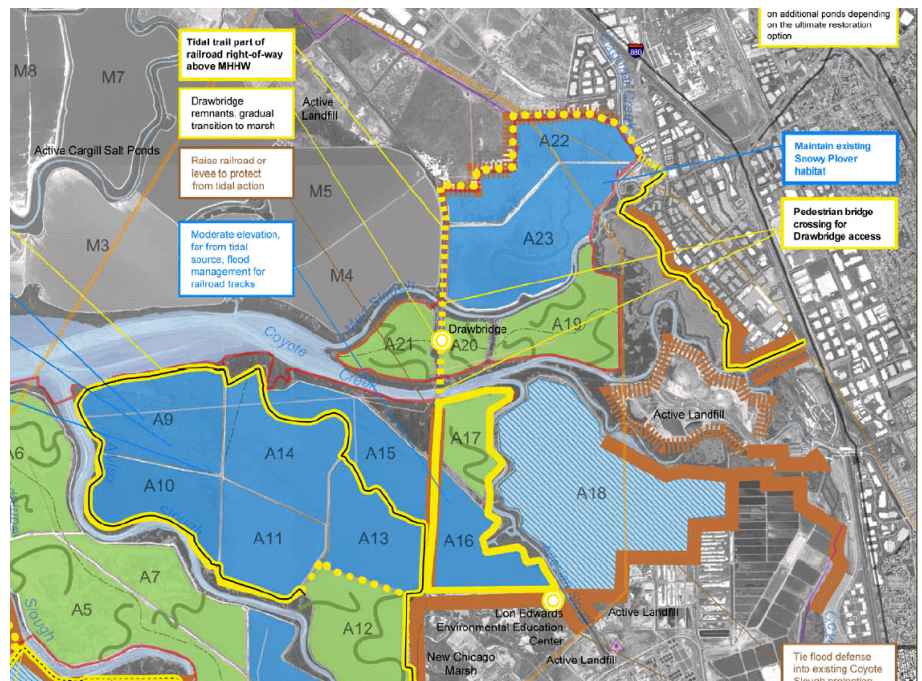
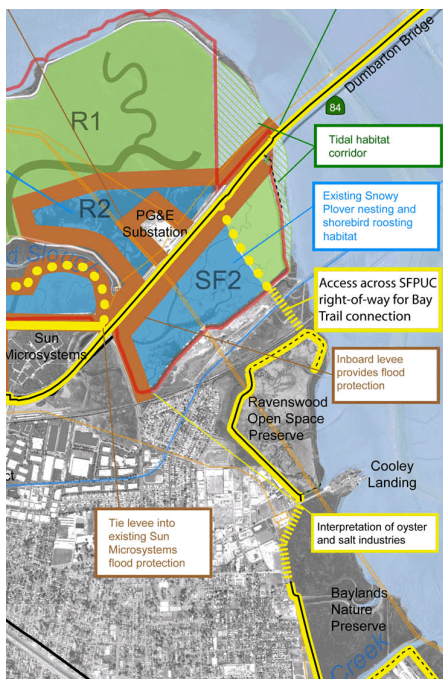
But the most exciting — and expensive — opportunity is the area around Alviso. There currently exists trails paralleling the Amtrak railroad tracks that go through Drawbridge Island. Since there is no route across the island itself, bridges would have to be constructed along with a short segment of new trail on the island. Currently, there is no money to pay for such things, but the EBBC and Silicon Valley

Bicycle Coalition has asked that this right-of-way be preserved in any restoration plan. Thus, if funds were to become available, the project could be built without conflicting with the habitat restoration plan.

ABAG is looking at two alignments through Drawbridge. If either could be built, it would be of tremendous advantage for cyclists traveling between Silicon Valley and the East Bay. The trail would provide the most direct route possible, with no traffic, stop signs, or traffic lights to slow cyclists down. As well, the area is incredibly scenic, going through salt marshes, Alviso, and even a ghosttown. In Fremont, the route would connect to Fremont Blvd, which already has bike lanes and provides a straight-shot route to Fremont BART. In San Jose, the path would connect to existing "spine" trails running along Coyote Creek and Hwy 237.

If you would like more information about the project, or to submit comments on the EIS/EIR, visit <http://www.southbayrestoration.org>.

-Eric McCaughrin



The Dumbarton Bridge study area, and one of the proposed Drawbridge alignments. In addition to the Drawbridge alignments, ABAG is also looking into a Fremont-San Jose route that detours around the island, west of I880 around the existing landfills.

Minutes

of the General Meeting of November 16, 2004, held at the Metropolitan Transportation Commission Headquarters, Oakland

Board Meeting

2005 Retreat: Ole agreed to look at finding one of the "resorts" on the other side of the Antioch Bridge. It was agreed that Port Cost could again be a consideration.

RideOn January 2005: submissions would be needed for January's edition. Safe Routes to Transit, Bike Lanes and BRT, MTC 2030, Road Rage and Measure DD in Oakland were some of the topics suggested. A volunteer to do this month's "View from the Saddle" was sought.

Website: Jennifer Stanley, now a Bike & Pedestrian Facilities Coordinator for the City of Oakland, was concerned over a conflict of interest regarding her editing of the EBBC website. However, as her work pertains to only one city in the 2 counties the conflict is probably minimal.

Treasurers' Report: Debbie Lewis gave her latest update on the EBBC's finances.

EBBC Main Meeting

Fruitvale Bike Station opened on 17th November.

Bay Bridge: Dave Campbell attended a Caltrans meeting on the Bay Bridge East Span cost overruns. Caltrans wanted to reassure the bike community that all possible solutions would include the bike path. Given the nighttime closures on the Zampa Bridge (due to unspecified security concerns) the EBBC will need to ensure that Caltrans is more proactive this time around in designing a suspension span that is not vulnerable to terrorist attack via the bike path.

Point Molade (over)development was discussed.

Eastern Contra Costa: there was concern that the majority of funding for bikes and peds has been allocated to the construction of a bridge over the new Highway 4 by-pass. Similarly, the widening of the existing Highway 4 was reducing bike access. Caltrans' own standards say that a separate facility should be considered for high capacity free-way crossings. These, however, should be part of the main project not taken from funds to increase biking. TransPlan is to revisit the bike plan for Central CC as the county wide plan is felt to be insufficient.

Bike Lane Stencils: it was pointed out that while Caltrans standards for marking bike

lanes require the words "bike lane", not all cities comply. The meeting agreed that the stencil of a rider was "as good", particularly for those with limited english skills.

Oakland Report: the developers of the new Cathedral, at Harrison & Grand, was consulting with bikers and pedestrians early on. The City was considering bike improvements associated with the planned Harrison/27th Street Wholefoods. With support from Councilperson Nancy Nadel, the local community is pressing for the Harrison/Oakland "ramps" to/from I-580 to be reclaimed for bikes and peds.

Our Guest Speaker was Amber Elizabeth Crabbe representing the Transportation and Land-use Coalition (TALC). The EBBC is part of the TALC coalition, and Amber solicited input from the EBBC membership about TALC initiatives.

-Respectfully submitted by Mike Jones

"FRA" continued p. 2.

"In order to clean our air, reduce auto congestion, and improve quality of life, several federal agencies including the EPA, HUD and the Federal Transit Administration are encouraging Transit Oriented Development. The idea behind this type of development is to bring residents closer to train stations, so that they can use mass transportation, and so that downtown revitalization can occur. At the same time, the proposed train horn rule in effect is discouraging the development community and our residents from locating around transit.

"A great example of how this inconsistency in policy plays out is in the Village of Arlington Heights, Illinois. In the last several years, this village directly to the east of my community has invested over \$30 million of its own money to spur transit-oriented development in its downtown. 330 higher density

residential units are currently under construction, and an additional 300 are planned. 45 new businesses have moved into the downtown development to support the new residential community. Arlington Heights Mayor Arlene Mulder tells me she has spoken to residents who have purchased condominiums next to the train station who tell her they do not want to stay if faced with train horns around the clock. And they will hear them around the clock. Both freight and commuter trains run through her village and mine an average of seventy times daily. Developments such as this should be encouraged, not squelched by conflicting federal policies."

-Eric McCaughrin

In February 2004, rideOn reported on the FRA's attempts to regulate cost-effective passenger rail out of existence. See <http://www.ebbc.org/rail/fra.html>.



The proposed "eBART" train would run from North Concord to Byron along the UP ROW. Officially, CCTA planners say transit-oriented development would be used to generate ridership on the proposed eBART line. But who would want to live near a station where horns are blaring every 10-20 minutes?

CONTACT THE EBBC

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 http://www.cherrycitycyclists.org
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 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
Hikanbyke http://hikanbyke.org
Oakland Yellowjackets 510-986-9011
 http://www.oaklandyellowjackets.org
Santa Rosa Cycling Club
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Single Cyclists (Marin Co.) 415-459-2453
Strada Sempre Duro Rick De Gette 925-944-7049
Valley Spokesmen Jim Eklund 925-743-9824
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AFFILIATED ORGANIZATIONS

Bay Area Bicycle Coalitions www.bayareabikes.org
 David Burch, Chair 415-749-4641
Bay Trail Project http://www.abag.ca.gov
 Janet McBride, 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@tpi.net

California Bicycle Coalition www.calbike.org
 Paul Dorn, Exec. Dir 916-446-7558

Greenbelt Alliance www.greenbelt.org
 Lee Huo, EB Field Rep 925-932-7766

Transportation and Land Use Coalition
 http://www.transcoalition.org
 Stuart Cohen, Exec. Dir 510-740-3150

COMMUNITY REPS & ADVOCATES

(See Also: BAC Calender & Affiliated Orgs.)

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Livermore Amador Valley Trails Council
 Deloris Bengston www.tclav.org

Martinez Dick Anderson 925 372-5889

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Pleasant Hill De Capshaw 925-825-6720

Pleasanton Robert DeMattei 925-484-1470

West CoCoCo Bill Pinkham pinkhammar@hotmail.com

-Grassroots "Spokes" people Wanted -
You can help in any of 33 cities in the East Bay,

EAST BAY BICYCLE COALITION membership form

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"BAC" continued p. 3.

cle 3 projects **Staff:** Ferd del Rosario, 925-833-6630, *Ferd.delRosario@ci.Dublin.ca.us*.

East Bay Regional Park District (Park Advisory Committee) Jan 24, Feb 28, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 **Staff:** Ro Aguilar, 510-635-0138 x2006, **Chair:** Henry Losee, 510-276-2271, *EBhiker@aol.com*.

El Cerrito - special Community Workshop on the Circulation Plan for Bicyclists, Pedestrians, and the Disabled. Call staff for follow-up meeting date, EC Community Center, Council Chambers, 7007 Moeser Lane. **Staff:** Natasha Goguts, 510-215-4312, *NGoguts@ci.el-cerrito.ca.us*.

Emeryville Jan 13, Feb 10, 5:30 pm, 1333 Park Ave **Staff:** Peter Schultze-Allen, 510-596-3728, *PSchultze-allen@ci.emeryville.ca.us*. **Chair:** Ken Bukowski, *Bukowski@earthlink.net*.

Fremont Jan 19, Feb 16, 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. **EBBC Rep:** Yehuda Sherman, *YehudaSherman@aol.com*, 925-284-5363.

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

Oakland Jan 20, Feb 17, 4:00 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 Community Advisory Committee Jan 5, Feb 2, 7:00 pm, City Council Chambers, 65 Civic Ave **EBBC Rep:** "Ole" Ohlson, *BruceOleOhlson@hotmail.com*, (925) 439-5848, **Staff:** Paul Reinders, *PReinders@ci.Pittsburg.ca.us*, 925-252-4822.

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 3-5 pm 2150 Kittredge St., 3rd Floor. Refer to *www.berkeley.edu/transportation* or call staff for next meeting. **Chair** Karl Hans, *KHans@uclink4.Berkeley.edu*; **EBBC Rep:** Rachel Hiatt 510-325-6665 *RHiatt@uclink.berkeley.edu*, **Staff** Rita Bond, *RitaBond@uclink4.berkeley.edu*, 510-642-7194.

Walnut Creek Jan 12, Mar 9, 7:30 pm, 3rd Floor conf. Room, City Hall, 1666 N. Main. **Staff:** Mike Vecchio, Community Development, 925-256-3529; *Vecchio@ci.walnut-creek.ca.us* **Chair** Chuck Kaplan, *CKaplan@swinerton.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@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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