



Richmond-San Rafael Bridge Victory!

Caltrans had their chief attorney from Sacramento at the Bay Conservation and Development Commission (BCDC) hearing in Oakland on October 17, along with the deputy director from our own District 4 and a large supporting cast. Nevertheless, we prevailed! Since 1997 the EBBC has actively pushed for access on the Richmond-San Rafael Bridge. Now, thanks to your letters and active involvement, plus the tireless efforts from Debbie Hubsmith of the Marin Bicycle Coalition and Alex Zuckermann of the Regional Bicycle Advocacy Coalition, the BCDC voted to support our resolution for opening the superfluous lanes on the bridge to bicyclists.

The first riders should cross by 2006. We hope one or more of our affiliated clubs will plan a new century ride to celebrate the opening!

Specifically, the BCDC adopted language supporting direct bicycle access on the Richmond-San Rafael Bridge. This resolution came on the heels of two major studies (which Caltrans participated in) that showed that direct bicycle access on the bridge would be feasible, affordable, and safe. Meetings in Sacramento between advocates and high officials in Governor Davis' administration certainly paved the way for this landmark change in position. We met with Caltrans Director Jeff Morales in June, and most recently and

with BCDC Commissioner Wayne Bell, Deputy Secretary and General Counsel for the State of California's Business, Transportation and Housing Agency, the parent agency for Caltrans. Commissioner Bell introduced the motion to adopt the following resolution:

"The San Francisco Bay Conservation and Development Commission supports the goal of providing safe, direct access for bicyclists on the Richmond-San Rafael Bridge after the completion of the seismic retrofit project. To achieve this goal as soon as practical, the Commission requests that the California Department of Transportation immediately being working with the Metropolitan Transportation Commission (which is the entity responsible for providing the funding for any further modifications and improvements to the Bridge) on the development of a Project Implementation Document for such bicycle access. The Commission further requests

that Caltrans provide bicycle access for the Bridge as soon as funding is available for the project by the Metropolitan Transportation Commission. The Commission directs its Executive Director to transmit the text of this motion to the Director of Caltrans and to the Metropolitan Transportation Commission."

We are also grateful for the written support lent by key legislators—Tom Torlakson, Phil Burton, Joe Nation, and Carol Migden.

Next, Debbie, Alex and myself will meet BCDC Commissioners and Caltrans staff for a bicycle tour of the bridge to review the needed improvements. Already, the EBBC has submitted the project to the Senate committee considering projects for the proposed \$1 bridge toll increase.

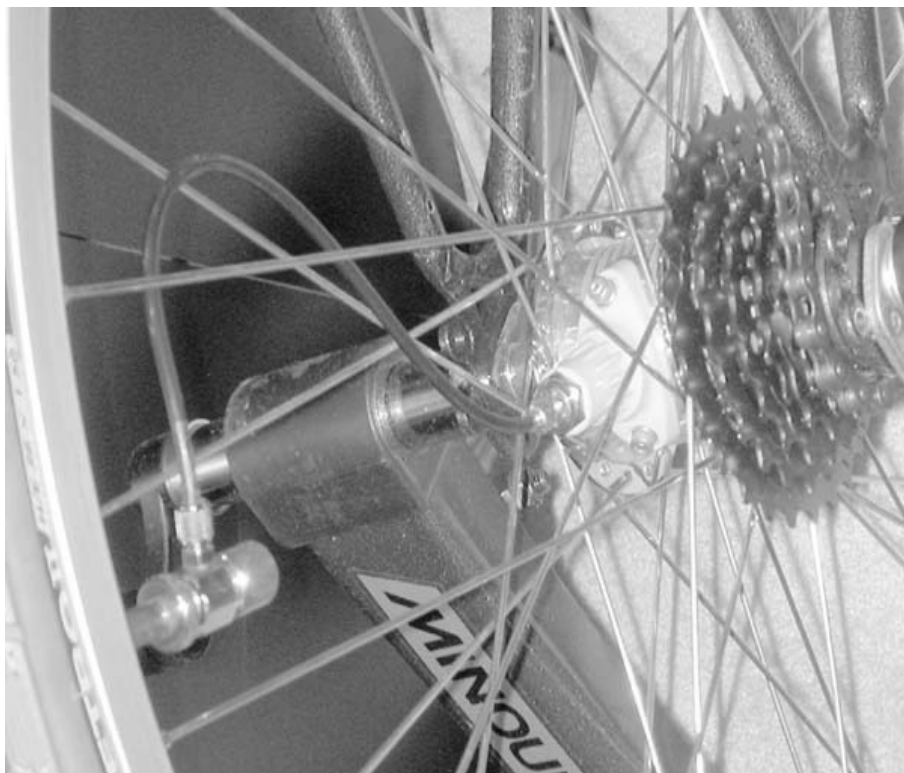
by: Debbie Hubsmith, Alex Zuckermann, Robert Raburn



Cyclists protest for bike access on the Richmond-San Rafael Bridge

NEXT MEETING

begins at at 7:30pm on November 19 (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila.



IRC Self Pumping Hub - Note the tube connecting the valve stem to the hub. The hub has a built-in compressor to keep tires inflated in the event of a slow leak. This product was demoed at this year's Interbike convention. (Photo by Sheldon Brown www.sheldonbrown.com)

SUPPORTING BUSINESSES

- **A Round World** 2416 Telegraph Ave, Oakland
- **Hank & Frank Bicycles** 3377 Mt. Diablo, Lafayette
- **Missing Link** 1988 Shattuck Ave, Berkeley
- **REI Coop** 1338 San Pablo Ave, Berkeley
- **REI Coop** 1975 Diamond Blvd, Concord
- **Start to Finish** 37120 Fremont Blvd, Fremont
- **The Pedaler** 3826 San Pablo Dam Rd, El Sobrante
- **Geoff Palmer** <http://www.bikeparking.com>
- **Twofish Unlimited** 510-524-2309
- **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 — a New Woman-Owned Bike Shop

When I first heard there was a new woman-owned bike shop in Berkeley, my interest was instantly piqued. I had to check it out. After a little asking around, I got a name: **Left Coast Cyclery**.

The shop logo is a picture of a woman riding a road bike into the sunset, and when you walk in, the sunny store has a great feel. Beautiful bikes and frames line the wall, from Pinarello, Van Dessel, Merlin and Wilier, to Bianchi and Trek. The shop is owned by Renee Gaumond and Cindy Olavarri, and the story of how it came to be is an inspiring one. Cindy comes from a rather illustrious background of racing for the 7-11 team in the eighties, and taking home the silver medal at the 1983 World Championships in Zurich. Renee, on the other hand, comes from a background of volleyball and television photo journalism. She had never been into bikes. But after the two met, Cindy — who lived and breathed cycling — inevitably got her hooked.

"It was like pulling teeth, but she did it," Renee smiles.

Having decided that shed had her fill of KTVU, and feeling the need to do something for a living that she felt passionate about, Renee needed a career change. "It was like, what do I really care about? Maybe I'll just open a bike shop. But I didn't know the business."

So for two and a half years the women researched and worked to gain a better understanding of the bike shop industry. Renee volunteered at Cycle Sport in Oakland for that time to learn everything she could. One of the things that made a lasting impression was that, its about doing something you love and giving something back to the community.

"Our goal here really is to be the Cheers of bike shops, she says. People come in here to talk to Tim [Parker, the shops lead mechanic] for an hour."

Their vision for the shop is that its a place where everyone can feel comfortable and hang out. Left Coast is trying to offer a little more for the women- understanding from experience the dynamic that is at times present when you walk into some shops as a female-without alienating the men. The store leans towards a specialization in road cycling, which seems like its becoming a little hard to find these days.

To find out more about the shop, check out www.leftcoastcyclery.com. Or better yet, go see for yourself. They are at 2928 Domingo Avenue in Berkeley (phone: 204- 8550).

-Natascha Grief

SHORT REPORTS

COCO Draft Countywide Bicycle and Pedestrian Plan is finally going through a final review with an eye toward adopting the document so that it can be used to justify State Bicycle Transportation Account funding for projects. EBBC representative Michael Boyce has served to oversee the process and needs to hear from concerned bicyclists at michaelbboyce@yahoo.com. To get a copy for review, please contact Brad Beck, Contra Costa Transportation Authority at 925/256-4726.

COLISEUM BART TO BAY TRAIL - An Alameda County study is underway to assess the options for linking Coliseum BART to the myriad job sites that are located opposite the I-80 barrier to bicyclists and pedestrians. In preparation for a stakeholders meeting slated for November 7, the EBBC reviewed a draft list of options and submitted strong encouragement for the study to incorporate the bike/ped bridge option over I-80 at 66th Ave for each alternative.

BART - We applaud the new "Bicycle Access and Parking Plan," Vol 1 (Aug 2002) that dovetails with our own Safe Routes to Transit proposal. For once, we have a visionary document that covers such items as prioritization of stations for stair-channels and includes massive tables of data showing, for example, current bicycle mode-share for each station. Volume 2 contains specific plans for 14 stations. We look forward to making these reports available on the web.

ALAMEDA COUNTY intends to submit proposals for state Bicycle Transportation Account funds to stripe bike lanes on unincorporated Dublin Canyon Road, Foothill Blvd, and Elgin St approach to Bay Fair BART.

SAFE ROUTES TO TRANSIT is now a 19-page proposal to spend \$203m of the \$1 bridge toll increase (\$1,800m) to enable 10-percent of the trips to transit to be by both bicycling and walking. Our report was written with the assistance of the Transportation and Land Use Coalition and includes detailed project lists for access, parking, overcoming barriers, and event parking. Each project is ranked according to the impact that it will have on reducing congestion on the 7 bridges that reach East Bay shores. Check it out at www.ebbc.com/sr2t.pdf.

ROAD-I COURSES - Ride leader or follower, daily commuter or novice, this League of American Bicyclists education class is for you. Everyone who rides is eligible to learn a few new safety pointers. Thanks to a surprise \$4200 gift from the City of Oakland at our 30th Anniversary Party, the EBBC is sponsoring three free League-certi-

fied training courses (\$100 value). Each course consists of 4-hours of classroom training on a Thursday evening (5-9pm) followed by an all-day Saturday on-road session (9am to 4pm). The course dates are Nov 7 and 9; Dec 12 and 14; and Jan 23 and 25. Please contact Dave Campbell at dcampbel@lmi.net or 510/549-7433 to reserve your space now!

ANTIOCH - The Highway 4 Bypass intersection with Lonetree Way in Antioch has not had the lane lines laid out in a bicycle-friendly manner, despite our victory last year to become legal users of the new Bypass. There is plenty of room to add the bicycle lanes according to the Delta Pedelars organization. The EBBC intends to press this issue with Caltrans during the Quarterly BAC meeting with Caltrans on January 14, 2003. All that is required is to paint in some new lane lines

HAYWARD BAY TRAIL bike/ped Hwy 92 overpass (San Mateo Bridge) was has been completed for over a month and was officially dedicated on Oct 29. The EBBC has not forgotten that a shuttle across the bridge for bikes was also a condition of the Caltrans permit to widen the bridge.

EBBC & BFBC MEMBERSHIP LINKED The memberships of the Bicycle-Friendly Berkeley Coalition and the East Bay Bicycle Coalition are now linked, meaning that if you are a member of one coalition, you belong to both. Together, we are stronger. In addition, if you support BFBC at the \$25 Sustaining level or more, you will automatically receive the EBBC newsletter, *rideOn*.

GOVERNOR GRAY DAVIS VETOED legislation that would have enabled the state health department to partner with cities and counties to plan bikable and walkable streets and trails. Davis also vetoed a bill that would have made more traffic signals detect bicyclists. On a positive note, the state legislature approved a resolution calling for cities and counties to provide bicycling and walking accommodations as a routine aspect of all transportation projects. But thanks to Davis, this measure has no enforceable provisions since he also vetoed the "Good Roads Bill" that would have made this a state mandate.

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, www.accma.ca.gov.

BART Dec 2, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. Staff: Laura Timothy, 510-464-6425; Co-Chairs Joe Carroll, JCarroll@lmi.net, Dave Favello, 925-939-9462, davevelo@aol.com, - County representatives: Alameda - Raines Cohen 510-337-9427 raines@raines.com; Contra Costa - Dave Favello, Craig Hagelin 925-937-7610, chagelin@earthlink.net.

Berkeley Nov 6, Dec 4, 4-6 pm, (call to confirm date and time) 2118 Milvia St., 2nd floor, Staff: Carolyn Helmke 510-705-8131, CHelmke@ci.berkeley.ca.us; Chair: Stephen Wheeler, SWheeler@uclink.berkeley.edu; EBBC rep Hank Resnik, hankr@earthlink.net, 510-524-4488.

Brentwood Nov 19, Dec 17, Jan 21, 4:00 pm Parks & Recreation Department 740 3rd St. Staff: Janet Hansen, 925-516-5369, JHansen@ci.brentwood.ca.us, Delta Pedalers rep Dave Stoeffler 925-634-1793, Daves@ecis.com.

California Bicycle Advisory Committee (CBAC) Dec 5, 10:00 - 3:00 pm, Meetings held bimonthly in Sacramento at Department of Transportation, Conference Rm 2116, 1120 N Street. CBAC addresses bicycle issues regarding Caltrans facilities, standards and legislation of statewide significance. Staff: Ken McGuire, Caltrans, 916-653-2750, Ken_McGuire@dot.ca.gov; Chair: Alan Wachtel, CABO, 650-494-1750, Wachtel@aol.com; REBAC rep: Alex Zuckermann, 510-452-1221, REBACazu@earthlink.net

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

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

"BAC" continued p. 8

CALDECOTT TUNNEL PROPOSAL

Over the past several years, the EBBC has carefully avoided giving any credibility to the proposal to build a 4th bore of the Caldecott Tunnel. We did, however, conduct several rides to view the generous fresh-air shaft of the 3rd bore that represents a potential low-cost route for bicyclists. Nevertheless, when the "Final Report on the SR 24/Caldecott Tunnel" came out in January of this year we were dismayed to see tunnel proposals that included bicycle lanes that brought ridicule upon us for the absurd costs of providing bicycle access that we never asked for. Imagine the fumes, noise and general anxiety of riding inside a shared tunnel. Now Caltrans is preparing environmental documents for the as yet unfounded 4th bore project and asked the EBBC to share our ideas prior to holding public hearings in December. Some preliminary ideas that we shared with Caltrans follow:

DIRECT ACCESS is fraught with significant elevation gains on either side that will deter most casual riders. Furthermore, expansion of the road capacity would result in our loss of shoulder access on SR 24 between Fish Ranch Road and Orinda. Construction of a costly path

would be needed through one of the most geologically unstable environments in California. Maintenance of a path to the tunnel would present enormous challenges to Caltrans. Heck, Caltrans can't even maintain the level Ardenwood path!

A few dreamers wish to reopen the old Kennedy "high-level" tunnel. If you stand at the existing tunnel entrance and crane your neck toward the sky, you can barely see the elevation of the entrance high overhead. How many commuters will ride that route daily? Even recreational riders would likely choose to continue over the summit in fresh air rather than venture into a tunnel. Hey fellow cyclists, let's be certain our proposals survive the giggle test!

A separate new low-level tunnel dedicated to bicyclists or opening the aforementioned fresh-air shaft seems to be the most feasible direct-access alternatives.

INDIRECT ACCESS currently transports many more bicyclists who either park at BART

or board BART with their bikes than a tunnel will ever attract. Our Safe Routes to Transit proposal envisions a 10-percent increase in bicycling and walking through widespread improvements to station access and provision of secure parking. The dilemma with the existing reliance on BART is that the service is not 24x7x365. Adding around-the-clock shuttles or express buses would appeal to a large body of users. Increased frequency would even allow a few folks to have a seat. Indirect access represents a win-win solution that is reasonable.

PUBLIC HEARINGS - You will have opportunities to help us adopt a position at upcoming EBBC meetings. Plus you can attend Caltrans Public Hearings from 6:30 to 8:30pm on Dec 11 at the Orinda Masonic Hall, 9 Altarinda; and Dec 12 at the MTC Metrocenter, 101 Eighth St (opposite Lake Merritt BART).

-Robert Raburn

EBBC Online Resources

The EBBC Online

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

To subscribe to the list, send email to:

ebbc-talk-request@idiom.com

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

subscribe

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



BART has begun installation of 48 state-of-the-art "eLockers" at the El Cerrito Plaza BART station. Most of the cost is covered by grants. The lockers were designed by Steven Grover and require no prior reservation or 6 month fee. The lockers were inspired by automated bike parking garages in Japan. If a locker is available, it is accessed with an "eLock" key.

What Exactly is “Smart Growth”?

by: Eric McCaughrin

Smart Growth. Transit-oriented development. New Urbanism. Environmentalists have done such a good job at selling these concepts that almost any development these days invokes these buzz-words. In many cases, the new development is just like the old — only it is in the proximity of a transit station. However, it takes a lot more than that to qualify.

For example, take a look at the new housing development alongside the new Whisman light-rail station in Mountain View. This is a very famous project that has been featured in numerous newspaper stories and urban planning journals.

As shown in the photo at the right, the housing indeed has been located extremely close to a transit station. Moreover, space near the station has been devoted not to free parking but to housing. That is the good news.

The bad news is that the development is relatively tiny and does not have sufficient population to attract nearby shops, cafes, and other commerce. Residents have to travel more than a mile for pretty much any trip outside the home. Because the development is a tiny island in a sea of sprawl, many of those trips will be by car because the VTA light rail coverage is so miniscule. If the development had been designed with sufficient population and density, many of these trips could have been done by walking. In other words, residents have all the disadvantages of density (i.e. noisy neighbors, etc.) but few of the advantages.

Moreover, even if a business wanted to locate near the neighborhood to take advantage of the activity, the zoning laws would make that difficult.

Another problem is that planners fail to integrate new development into the existing landscape. Often, barriers are deliberately created — sometimes out of an irrational fear of crime but often just because of sheer ignorance. An example of this is the newest VTA light rail station, Moffett Park (see photo).

The road in the photo is Moffett Park Dr and has been designated by the VTA as a

countywide bike route. However, the only direct way for a bicyclist to access the Moffett Park light rail station is to climb over the wall and railing built alongside the station. Pedestrians have no access from the street because there is no sidewalk. Yet, this station has been considered an example of ‘Smart’ Growth because it was built by a private developer in exchange for a zoning variance that reduced the amount of free parking that had to be provided. It never occurred to the VTA that people who do not work in the new ‘Ariba’ building would also want to use the station.

Contrast these Bay Area ‘Smart’ Growth examples with the street scene from Nantes, France (photo bottom right) which has all the elements of a complete working neighborhood. Besides the close proximity to light rail, there is a sufficient number of residents to attract business on the ground floor of the buildings. Shops, restaurants, cafes, and other amenities are all within walking distance which greatly helps to reduce the number of car trips.

The MTC has begun to recognize this problem and created a new program: **Transportation for Livable Communities**. Unfortunately, the agency has fumbled the implementation.

While the program has funded some very good projects, a lot of the money has been squandered on building expensive parking garages at BART stations. The theory is that the garages can free up space currently taken by surface lots to make room for development near stations. In practice, the costs involved are enormous. A typical parking garage costs \$30,000 per parking space. In addition to the capital costs, garages also require considerable maintenance costs. It is for these reasons that in other countries, the land near urban train stations is seen as too valuable to be wasted on something like a parking garage, which has a negligible return on investment (or negative return on investment in the case of BART garages since the parking is free). Private developers can earn far greater profits building other things at train stations, like housing, offices, and retail. These things also generate many more trips at train stations, which improves farebox recovery. It is the lack of suitable development around transit in the Bay Area that is one of the main reasons why transit ridership is so low.



Whisman Station.



Moffett Station- The only way to enter the station from the main thoroughfare is to jump the railing! Also, note the lack of sidewalks.



Nante, France - transit, housing and shops are all integrated in walkable neighborhoods with no barriers

Next time: neighborhood opposition to Smart Growth and what all this has to do with building bike-friendly cities.

MINUTES of the Board and General Meeting of Tuesday, October 15, 2002 held at the Rockridge Branch of the Oakland Public Library

BOARD OF DIRECTORS
MEETING held at 6:30 PM

I. APPROVAL OF EXPENDITURES (by consent) Un-interrupted electric Power Supply for Server (Ed Meechem) \$150. Oakland Police - Oakland Grand Prix (\$6,514.40 paid by City of Oakland) \$572.68. Raines Cohen - 3 hours of administrative services \$30. Signs: 1. Sign-a-Rama, 7 parking signs (pd \$346.42) 2. Sign-a-Rama, 2 table banners, 1 newsletter display \$317.69. 3. BPS Graphics (company) 2' x 8' banner and 1975 Bicycling Magazine poster (Raburn) \$498. For 30th anniversary party: 1. Morrison Ohara embroidered patches (Raburn) \$422.02. 2. Smart&Final plates, utensils (Raburn) \$28.71 3. Mojo Deluxe music band (Raburn) \$750. 4. Missing Link bike store gift certificates (Raburn) \$175. 5. ABC liquor license (Raburn) \$30. 6. beer, Golden Pacific (BFBC) \$200. 7. wine, Rosenblum Cellars (Jon Spangler) approximately \$200. 8. Chinese food, Shen Dong (Gail Payne) \$388.60. 9. rent, YWCA (paid \$1,100) 10. invitations printing & mailing

Business Reply Mail Account (Raburn) \$250.

II. JANUARY 2003 RETREAT planning. Annual retreat will be at the small hotel in Port Costa, a small town in CoCoCo on the north coast between Crockett and Martinez. Sat-Sun, Jan 18-19, 2003. Dave Campbell volunteered to identify the hotel and call it to make reservations.

III. PAID ADMINISTRATIVE ASSISTANT The administrative work of EBBC has increased so much that we have the need for a paid position, probably a UCB student, at approx. \$10 an hour.

IV. RENT OFFICE We will probably also need to rent a small office in downtown Oakland for our business.

V. BOARD OF DIRECTOR FOR 2003. There was a discussion about whom to continue and whom to add to our Board, what services they can perform, and a list of energetic members whom we should enlist for these tasks.

Respectfully submitted by Yehuda Sherman, sec'y.

GENERAL MEMBERSHIP
MEETING, 7:30 PM.

CHAIR was Leo DuBose.

MINUTES of the previous meeting of Tues, Sept 17, 2002, had several errors: At that meeting we voted to SUPPORT Prop 51, the PCL Traffic Congestion and Safe School Bus Act Initiative. We also supported the Oakland Measure DD, the Oakland Trust for Clean Water & Safe Parks, that promises to replace the "world's shortest freeway" at the foot of Lake Merritt with a Lake Merritt Boulevard, including bike lanes that will continue around the lake. We also voted to support Measure AA, the AC Transit Parcel Tax.

CERRITO CREEK bike path will be discussed at the El Cerrito City Council meeting of Wed, Nov 13, 7 PM, and members will need to tell the Council what to do. ABAG will fund the trail from the bay to BART station.

INJURED CYCLIST ON PINEHURST RD, which is a narrow, winding, hilly road in the Oakland hills just east of Redwood Regional Park. Bhima Sheridan was hit by a car that had crossed the median line. Grizzly Peak Cyclists are endeavoring to get Contra Costa Co to put up "Share the road with cyclists" or "Pass cyclists with care" signs, and then to get Alameda Co to do the same on their section of Canyon Road. We will send letters to the two Public Works Depts to support placement of such signs.

DIA DE LOS MUERTOS (Day of the Dead) will be celebrated in Fruitvale district of Oakland, Sun, Oct 27. We will do valet bike parking 10 AM to 5 PM, next to Acapulco Records, 3509 Intern't'l BL Volunteers needed.

"ROAD I" bike safety class will be offered for FREE here in East Bay. Those of us who took the class recently in Palo Alto found it very good. The classes will be in two parts: Thur evenings 5-9 PM, and Sat. 9 AM to 4 PM. Bikes needed to Sat class. Dates are Nov 7&9; Dec 12&14, 2002, and Jan 23&25, 2003. Contact Dave Campbell at <dcampbel@lmi.net> or at BFBC 510-549-7433. The "Road I" class is a pre-requisite for the LCI (League Certified Instructor) LAB training.

SAFE ROUTES TO TRANSIT (SR2T) We are trying to get the State Toll Bridge Authority to devote part of any toll increase for such things as SR2T and the bike path on the west span of the Bay Bridge.

RSR & BCDC Two days after this meeting our efforts succeeded in getting the BCDC to vote in favor of a bike lane on the Richmond-San Rafael Bridge. BCDC will tell CalTrans and MTC to create the bike path on the unused traffic lane on the bridge.

STATE BAR ENVIRONMENTAL CONFERENCE will be held Oct 24-27, 2002, in Fish Camp, outside of Yosemite. We approved \$300 to help Dave Campbell, Esq., attend this meeting.

ATTENDED BIKE PARKING UCB student Michael Olin presented an informative slide program about elaborate facilities for safe parking of thousands of bikes in cramped spaces in such places as Japan and Holland. Here in Calif, where more space is available, we have less elaborate attended bike parking in Long Beach, Palo Alto, and Berkeley, and soon in Oakland at Fruitvale BART.

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 it has already expired), please renew now.

Subscribing has never been easier: visit the EBBC web page — <http://www.ebbc.org> — and click on the "Donate Now" icon to make a **secure**, online credit-card payment.



EAST BAY BICYCLE COALITION

510 433-RIDE

<http://www.ebbc.org>

EBBC OFFICERS

Executive Director

Robert Raburn* 510-530-3444

RobertRaburn@csi.com

Chair Leo Dubose* 510-763-6311

Vice Chair Dave Campbell* 540-5971

dcampbel@lmi.net

Secretary Yehuda Sherman* 925-284-5363

yehudasherman@aol.com

Treasurer John Siemsen* 510-530-1226

EBBC VOLUNTEERS

Hazard Eliminations Committee

Ian MacDonald 832-6300

ian@roymcdonald.com

Library Michelle DeRobertis 510-482-9010

Recorded Message & Retrieval

Pat Brown 510-433-7433

Membership Coordinator

Andrew Rudiak* 925-462-5017

ARudiak@co.alameda.ca.us

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
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

aforkosh@mac.com

<http://GrizzlyPeakCyclists.org>

Oakland Yellowjacket

Recorded Message 510-986-9011

<http://www.oaklandyellowjackets.org>
Santa Rosa Cycling Club Bill Oetinger

srcc@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 Matthew Ridgway 925-284-3200
m.ridgway@fehriendpeers.com

Bicycle-Friendly Berkeley Coalition

Recorded Message 510-549-RIDE

Bicycle Trails Council of the East Bay

Hot Line 510-466-5123

www.btceastbay.org

Bike the Bridge Coalition

Jason Meggs 510-273-9288

jmeggs@ucdata.Berkeley.edu

CA Association of Bicycling Organizations (CABO)

Kathy Tate, East Bay Rep 925-671-7579

biketate@tpi.net

California Bicycle Coalition (CBC)

Chris Morfas, Exec. Dir 916-446-7558

cbc@jps.net

Concord Kathy Tate

925-671-7579

Contra Costa County

John Ruzek* 925-939-5181

John_Ruzek@yahoo.com

Lamorinda Bart Carr

925-299-1522

Bart_Carr@yahoo.com

Livermore Amador Valley Trails Council

Deloris Bengston www.tclav.org

Penninsula Bicycle & Pedestrian Coalition

650-424-6134

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

bruceolehlson@hotmail.com

Pleasant Hill De Capshaw 925-825-6720

Pleasanton Robert DeMattei 925-484-1470

Regional Bicycle Advisory Committee (REBAC)

Alex Zuckermann 510-452-1221

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. 3.

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 Nov 25, Jan 27, 7:30 pm, Board Room, 2950 Peralta Oaks Court, Oakland 94605 Staff: Ro Aguilar, Legislative Analyst, 510-635-0138 x2006, Chair: Henry Losee, 510-276-2271, EBHIKER@aol.com.

Fremont Meets as required at 4:00 pm, Niles Room, 39550 Liberty Street, Staff: Rene

Dalton, 510-494-4535, RDalton@ci.fremont.ca.us. Chair: EBBC rep Michael.Graff@pobox.com.

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

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

Oakland Nov 21, Dec 19, Jan 16, 3rd Thursday at 3:30 pm at 250 Frank Ogawa Plaza, Suite 4314. Staff: Kathryn Hughes 510-238-6493, KHughes@oaklandnet.com; Chair: Ron Bishop 510-652-4667, rbishop747@aol.com.

Pittsburg Traffic & Circulation Advisory Committee Dec 5, Feb 6, 7:00 pm, Civic Center 3rd Fl, 65 Civic Avenue, Staff: Paul Reinders, PREinders@ci.Pittsburg.ca.us, 925-252-4822,

Chair: Ross De Boie

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

UC Berkeley Staff: Karl Hans, KHans@uclink4.Berkeley.edu; EBBC rep: Rachel Hiatt 510-325-6665 rhiatt@uclink.berkeley.edu (contact staff for next meeting date).

Walnut Creek Nov 20, Jan 15, 7:30 pm, 111 N. Wiget Lane, at Shadelands Civic Arts Bldg. Staff: Mike Vecchio, Community Development, 925-256-3529; Vecchio@ci.walnut-creek.ca.us Chair: Jeff Thomas, JWT6@pge.com, 925 945-7781, EBBC rep Dave Favello, [Davelo@aol.com](mailto:DaveVelo@aol.com).

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.

Non-Profit
US Postage
PAID
Oakland, CA
Permit #847

EAST BAY BICYCLE COALITION
POST OFFICE BOX 1736
OAKLAND, CA 94604

