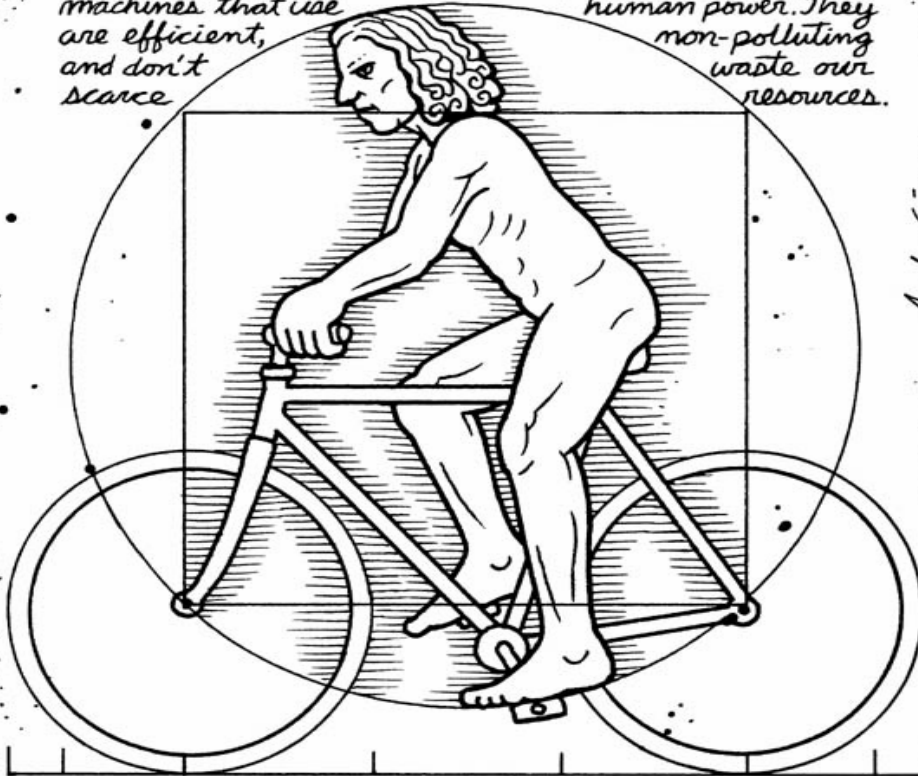


**NO EXIT**

© Andy Singer

## DA VINCI REVISITED

*Look: Bicycles are truly beautiful well proportioned machines that use human power. They are efficient, and don't scarce non-polluting waste our resources.*



*Andy Singer*

*As such, they keep us healthy in more ways than one. Human power comes from life. Fossil fuels come from death. Choose life, so that we may keep living.*

**NEXT MEETING** begins at 7:30pm on March 18 (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. The agenda will review the ideas from a record six (6!) bicycle-related meetings in CoCoCo over the past month. Starting at 8:30pm we will shift to Alameda County as we welcome Rochelle Wheeler as our special guest speaker. This will be an excellent opportunity to meet Rochelle who works as the Alameda County Transportation Improvement Authority's new Bicycle and Pedestrian Coordinator.

## Mining the TRB

### Digest of Selected Papers

#### TRANSPORTATION

#### RESEARCH BOARD

#### 82nd Annual Meeting

January 12–16, 2003

Washington, D.C.

#### Acceptable Access Distance to Bicycle Parking Facilities

By Quazi Sazzad Hossain, Hein Botma, Upali Vandebona, Masaru Kiyota

A study of illegal bicycle parking and utilization of 5 (five!) bike parking facilities near the Saga Japanese Railway station reveals that the shorter the parking time, the closer the parking lot should be to the destination. The researchers developed a model that shows if it is not feasible to locate a new parking facility closer than 200 m from the destination, one should not expect that more than 50 % of train passengers to use the parking facility. With shoppers the level of acceptance will be no more than 20 %. It is especially useful to have well situated bicycle parking lots when there are large bicycle flows and the aim is to discourage widespread illegal parking. Moreover, the appropriate location of bicycle parking facilities that offer secure parking is useful to encourage cycle use.

#### An Analysis of Commuter Bicyclist Route Choice Using a Stated Preference Survey

By Monique A. Stinson and Chandra R. Bhat

Using data from a preference survey conducted by the authors over the Internet, the authors developed a model indicating that for commuter bicyclists, travel time is the most important factor in choosing a route. Presence of a bicycle facility (especially a bike lane or separate path), the level of automobile traffic, pavement or riding surface quality, and presence of a bicycle facility on a bridge are also very important determinants.

#### Bicycle Commuting and Facilities in Major U.S. Cities:

By Jennifer Dill and Theresa Carr, Portland State University

Cities with higher levels of bicycle infrastructure (lanes and paths) also saw higher levels of bicycle commuting according to research analyzing data from large cities across the U.S. The authors avoided predominantly 'college

towns' in their study. The analysis supports the assertion that new bicycle lanes in large cities will be used by commuters. Their assembled data on 42 cities used in the analysis ranks Oakland as 8<sup>th</sup> in percent commuting by bicycle, despite a paucity of bicycle lanes or paths. The authors do not explain this anomaly.

#### Intersection Level of Service: The Bicycle Through Movement

By Bruce W. Landis, Venkat R. Vattikuti, Russell M. Ottenberg *et al*

The Florida Department of Transportation (FDOT) has initiated multi-modal level of service methodologies including that for the bicycle travel mode. They have already adopted a bicycle level of service methodology for the roadway segment portion of the transportation network, called the *Bicycle Level of Service Model*. During the 1996 development of the segment *Bicycle LOS* model it was found that the presence of a striped bike lane essentially doubled the benefit of the additional width. To follow-up, the authors developed an Intersection LOS model for the bicycle through movement to provide a measure of the level of safety / comfort experienced by bicyclists riding through an intersection. The authors also noted that a marked bike lane on the intersection approach has a beneficial effect to the level of service of the intersection for through-moving cyclists.

#### Pedestrian Safety through a Raised Median and Redesigned Intersections

By Michael King

Average vehicle speed and 85<sup>th</sup> percentile speeds fell by two to three miles per hour on a four-lane suburban roadway in central New Jersey that was reconfigured to reduce the travel lanes from 12-feet to 10.5-feet. All other factors being equal, if the speed on the street is lowered, then the severity of crashes will sumarily be lowered. Pedestrians gained a refuge in a raised median that replaced a flush median. Plus, width was added to the roadway shoulders to create bike lanes. The project had a neutral impact on overall traffic volumes.

#### Repositioning Bicycling in Transportation Policies and Strategies from the Perspective of Mode Choice Changes in Large Chinese Cities

by Xiaoming Liu, Beijing Polytechnic University *et al*

China is likely to remain the "Kingdom of Bicycles" if the authors' projections are cor-

rect. Currently about 500 million bicycles are registered, representing an average of 400 vehicles per thousand persons. The majority of trips are still conducted by bicycles, exceeding 50 percent of total trips in some cities. Public transit has seen slow development, in part due to the advantages of bicycles for short trips in dense urban areas. To maximize transportation efficiency and sustainability as cities grow, the authors call for the integration of bicycles into the whole transportation system. Steps to achieve this integration include: emphasis on "Bike-and-Ride" facilities in public transit plans; expanding the dedicated bicycle route network of separated bike lanes; and improved bicycle parking facilities. The Japanese Bicycle Law offers a model for adoption that includes incentives for local governments to provide bicycle lanes and bicycle parking facilities near the metro stations. Despite high motorization in Tokyo, for example, the bicycle mode share accounts for over 36% of all trips, and it continues to grow.

#### Towards Vision Zero at Zebra Crossings

By Charlotta Johansson, Per Gårder, and Lars Leden

The Swedish Vision Zero's goal, adopted in 1997, is to eliminate all fatalities and incapacitating traffic injuries. One step towards Vision Zero is through traffic calming to prevent motor vehicles from being driven faster than 30 km/h across pedestrian crossings. Code changes are also part of this effort. The Swedish Code gave pedestrians the right-of-way in 2000. The risk of a pedestrian fatality is less than 10% for collisions at speeds around 25 km/h, whereas the risk of a fatality is around 50% at 50 km/h, and at least 90% above 70 km/h. For cyclists, there is a 4% risk of a fatality at car speeds below 40 km/h, and a 38% risk at speeds above 65 km/h. The risk of being killed or seriously injured as a pedestrian or as a cyclist is the highest at unsignalised intersections. It is also at that type of crossing where most of the pedestrians' and cyclists' passages are made. The effect of the change of Code is increased mobility at the marked crossings, both for pedestrians and bicyclists. The traffic calming increased mobility further, and also safety as vehicle speed was reduced. Nevertheless, young and elderly pedestrians remain at risk.

*continued p. 4.*

## SHORT REPORTS

**OAKLAND BANCROFT AVE** – From High St to Eastmont Mall, a 4- to 3-lane “road diet” has reduced speeding, make the street easier for pedestrians to cross, and created room for bicyclists. Unfortunately, gaps remain between Eastmont Mall at 73<sup>rd</sup> Avenue and the border with San Leandro. Bicyclists on this stretch continue to encounter narrow lanes and unreasonable speeding.

**FRUITVALE BART** – BikeAlameda and the EBBC have joined forces to convince BART, Oakland and AC Transit staffs to provide Alameda bicyclists with direct, on-street access to the BikeStation to be opened in the Fruitvale Transit Center, now under construction. The preferred route would enter the station property on 33<sup>rd</sup> Ave from San Leandro.

**OAKLAND 23<sup>rd</sup> & 29<sup>th</sup> AVES** – On the Oakland side of the Park Street Bridge, the “devil’s triangle” of 23<sup>rd</sup> Ave, 29<sup>th</sup> Ave, and Ford St offers a daunting circulation pattern for motorists and bicyclists. At least the hellish pavement conditions are being slated for improvement. BikeAlameda and EBBC advocates have requested that the improvements extend along 29<sup>th</sup> Ave to the E 7<sup>th</sup> St Bike Route and underpass path.

**SAN PABLO EL PORTAL DR** – About ½ of the Federal Transportation Enhancement funds allocated for bike/ped improvements are administered regionally under the name Transportation for Livable Communities (TLC). Unfortunately, the projects that succeed in garnering TLC grant awards from the Metropolitan Transportation Commission tend to emphasize streetscape beautification over gap closure or safety. El Portal Drive has room for bike lanes, yet the project engineers have not considered adding the necessary signal improvements to allow eastbound bicyclists to travel past the I-80 on-ramp.

**RSR BRIDGE** – Marin County Supervisor Steve Kinsey negotiated between the MTC, Caltrans and Senator Perata to add a \$35 million separated bridge bikepath to list of projects eligible for Perata’s proposed bridge toll increase. Caltrans has moved quickly to generate the project-cost estimates following the meeting on the bridge between State officials and advocates in January 2003, as reported in *rideOn* last month.

**RICHMOND BAY TRAIL** – The City of Richmond certified the EIR for the Breuner Marsh/Edgewater Technology Park on Feb 3, 2003. The EBBC has joined the appeal of this decision because the EIR fails to provide the Bay Trail spur and shoreline access as specified in the North Richmond Shoreline Specific Plan, Richmond General Plan and San Francisco Bay Trail Plan. The site is located south of Pt Pinole. A City Council hearing is slated for 1pm on March 11.

**FREMONT SIGNALS PRIORITY** – The Fremont Bicycle/Pedestrian Technical Advisory Committee chose to prioritize “bicycle detection” at “demand actuated” traffic signals.

**ALEX ZUCKERMANN HONORED** – Assemblywomen Wilma Chan introduced a resolution (ACR 39) to name the East Span bicycle-pedestrian path between Yerba Buena Island and Oakland as the Alexander Zuckermann Bicycle-Pedestrian Path. Alex is recovering from injuries sustained on the bridge on October 26.

**AC TRANSIT** - The East Bay Bus Agency has curtailed several routes that had low ridership while expanding service on several trunk routes — in particular the new rapid bus service on San Pablo Avenue.

**VTA** - The Santa Clara (Silicon Valley) transit agency is in a financial crisis. Unless the economy makes a significant rebound, it will not have enough money to operate service on light rail lines currently under construction and may have to declare bankruptcy. Even before the dot-com meltdown, critics charged the agency with reckless financial planning. The VTA has yet to secure a reliable source of funding to run trains on the BART-San Jose extension it wants to build (at a staggering cost of \$6 billion).

**LONDON CONGESTION PRICING** - London (England) has embarked on a bold scheme to charge commuters a \$8 fee for driving into central London during peak hours. The plan had been severely criticized by motoring organizations and politicians across the political spectrum; but even critics concede the plan has worked better than expected so far.



*Bancroft Ave Road Diet*

**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](mailto: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>.

*“TRB” continued p. 2.*

#### **Urban Bicycle Facility Selection Guides**

**By Michael King**

King compares bicycle facility selection guidelines from 16 jurisdictions/countries. His goal is to see if there is a global consensus that could lead toward establishing minimum facility standards for given traffic volumes and speeds. He grouped the various types of facilities into four categories – no facility, wide lane, standard bike lane, wide bike lane or separated facility. Unfortunately, the values are simply too divergent to offer a useful tool. He instead suggests that the Bicycle Compatibility Index (BCI) [www.hsrc.unc.edu/research/pedbike/bci/](http://www.hsrc.unc.edu/research/pedbike/bci/) could be used to choose the appropriate facility.

#### **Pedestrian Safety and Transit Corridors**

**By Paul Mitchell Hess, Anne Vernez Moudon, and Julie M. Matlick**

A study in Washington State identified that bus stop usage is strongly associated with pedestrian collisions along state facilities. Traffic volume and the number of traffic lanes are also statistically significant predictors of pedestrian crashes. These findings suggest that facilities with high transit usage should be targeted for pedestrian safety improvements, with specific engineering solutions (e.g., road diets) adapted to specific site conditions.

#### **Planning Level Areawide Multi-Modal Level Of Service (LOS) Analysis**

**By Martin Guttenplan, Beverly Davis, Ruth Steiner, Demian Miller**

In 1999 the State of Florida passed legislation allowing the formation of Multimodal Transportation Districts, focused on land use mixes and densities that enhance the use of transportation modes other than the automobile. Levels of service criteria for all modes are used to assess performance in multimodal transportation districts at least 2 square miles in area and with a minimum population of 5000. The most important factors for bicyclists and pedestrians are the lateral separation of the mode and motorized vehicle volume, speed and type. For transit riders it is the frequency and span of service.

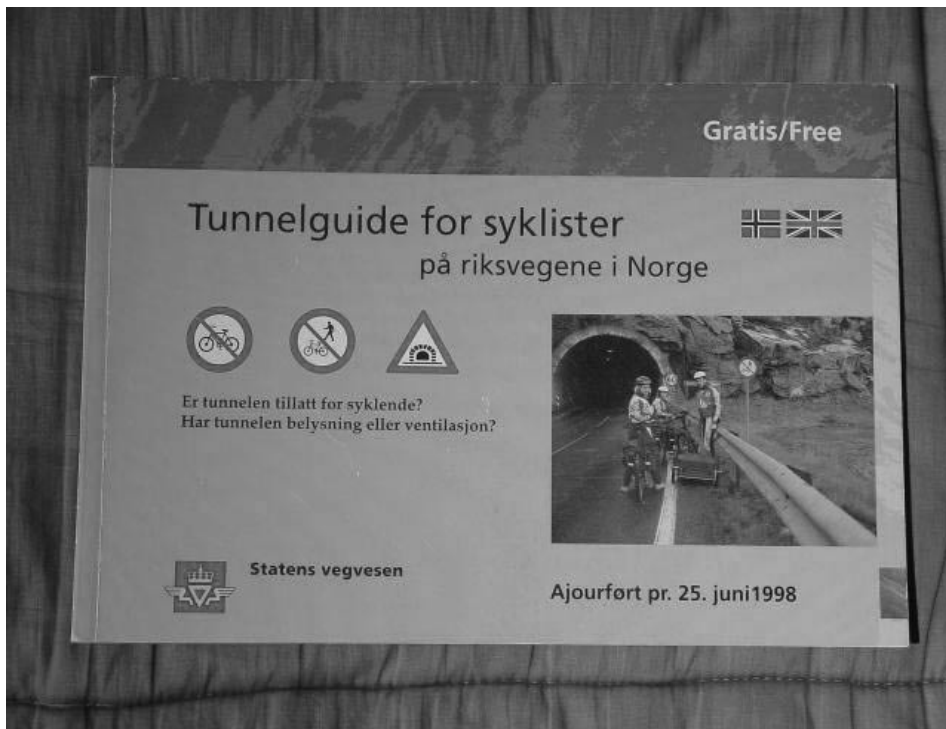
**-Robert Raburn**



*John Ciccarelli conducts a LAB Effective Cycling Class, sponsored by the EBBC. The Effective Cycling Program teaches valuable survival skills for cyclists.*

#### **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



This guide, showing which tunnels are accessible to bicyclists, is published by Norway's Highway Department. There is also an online version (<http://www.visveg.no/norguide>) which has an interactive map for planning bike trips.



Montreaux, Switzerland: Sound-proofing in a railway underpass. (Photo: Eric McCaughrin.)

## Tunnels: Challenges and Opportunities for Cyclists

by: Eric McCaughrin

Travelling in Norway presents some interesting logistical challenges for the touring cyclist. Overlook a single tunnel and a 4km destination suddenly becomes a 100km trip. Of the 545 tunnels listed in the *Tunnelguide for Syklister* (published by the *Statens Vegvesen* and shown in the photo on the left) 191 are officially closed to cyclists. Cyclists must either wait for a bus or ferry (which may take hours to arrive, or may not be running at all if it is the off-season) or just bike in the tunnel anyway. Norway has some of the world's longest and deepest tunnels and many are not lit. So riding in the tunnels by bicycles can be, well, an interesting experience.

Cyclists here in the Bay Area face similar problems. Because of the challenging topography, an inaccessible tunnel can mean a very long and steep detour. As well, car traffic here is much heavier than in sparsely populated Norway. And anyone who has had to ride or walk through the Posey Tube would agree that tunnels are smelly and loud.

One possible solution for reducing the noise is lining the tunnel walls with soundproofing material. The photo on the lower left is from a railway underpass built in Montreaux, Switzerland in 1996. The soundproofing appears to have been put in place for the benefit of residents living near the portal since the soundproofing panels do not extend the entire length of the underpass.

The other challenge, of course, is bike access to and through the tunnel. Caltrans had extensive discussions with San Mateo cyclists over the design of the new Devil's Slide Tunnel. That design will incorporate wide shoulders for cyclists. A plan to segregate cyclists from automobiles with a concrete barrier was rejected because of concerns that the bikeway would become cluttered with debris. There will also be signs at the tunnel entrances recommending that cyclists ride the old Hwy 1 route, which will become car-free once the tunnel opens.

## BAC Calendar

Compiled by: John Ruzek

**Alameda County** Meets as required, 1333 Broadway Suite 220, Oakland. **Staff:** Beth Walukas, 510-836-2560, x13, [BWalukas@accma.ca.gov](mailto:BWalukas@accma.ca.gov), [www.accma.ca.gov](http://www.accma.ca.gov).

**BART** Apr 7, 6 pm MTC, 101 8<sup>th</sup> Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6425; **Co-Chairs** Joe Carroll, [JCarroll@lmi.net](mailto:JCarroll@lmi.net), Dave Favello, 925-939-9462, [DaveVelo@aol.com](mailto:DaveVelo@aol.com), - County representatives: Alameda - Raines Cohen 510-337-9427 [Raines@raines.com](mailto:Raines@raines.com); Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, [CHagelin@earthlink.net](mailto:CHagelin@earthlink.net).

**Berkeley** Mar 5, Apr 2, 4-6 pm, (call to confirm date and time) 2118 Milvia St., 2<sup>nd</sup> floor. **Staff:** Carolyn Helmke 510-705-8131, [CHelmke@ci.berkeley.ca.us](mailto:CHelmke@ci.berkeley.ca.us); **Chair:** Stephen Wheeler, [SWheeler@uclink.berkeley.edu](mailto:SWheeler@uclink.berkeley.edu); EBBC rep Hank Resnik, [Hankr@earthlink.net](mailto:Hankr@earthlink.net), 510-524-4488.

**Brentwood** Mar 18, Apr 15, 4:00 pm Parks & Recreation Department 740 3rd St. **Staff:** Janet Hansen, 925-516-5369, [JHansen@ci.brentwood.ca.us](mailto:JHansen@ci.brentwood.ca.us), Delta Pedalers rep Dave Stoeffler 925-634-1793, [Daves@ecis.com](mailto:Daves@ecis.com).

**California Bicycle Advisory Committee (CBAC)** Apr 3, 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](mailto:Ken_McGuire@dot.ca.gov); **Chair:** Alan Wachtel, CABO, 650-494-1750, [Wachtel@aol.com](mailto:Wachtel@aol.com); REBAC rep: Alex Zuckermann, 510-452-1221, [REBACazu@earthlink.net](mailto:REBACazu@earthlink.net)

**Caltrans District 4** Apr 8, 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](mailto:Julian_Carroll@dot.ca.gov); **Chair:** Doug Kimsey, MTC, 510-464-7794, [DKimse@mtc.dst.ca.us](mailto:DKimse@mtc.dst.ca.us); EBBC rep Doug Faunt, 510-655-8604, [Faunt@netcom.com](mailto:Faunt@netcom.com).

**Concord** (Trails Advisory Group) Call for date & location or check [www.ci.Concord.CA.gov.us](http://www.ci.Concord.CA.gov.us), **Staff:** Ginger Gessner, Parks

**MINUTES** of the General Meeting of Tuesday, February 18, 2003, held at the Rockridge Branch of the Oakland Public Library.

**CHAIR** was Craig Hagelin

**ALBANY** has adopted a bike plan.

**COMMITTEES** Jennifer Stanley has once again demonstrated her enthusiasm and creativity by suggesting that we form committees to work on projects. Her handout on this subject will be discussed at our next meeting.

**IRON HORSE TRAIL** overcrossing at Treat Bl needs a decision as to which of several bridge design proposals should be used.

**TELEGRAPH AV** bike lane meetings have not yet been scheduled.

**BIKE TO WORK DAY (BTWD)** will be Thu May 15, 2003. Raburn reported that we (EBBC & REBAC) will be doing the work, and with less money than previous years.

**511** will be the new phone number for all transportation info, including bikes, replacing 817-1717. Also, [www.511.org](http://www.511.org) on the web.

**HIGHWAY 84** eastward from I-880 to Niles Canyon will be enlarged. Fremont and Union City disagreed on how and where. We must make sure that bikes are allowed throughout.

**FRUITVALE BART** area is undergoing changes as reported by John Knox White of Alameda. Now it is a mess for bikes to get through to bike parking and to the new bike station. 33rd Ave will probably get a striped bike lane.

**TEA-3** We must make sure that the money will provide for bike bridges, such as over I-880 near Coliseum, and also to correct "world's shortest freeway" as mentioned above.

**EBBC & BFBC** was discussed and will be brought up again at the March meeting.

**CO CO CO MEASURE C** has an Expenditure Citizens' Advisory Committee called "EPAC" which meets monthly (although the time and place keeps changing.) Starting in March 2003 it will be 4th Wed from 3 to 6 PM at the CCTA office, 3478 Buskirk Av, suite 100, Pleasant Hill (unless changed again.) Our goal is to get

5% of the tax for non-motorized transportation.

**TALC** (formerly known as BATLUC), the Transportation And Land-use Coalition, had been of great help with Ala Co Measure B, and is leading the drive for getting 5% of CoCoCo Measure C funds for non-motorized transportation.

EBBC has contributed to TALC, and members should also contribute. Jeff Hobson explained the work of TALC. Members should attend one of 3 meetings of TALC Measure C in late Feb & early March 2003.

Also TALC annual meeting at Laney College, Oakland, Sat, March 22 10 AM to 2 PM. RSVP to Sita at 510-740-3104 or [sita@transcoalition.org](mailto:sita@transcoalition.org) or [www.transcoalition.org](http://www.transcoalition.org). TALC is also working on increasing bridge toll to \$3 so as to have money to increase access to transit. Sen Perata is trying to get the Legislature or voters to approve the \$1 increase. All 7 bridges over the Bay land in our 2 East Bay counties.

Next meeting will be 7:30 PM Tue, March 18, 2003, at Rockridge Library on College Av at Manila in Oakland.

*Respectfully submitted by Yehuda Sherman, sec'y.*

### 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.

# EAST BAY BICYCLE COALITION

510 433-RIDE

<http://www.ebbc.org>

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*dcampbel@lmi.net*

**Secretary Yehuda Sherman\*** 925-284-5363  
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**Treasurer Debbie Lewis\*** 925-362-8793  
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## EBBC VOLUNTEERS

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### RideOn Publisher & Web Page Editor

Eric McCaughrin\* 510-527-8833  
*meric@mondes.com*

(\* Denotes board member)

## AFFILIATED BIKE CLUBS

**Berkeley Bicycle Club** [www.berkeleybike.org](http://www.berkeleybike.org)

**Cherry City Cyclists** Nikki Smith 510-742-5682  
<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 Oetinger [src@metro.net](mailto:src@metro.net)

**Single Cyclists (Marin Co.)** 415-459-2453

**Strada Sempre Duro** Rick De Gette 925-944-7049

**Valley Spokesmen** Kathy Tate 925-671-7579  
 BikeTate@tpi.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](http://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  
*cbc@jps.net*

**Concord Kathy Tate** 925-671-7579

**Contra Costa County**  
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*John\_Ruzek@yahoo.com*

**Fremont Michael Graff** 510-713-7441  
*michael.graff@pobox.com*

**Lamorinda Bart Carr** 925-299-1522  
*Bart\_Carr@yahoo.com*

**Livermore Amador Valley Trails Council**  
 Deloris Bengston [www.tclav.org](http://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  
 West CoCoCo Bill Pinkham [pinkhammar@hotmail.com](mailto: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.

Manager, 925-671-3444, EBBC rep Kathy Tate, 925-671-7579, [Bikekat@constant.com](mailto: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](mailto:John_Ruzek@yahoo.com).

**Danville** Meets as required. **Staff:** Bryan Welch, 925-314-3313, [BWelch@ci.danville.ca.us](mailto: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](mailto:Ferd.delRosario@ci.Dublin.CA.us).

**East Bay Regional Park District** (Park Advisory Committee) Mar 24, Apr 28, 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](mailto:EBhiker@aol.com).

**Fremont** Meets as required at 4:00 pm, Niles Room, 39550 Liberty Street, **Staff:** Rene Dalton, 510-494-4535, [RDalton@ci.fremont.ca.us](mailto:RDalton@ci.fremont.ca.us). **Chair:** EBBC rep Michael Graff@pobox.com.

**Lafayette** Quarterly mtgs, Apr TBD, Community Center Manzanita Room, 500 St. Mary's Road **Staff:** Leah Greenblat, [LGreenblat@ci.lafayette.ca.us](mailto:LGreenblat@ci.lafayette.ca.us), 925-299-3229, **Chair:** Bart Carr, [Bart\\_Carr@yahoo.com](mailto:Bart_Carr@yahoo.com), 925-299-1664.

**Livermore.** (BAC being formed.) Call Anna Vickroy, 925-373-5796, [AMVickroy@ci.Livermore.ca.us](mailto:AMVickroy@ci.Livermore.ca.us), for further info)

**Oakland** Mar 20, Apr 17, 3rd Thursday at 3:30 pm at 250 Frank Ogawa Plaza, Suite 4314. **Staff:** Kathryn Hughes 510-238-6493, [KHughes@oaklandnet.com](mailto:KHughes@oaklandnet.com); **Chair:** Ron Bishop 510-652-4667, [rbishop747@aol.com](mailto:rbishop747@aol.com).

**Pittsburg Traffic & Circulation Advisory Committee** Apr 3, 7:00 pm, Civic Center 3<sup>rd</sup>

Fl, 65 Civic Avenue, **Staff:** Paul Reinders, [PREinders@ci.Pittsburg.ca.us](mailto:PREinders@ci.Pittsburg.ca.us), 925-252-4822, **Chair:** Peter Carpino, [PCarpino@pacbell.net](mailto:PCarpino@pacbell.net).

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

**UC Berkeley** Mar 13, 1:30 pm, 2150 Kittredge, 3rd Floor, **Chair** Karl Hans, [KHans@uclink4.Berkeley.edu](mailto:KHans@uclink4.Berkeley.edu); **EBBC rep:** Rachel Hiatt 510-325-6665 [RHiatt@uclink.berkeley.edu](mailto:RHiatt@uclink.berkeley.edu), **Staff** Rita Bond, [RitaBond@uclink4.berkeley.edu](mailto:RitaBond@uclink4.berkeley.edu), 510-642-7194.

**Walnut Creek** Mar 19, May 21, 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](mailto:Vecchio@ci.walnut-creek.ca.us) **Chair & EBBC rep:** Dave Favello, [DaveVelo@aol.com](mailto:DaveVelo@aol.com).

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