



A Groundbreaking Event



On February 9, 2004 the entire Emeryville City Council joined at the corner of Doyle and 59th St to break ground on the Emeryville Greenway. The project will completely span Emeryville to offer a new regional connection between Berkeley's 9th St and Oakland's bikeway on Mandela Parkway. Both Berkeley and Emeryville received State Bicycle Transportation Account funds to begin the project. The Emeryville Greenway could become the first project completed in the Regional Bicycle Plan, if the regional \$200 million set-aside approved in December is both retained and a small portion applied to the completion of this project. A recent MTC study noted that 69-percent of the population in the Bay Area lives within one-mile of a bikeway recommended in the Regional Bicycle Plan.

NEXT MEETING begins at 7:30pm on March 16th at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. There will be a Board Meeting beginning at 7:00pm (all welcome to attend).

Also: don't forget to **VOTE** on March 2nd. The Measure 2 \$1 Toll Increase will help fund the *Safe-Routes-to-Transit* Bicycle Transportation program, and other transit projects! (See page 2 for more details.)

I Bike, I Vote

Nonprofit organizations like the EBBC are not allowed to participate in or attempt to influence political campaigns; if they do, they risk losing their tax-exempt status. However, nonprofits may engage in voter education activities during political campaigns, including getting statements from candidates, conducting public forums, giving testimony on party platforms, and providing issue briefings for candidates.

Members are encouraged to attend candidate forums and query candidates about their familiarity with bicycle plans and their support for bicycle transportation and recreation. In lieu of local plans, each East Bay county has adopted bicycle plans and you can always call for routine accommodation of bicyclists and pedestrians on all streets and roads. This has now become a national campaign for "Complete Streets," as in "will this be a complete street for bicyclists and pedestrians? Also, remember to remind candidates that every trip by bicycle benefits everybody by not polluting the air. You might also mention how bicycling benefits health (note spiraling public health-care costs) and is a low-cost mode available to all of society. Basically, just let them know that you care about making bicycle trips easier and safer for everybody.

LEAGUE OF WOMEN VOTERS

The LWV SmartVoter site <http://www.smartvoter.org/2004/03/02/ca> offers complete ballot information for each address in Alameda and CoCo County. It fur-

ther links to news articles about candidates and their positions and contains pro/con analysis for all measures. For instance, it shows at least one Hayward Council candidate is quoted as opposing 10 lanes of traffic on Foothill. The site also lists voter forums that you can attend, or at least remember to review the following day in the **local** newspaper.

REGIONAL MEASURE 2 - The EBBC worked hard to include our Safe Routes to Transit (SR2T) proposal in the list of expenditures in Regional Measure 2 (RM2), a proposal to reduce bridge congestion by raising the toll \$1 and apply these funds primarily to transit options. According to Stuart Cohen, Director of TALC, "there is good reason that every major environmental, social justice, and labor organization is supporting Regional Measure 2 and the only organized opposition is coming from the Contra Costa Taxpayers Association." Although the SR2T only gets \$20 million and is hardly the cornerstone of RM2, voters are encouraged to decide for themselves by logging on to measure2.org and reading the plan.

MEASURE N - Expand Los Vaqueros The EBBC has also joined our affiliated friends in the Bicycle Trails Council and the Delta Pedelars in opposing the expansion of the Los Vaqueros Reservoir. The 1988 ballot measure by the Contra Costa Water District to construct the recently completed reservoir promised trails and recreation, but that evaporated. The new measure fails to address recreation needs and introduces a host of environmental problems. See www.stopheddamwaste.com.

-Robert Raburn

Senate Passes TEA-3 Bill!

On February 13th, 2004 the US Senate passed S. 1072, the successor to TEA-21, by a vote of 76 to 21. Our bike stuff fared well. Existing programs such as Enhancements, Rec Trails, CMAQ, etc continue. Safe Routes to School is funded at \$70 million a year.

Debate on the bill centered around the \$318 billion price tag. Fiscal conservatives complained that the bill's spending was not in line with the 2004 budget, and that the funding package was laced with credits, offsets and other "funny money." But other Senators, eager to send "jobs, jobs, jobs" back to their states, overrode those objections to pass the bill. Senators also chose to overlook President Bush's threat to veto the bill which calls for \$62 billion more than the President's proposal.

HIGHLIGHTS of the bill:

- Safe Routes is funded at \$70 million per year.
- Enhancements is slated to receive \$4.79 billion over the next six years, up from \$3.33 billion under TEA-21.
- Rec Trails will receive \$360 million over six years, up from \$270 million under TEA-21
- A new Alternative Transportation in National Parks Program, funded at \$25 million a year, includes bike/ped projects in the eligible activities.
- Bicyclists and pedestrians have been added to the list of "interested parties" invited to comment on transportation plans (both TIPs and Statewide Plans).
- Funding for a bicycle and pedestrian information center is included. a more detailed funding chart is at http://www.america-bikes.org/transportationbill_funding_chart.asp

ONE OTHER AMENDMENT: In last minute amendments, language was added to Enhancements which reads "Among the bicycle and pedestrian facility enhancement projects under consideration, the Secretary shall urge that a priority be given to those pedestrian and bicycle facility projects that include a coordinated physical or healthy lifestyle program." This language was introduced by Senator Harkin (D-

SUPPORTING BUSINESSES

- **Cycle California! Magazine** <http://www.cyclecalifornia.com>
- **Cycle Sports** 3241 Grand Ave, Oakland
- **Cycle City** 1433 High St., Alameda
- **Dublin Cyclery**, 7001 Dublin Blvd, Dublin
- **Encina Bicycle Center**, 2901 Ygnacio Valley Rd, Walnut Creek
- **Hank & Frank Bicycles** 3377 Mt. Diablo, Lafayette
- **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
- **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>

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SHORT REPORTS

TALC SUMMIT Mark your calendar for the 9:30am to 2pm on March 13 for the seventh annual Transportation and Land Use Coalition Summit at Laney College, Oakland. The theme will be *Rewarding Smart Growth, Paying for Sprawl*. US Senator Barbara Boxer will be the keynote speaker this year. Let's make sure she sees the EBBC valet parking filled with bikes as she enters the hall. Space is limited, register now, it only costs \$10 including lunch. For info on TALC, go to <http://www.transcoalition.org/>.

FREMONT - Osgood Road is slated for improvements that will accommodate bicyclists where few venture today on account of narrow lanes and no shoulders. The route is a direct connection between Fremont BART, Warm Springs Boulevard, and possibly, the future Warm Springs BART. Also, the City of Fremont is preparing to review bids to create a new Bicycle Master Plan — previous plans were prepared in house without adequate public review.

CARQUINEZ SCENIC DR Many are familiar with the barriers, "wheel-swallowing" crevasses, and narrow path in the slide area on the abandoned 1.7-mile segment of the Carquinez Scenic Dr between Crockett and Martinez. Back in the May 2002 issue of *rideOn* we promoted a tour of the route and encouraged the East Bay Regional Park District and CoCoCo to prepare a study of the needed improvements to this link to the new Carquinez Bridge path. Now we have an opportunity to review the proposed plan unveiled at a public workshop in Martinez on Feb 26. For information, please contact: Al Schaal, CoCoCo PW Dept, eschaal@pw.co.contra-costa.ca.us, (925) 313-2234.

UNION CITY has hired Alta Planning and Design to survey possible shoreline alignments for a levee path to link the San Mateo and Dumbarton bridges. The study is motivated by 1) the availability of nearly \$1 million in state funding resulting from Caltrans' agreement with the San Francisco Bay Conservation and Development Commission to provide public access between the bridges; and 2) Union City's resistance to offer bicycle access along Union City Boulevard. The direct on-street route should receive priority and be implemented first because it can be completed with the available mitigation funds, but Union City is stubbornly refusing to do so.

COCOCO MEASURE C The transportation sales tax proposal for the November ballot is headed in the wrong direction. EBBC members voiced concern that a recent cut in the proposed

bike/ped expenditure from 5% (\$80m) to 3.5% (\$56m) would not provide a sufficient local contribution to attract other funds to complete the \$231 million Countywide Bicycle and Pedestrian Plan adopted in Dec. 2004. In place of bike/ped improvements, the expenditure committee added \$15 million for freeway-type improvements to the Richmond Parkway. Poaching transit funds helped lead to the defeat of Alameda County's Measure B in 1998, and could very well sink Measure C.

POTHOLES Winter rains have created an obstacle course on many popular routes. Please help us get them repaired so that novice riders are not swallowed alive in the spring. It's simple: note the location, travel direction, and adjacent cross streets during your ride. When you get home log onto our online Hazard Reporting Form at www.ebbc.org. Our maps show which jurisdiction you are in, but Ian McDonald, EBBC Hazard Elimination Coordinator, can help even geographically challenged bicyclists to turn in an effective report.

LATEST ON CARQUINEZ (ZAMPA) BRIDGE PATH The dedication date has been changed to 10:30am Sunday, May 16, prior to Bike to Work Day. Please mark your calendars and make plans for your club and friends to attend.

SAN LEANDRO wants to re-develop East 14th Street. Big-box retail and other changes have led to a decline in business along this main corridor. City officials and residents are drafting a strategy to develop the strip into a "series of mixed-use districts, the creation of a more pedestrian- and transit-friendly" environment" with "the accommodation of high-quality multi-family housing along the corridor." This may even include Bus Rapid Transit, with a bus-only lane and light rail-style stations, as envisioned on Telegraph Ave and other corridors.

MORALES RESIGNATION - According to an editorial in the *Contra Costa Times* (Jan. 28, 2004) "Gov. Schwarzenegger's administration made a serious mistake in not keeping Jeff Morales as the head of Caltrans" and that the highway lobby "worked hard to convince the governor's staff that Morales should depart." Morales was a strong advocate for transit programs and pro-bicycle policies — which may have been his downfall.

BIKE FERRY SUNK BY PORT

Before the ink was dry on our February cover photo of new Alameda-Oakland Bike Ferry, the port of Oakland denied the service the right to dock. Port staff allege that the operator has acted unprofessionally. We cannot debate this point, in part because the Port failed to send a representative to an Oakland Bicycle/Pedestrian Advisory Committee hearing on the matter on Feb 19.

According to City of Alameda staff, the Port of Oakland had been apprised of the upcoming service for over a year. We wonder why the Port fired a late torpedo? Clearly, we need to get the parties involved (Alameda, Oakland, Air District, and the Port of Oakland) to sit down at a table together soon if we expect to see daily service by May.

In the meantime, we seek an operator who would be amenable to the Port. Perhaps Caltrans could step in to help with travel on this State Route? Their work on the Posey and Webster Tubes began in 1999 and included mitigation funds for non-motorized access during the ongoing project.

-Robert Raburn

[rideOn Editor suggests one alternative might be putting into passenger service the 31' gunboat recently purchased for Alameda Sheriff Charles Plummer by the Justice Department to defend Oakland from invasion. Its two Heckler & Koch machine guns with standard NATO-issued ammunition ought to satisfy the Port's safety concerns (see "Armed for Terrorists," New York Times, Feb. 8 2004).]

Expired membership?

Please 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 to keep the EBBC strong!

Complete the Streets!

For safer bicycling and walking

Complete streets provide choices to the people who live, work and travel on them. Pedestrians and bicyclists are comfortable using complete streets. A network of complete streets improves the safety, convenience, efficiency and accessibility of the transportation system for all users. Every road project should create complete streets.

Completing the streets means routinely accommodating travel by all modes. This will expand the capacity to serve everyone who travels, be it by motor vehicle, foot, bicycle, or other means. A complete street in a rural area may look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

Many streets where people bicycle or walk are inadequate. Our states, cities, counties and towns have built many miles of streets and roads that are safe and comfortable only for travel in one way, in a motor vehicle. These roadways often lack sidewalks, have lanes too narrow to share with bicyclists, and feature few, poorly marked, or dangerous pedestrian crossings. A recent federal survey found that about one-quarter of walking trips take place on roads without sidewalks or shoulders, and bike lanes are available for only about 5 percent of bicycle trips¹.

Streets without safe places to walk and bicycle put people at risk. While 10% of all trips are made by foot or bicycle, more than 13% of all traffic fatalities are bicyclists or pedestrians². More than 5,000 pedestrians and bicyclists die each year on U.S. roads. The most dangerous places to walk and bicycle are sprawling communities with streets that are built only for driving. A recent study comparing the United States with Germany and the Netherlands, where complete streets are common, found that bicyclist and pedestrian death rates are two to six times higher in the United States³. Nationally, bicyclists and pedestrians account for .13% of the fatalities, 10% of the trips and receive 1% of the federal funding.

States are not building roads as complete transportation corridors. Only one percent of all federal transportation funding goes to bicycle or pedestrian facilities. In 2000, the U.S. DOT issued guidance saying "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist." But by their own admission, fewer than half the states follow this guidance.⁴ Many highway improvements add automobile capacity and increase vehicle speeds, but do nothing to mitigate the negative impact this usually has on bicycling and walking.

Complete streets are essential for access by people who cannot drive. Roads without safe access for non-motorized transportation represent a barrier for people who use wheelchairs, and for older people and children. About one-third of Americans do not drive⁵.

The Solution: Complete the Streets

The Federal government can take the lead by insuring that all projects involving new construction or reconstruction include appropriate provisions to accommodate bicyclists and pedestrians, if bicycles and pedestrians are permitted on the road. State Departments of Transportation should adopt and implement transition plans that identify the steps they are taking to complete the streets. At the state and local level, transportation agencies should update design, planning, and policy manuals to reflect an integrated approach and should train all personnel to plan and design complete streets. Project checklists and program audits should evaluate roads in terms of how well they serve all users.

The Benefits of Complete Streets

Complete streets improve safety. They reduce crashes through safety improvements. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%.⁶ Complete streets also improve safety indirectly, by increasing the number of people bicycling and walking. A recently published international study found that as the number and portion of people bicycling and walking increases, deaths and injuries decline.⁷

Complete Streets encourage more walking and bicycling. Public health experts are encouraging routine physical activity as one response to the obesity epidemic, and complete streets can help. One study found a 23% increase in bicycle traffic after the installation of a bicycle lane⁸; another found that residents were 65% more likely to walk in a neighborhood with sidewalks.⁹ Streets that provide travel choices give people the option to avoid traffic jams, and increase the overall capacity of the transportation network.

Some communities are already building complete streets. Oregon boasts an exemplary network of state roads for bicycling and walking. Portland, Corvallis, Bend, and Eugene feature prominently in lists of "best places for bicycling" and "most walkable communities." Bicycle commuting in Portland grew 74% in the 1990s¹⁰. This happened in large part because of a state and local commitment to building complete streets. Since 1971, Oregon state law has required that "Footpaths and bicycle trails...shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated". The state also requires a minimum of one percent of state transportation funds be spent on bicycling and walking improvements.

Americans need Complete Streets

Half of all trips in urbanized areas are three miles or less, easy distances for walking and bicycling¹¹. Two recent polls found that a majority of Americans would like to bike and walk more¹². Spending on bicycle and pedestrian projects has increased dramatically over the last decade. But most of the attention and funding has gone to build specific projects, such as multi-use paths, not to make sure that every resident can safely walk or bicycle where they live. The vast majority of transportation money continues to go to road projects that often do not accommodate all users of the right of way. Transportation agencies need to complete the streets – routinely investing in road designs and facilities that ensure safe, comfortable travel by the millions of Americans who would like to bicycle and walk more often.

For more info, visit <http://www.americabikes.org>.

¹ Bureau of Transportation Statistics, 2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors.

² 2001 National Household Travel Survey; Fatality Analysis Reporting System

³ Pucher, J. (2003) Promoting Safe Walking and Cycling to Improve Public Health: Lessons from the Netherlands and Germany. *American Journal of Public Health* 93, 1509-1516.

⁴ Wilkinson, B., Chauncey, B. (2003) Are We There Yet? Assessing the Performance of State Departments of Transportation on Accommodating Bicycles and Pedestrians." *National Center for Bicycling and Walking*.

⁵ *Highway Statistics*, 2001

⁶ King, MR, Carnegie, JA, Ewing, R. (2003) Pedestrian Safety Through a Raised Median and Redesignated Intersections, *Transportation Research Board* 1828 pp 56-66

⁷ Jacobsen, PL (2003). Safety in numbers: More walkers and bicyclists, safer walking and biking. *Injury Prevention* 9, 205-209.

⁸ Macbeth, A.G. (1999) Bicycle Lanes in Toronto *ITE Journal* 38-46.

⁹ Giles-Corti, B., & Donovan, R.J. (2002). The relative influence of individual, social, and physical environment determinants of physical activity. *Social Science & Medicine*, 54 1793-1812.

¹⁰ Bicycling in Portland Census Tract Presentation to Portland City Council.

¹¹ Clarke, A. National Household Transportation Survey, original analysis.

¹² Belden, Russonello & Stewart, 2003



NEW TRANSBAY BIKE SERVICE - AC Transit, Caltrans and the EBBC joined at Chabot Jr College on February 10, 2004 to unveil new luggage-bay racks on their Line M over the Hayward-San Mateo Bridge. Each slide-out rack holds two bikes. With the new law (effective January 1) permitting front racks on large buses, each Line M coach can now carry six bicycles over the bridge. The express service stops at Castro Valley and Hayward BART in addition to Chabot JC in the East Bay. On the Peninsula, Line M stops at the Metro Center and Vintage Park, Foster City, and the Hillsdale Mall and CalTrain Station. Routes and schedules for the daily and weekend service are available at 511 or at <http://www.actransit.org>. AC Transit's fleet is now 100% bike-friendly. The EBBC hopes to extend the additional bike capacity racks to other transbay and express routes, particularly Transbay Line F to Berkeley, to reduce the risk of bicyclists being bumped. We suggest that an on-board discretionary policy also be adopted for the new articulated low-floor buses operating on the Transbay Line NL, recently consolidated with Line 58. Such a policy would allow bikes when the wheelchair spaces are vacant to help solve the increased bumping problem resulting from the consolidation.

“TEA” continued p. 3.

IA) who said “possible examples of such efforts might include an exercise course on the side of a trail.”

WHAT’S NEXT: The Transportation & Infrastructure Committee of the House of Representatives is scheduled to consider their bill H.R. 3550 “TEA-LU” the first week in March. Then the House bill will go to the full House of Representatives for a vote. Then the two bills will go to a conference committee to work out the differences.

Given the circumstances, we are pleased with the outcome in the Senate. It’s not revolutionary, but it could have been much, much worse. Many thanks for your assistance.

Martha Roskowski
 AMERICA BIKES
www.americabikes.org

The EBBC elected to match \$300 offered by the CBC to send Dan Hill to Washington DC to meet with Representative Ellen Tauscher (D-Walnut Creek) who sits on the House Transportation Committee. Dan will remind each of the East Bay’s Congressional delegation of the need for routine accommodation, along with a short list of our pet projects: reopen Port Chicago Highway to bicyclists, Carquinez Scenic Highway Trail Improvements; Bay Trail from Fremont to Milpitas; and the Coliseum BART to Bay Trail connector.

Hayward 238 “Bypass” Update

The EBBC met with City of Hayward staff on Feb 2, 2004 to suggest ways to accommodate bicyclists on and around the infamous 238 Bypass plan.

The gargantuan project includes widening Foothill and Mission to 10 lanes in places. We ask that the curb lanes be a minimum of 15’ for shared use and shoulders to be retained on Mission south of Orchard/Carlos Bee. The proposed grade separation at Foothill/Mission/Jackson will nevertheless be a meat grinder for non-motorists.

Our list of suggested mitigations includes:

- Road-diets with bike lanes on Grand (N-S) and lower B St (E-W) leading to Hayward BART.
- Foothill grade separation over San Lorenzo Creek Trail will also serve Mervyns Headquarters and new high-density housing slated for the Centennial Hall highrise.
- A path connection between Fletcher and Groom to provide nonmotorized access to an ‘orphaned’ neighborhood.
- ADA compliance improvements on existing pedestrian overpasses above BART and rail tracks at Sycamore and Sorenson to accommodate bicyclists and wheelchair

users.

- The addition of a new bike/ped overpass above BART and rail tracks between Jefferson and Chambose to connect neighborhoods with Moreau and Tennyson High Schools.
- Bike-trailer shuttle between BART and Hayward State so students need not pay for transit in both directions, but may descend by bike.

Our list may appear long, but it is actually small in comparison to the scope and cost of the proposed changes in the 238 Bypass plan. There is no reason that Hayward cannot continue to build upon the transit-oriented development near Hayward BART by extending access improvements to nearby neighborhoods.

Minutes

of the General Meeting of Tues., February 17, 2004, held at the Rockridge Branch of the Oakland Public Library

CHAIR was Craig Hagelin.

SELF-INTRODUCTIONS included guest PAUL DORN, the new Executive Director of CBC, the Calif Bike Coalition (916) 446-7558 paul.dorn@calbike.org who came from Sacto to meet us.

FINANCES: It costs us annually \$1.57 per member for liability insurance.

CHP PROBLEMS: The Highway Patrol is considering closing the yet-to-be-completed bike path on the new Carquinez Bridge for bikes during hours of darkness. Raburn is working with the CHP and BCDC to solve this supposed problem.

TELEGRAPH AVE BIKE LANES Dave Campbell reported on the work done to get bike lanes painted on all parts of Telly, in both Oakland and Berkeley. Evidence has shown that there are fewer bike crashes where bike lanes are painted.

CoCoCo MEASURE C is not looking good for cyclists. Motorists want too much money for widening highways, eBART, and for a 4th bore for the Caldecott Tunnel.

L.A.B. "STREET SKILLS" CLASS needs more publicity, and volunteers to bring food to the classes. Contact Ole at bruceolehlson@hotmail.com

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.)

HAYWARD: FOOTHILL & MISSION re-modeling: Raburn reported on his efforts to keep the roadway safe for cyclists.

REGIONAL BIKE-PED PLAN: Our activism has resulted in the MTC financially supporting the Regional Bike & Ped Plan.

SMALL STICKERS for putting on bikes, helmets, etc. Amber Crabbe is collecting 5 or 10 slogans to put on stickers.

HIGH-SPEED RAIL Eric McCaughrin discussed the pros and cons of several routes for a high speed rail line from the Bay Area to L.A. and the possibility it might bisect Henry Coe State Park. We approved a motion to request the High-Speed Rail Commission include the Altamont route in its environmental studies (as proposed by the Planning & Conservation League and many other organizations).

CBC: Paul Dorn of CBC discussed what the Legislature is doing about funding the Bicycle Transportation Account and "Safe Routes to Schools". The EBBC elected to spend \$300 to send Dan Hill to the National Bike Summit with CBC.

BIKE SUMMIT We approved giving \$300 in financial help to send Daniel Hill to the annual Bike Summit in Wash, DC. He will talk with his Congresswoman, Ellen Tauscher, who is an important member of the House Transportation Committee.

SAN MATEO BRIDGE We received instructions about how to load bikes on the San Mateo bus line M shuttle.

REGIONAL MEASURE 2 on the March 2 ballot. We are supporting the \$1.00 toll increase for cars on most of the Bay Bridges. Some of the funds will be used for bike facilities.

CYCLING IN SPAIN Eric McCaughrin presented a slide show about his cycling adventures in Spain. Spain has great cycling even though it has few bicycle facilities.

NEXT MEETING will be at the Rockridge Library at 7:30 PM on Tues, March 16, 2004. It will be preceded by a Board of Directors meeting at 7 PM.

Respectfully submitted by Yehuda Sherman, sec'y

BAC Calendar

by: John Ruzek

Alameda County Transportation Improvement Authority Mar 11, April 8, 5:30 pm, 426 17th Street, Suite 100, Oakland. Staff: Rochelle Wheeler, 510-267-6121, RWheeler@acta2002.com.

Albany A Bicycle Advisory Committee is in its formative stages. Contact Preston Jordan at pdjordan@lbl.gov for details.

BART April 5, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. Staff: Laura Timothy, 510-464-6446; Co-Chairs Joe Carroll, JCarroll@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@earthlink.net.

Berkeley Mar 3, April 7, 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 DCampbel@lmi.net.

Brentwood Mar 22, April 26, 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, Daves@ecis.com.

California Bicycle Advisory Committee (CBAC) April 1, 10:00 - 3:00 pm, Meetings held bimonthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. Staff: Ken McGuire, Caltrans, 916-653-2750, Ken_McGuire@dot.ca.gov; Chair: Alan Wachtel, CABO, 650-494-1750, Wachtel@aol.com; BABC rep: Josh Hart, (415) 431-2453, Joshua@sfbike.org.

Caltrans District 4 April 13, 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.

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CONTACT THE EBBC

510 433-RIDE (Info msg)

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Executive Director Robert Raburn
510-530-3444 robertraburn@csi.com

EBBC OFFICERS & BOARDMEMBERS

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Vice Chair Dave Campbell Berkeley
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Membership Coordinator Andrew Rudiak
EBBC Info Line Pat Brown
rideOn Publisher Eric McCaughrin
Webmaster Jennifer Stanley

COALITION PARTNERS

AFFILIATED RIDE CLUBS

- Berkeley Bicycle Club
Bicycle Trails Council of the East Bay
Cherry City Cyclists
Delta Pedalers
Diablo Cyclists
Different Spokes
Fremont Freewheelers
Grizzly Peak Cyclists
Hikanbyke
Oakland Yellowjackets
Santa Rosa Cycling Club
Single Cyclists
Strada Sempre Duro
Valley Spokesmen

AFFILIATED ORGANIZATIONS

- Bay Area Bicycle Coalitions
Bay Trail Project
BikeAlameda
Bicycle-Friendly Berkeley Coalition

- Bike the Bridge Coalition
CA Association of Bicycling Organizations
California Bicycle Coalition
Greenbelt Alliance
Transportation and Land Use Coalition

COMMUNITY REPS & ADVOCATES

- Albany Preston Jordon
Concord Kathy Tate
Contra Costa County John Ruzek
Fremont Michael Graff
Lamorinda Bart Carr
Livermore Amador Valley Trails Council
Martinez Dick Anderson
Pittsburg Bruce "Ole" Ohlson
Pleasant Hill De Capshaw
Pleasanton Robert DeMattei
West CoCoCo Bill Pinkham

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

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.

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.

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.

East Bay Regional Park District (Park Advisory Committee) Mar 22, April 26, 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.

Emeryville Mar 11, April 8, 5:30 pm, 1333 Park Ave Staff: Peter Schultze-Allen, 510-596-3728, PSchultze-allen@ci.emeryville.ca.us.

Emeryville.ca.us. Chair: Ken Bukowski, Bukowski@earthlink.net.

Fremont Mar 17, April 21, 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 Mar 18, April 15, 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 Community Advisory Committee Mar 3, April 7, 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.sanleandro.ca.us, for further info.

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

UC Berkeley 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 Mar 17, May 19, 7:30 pm, 111 N. Wiget Lane, at Shadelands Civic Arts Bldg. Staff: Mike Vecchio, Community Development, 925-256-3529; Vecchio@ci.walnutcreek.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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