

Al Zampa Bridge Path - Crockett to Vallejo



Highway Patrol bike officer on the new span during November 8, 2003 dedication ceremony. Unfortunately, a gap remained in the Crockett approach that kept the public from using the path. The EBBC will meet with Caltrans on January 6 to determine when the approaches will be completed with appropriate way-finding signs and traffic controls. -Photo courtesy of Howard Neal

NEXT MEETING begins at 7:30pm on January 20 (third Tuesday) at Oakland's Rockridge Branch Library, 5366 College Ave, at Manila. On the agenda will be action items regarding AB392 (Montañez), promoting nonmotorized and social equity-based planning within Caltrans, and whether to oppose the ballot measure to expand Los Vaqueros dam. We will also report on the status of the \$200m Regional Bicycle Plan set-aside, the January 24-25 Retreat in Port Costa, and how you can participate in Bike to Work Day on May 20. Plus, you will want to sign-up for one of our free Road I street skills for cyclists courses starting in March.

STAY VISIBLE DURING WINTER MONTHS! When riding during darkness CVC 21201(d) requires a white head lamp visible from 300 feet from the front and sides of the bicycle, and a rear reflector. Check EBBC member Tom Vogt's article in *Cycle California! Magazine* (Dec 2003) for lighting and other bright ideas.

Regional Bicycle Plan Finally Funded by MTC Details Remain in Negotiation, \$200 million at Stake!

*"If you always do what you've always done,
you'll always get what you've always gotten."*

-Rev. Andre Shumake, Richmond Interfaith Federation

OAKLAND - A Metropolitan Transportation Commission (MTC) subcommittee heard from a large group of community leaders, health professionals, and transportation activists on December 12, 2003 before moving to support a staff recommendation that included \$200 million for the Regional Bicycle/Pedestrian Program. Reverend Shumake's comment lent support to the bike/ped funding and Lifeline Transportation (\$216 million), two new programs that were included in the Transportation 2030 Plan for the first time.

We can thank Commissioners Jim Beall (Santa Clara Co) and Sue Lempert (San Mateo Co) for making motions to approve the staff's expenditure proposal.

However, the bike/ped funding is still at risk. When the full board of the MTC met on December 17, 2003, the Commissioners approved \$200 million for bike/ped funding. They also included a caveat that the counties be credited for local spending on regional bicycle and pedestrian projects.

A "credit" for existing spending baffled MTC staff and advocates. Stuart Cohen of the Transportation and Land Use Coalition told the Commissioners, "this is a strange criteria."

Bike advocates from throughout the Bay Area objected to the credit. It threatens to diminish regional funds available in counties like Alameda and Santa Clara that have passed transportation sales tax measures supporting bike/ped improvements. Furthermore, it jeopardizes our attempts to create bike/ped funding in new sales tax measures, as in Contra Costa County.

The unprecedented funding proposal for the regional bike/ped program may sound like a lot of money, but \$200 million is only about 2% of the \$8.8 billion in uncommitted revenues. We asked for \$500 million to fund an estimated \$990 million in projects in the Regional Bicycle Plan. Overall, the cost to complete the planned regional network--including the Bay Trail,

"Funds" continued p. 5.

EBBC Counters Opposition to Regional Bike/Ped Program Funding

Comments by Dave Campell to Alameda County Congestion Management Agency

"I would like to say a few words in support of the Regional Bike/Ped Program in the hope that this program will have your support. I had the opportunity to briefly discuss this program with Dennis Faye and Jean Hart the day that MTC committed to fund this program for \$200 million over the next 25 years. And I don't think Dennis minds me repeating today the concerns he expressed to me then that "now is not the time to be starting a new program, with the state broke and the STIP out of money." I have two important points to make in response to this otherwise legitimate concern.

First, the Regional Bike/Ped Program is not a new program, it was started back in 2001 when MTC finished the Regional Bike Plan and committed at that time to discuss funding of this Plan during the 2004 RTP update.

Second, the Regional Bike/Ped Program will fund projects that improve bicycle and pedestrian access and safety in the existing transportation system. It will make more efficient use of the existing system, which is one of MTC's adopted goals of the Regional Transportation Plan.

We are not trying to expand the bicycle and pedestrian network, we are simply trying to create one. Further, I know that there is support at the CMA for expanding the existing system with a variety of new projects and there may be concern that the Regional Bike/Ped Program will somehow limit the potential for this. I submit that, with the state broke and the STIP out of money, now is not the time to spend money on expanding the existing system that we can't currently afford to maintain. When the economy rebounds and new sources of revenue are secured, like the Toll Bridge increase, possible gas tax

"Campbell" continued p.5.

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
- **REI Berkeley**, Concord, Fremont
- **Wilson Bicycle Sales** <http://www.wilsonbike.com> (whsl)
- **Cycle California! Magazine** <http://www.cyclecalifornia.com>

SHORT REPORTS

BOLLARDS – A solution worse than the problem? The spawn of satan? The EBBC endorsed changes to the California Highway Design Manual that specify wide spacing and urge use of reflective treatments and diamond envelope pavement stripes. Jurisdictions that insist on installing closely-spaced bollards will soon be liable for crashes that result from narrow path entrances.

LOS VAQUEROS RESERVOIR – Should the recently constructed dam be replaced to flood an additional 2,600 acres? No, says the East Bay Area Trails Council. They note that the 1988 ballot promises for horse and bike trails evaporated and that the Contra Costa Water District measure on the March ballot fails to address recreation needs. The Committee to Stop the Dam Waste asks that the EBBC endorse their opposition. For info see: <http://sanfranciscobay.sierraclub.org/yodeler/html/2003/12/conservation2.htm>

AB392 – Bill introduced by Assemblymember Cindy Montañez (D-San Fernando), would make permanent Caltrans' Community-Based Transportation Planning (CBTP) and the Environmental Justice (EJ) Context-Sensitive Planning grants at \$3,000,000 each per year. These grants are helping local governments incorporate bicycling and walking into transportation plans and projects. The EBBC has submitted an EJ grant proposal for the Coliseum BART Area and will consider endorsing the bill.

AC TRANSIT – The service cuts implemented on Dec. 21 increase the likelihood that bicyclists will be stranded. The problem is most acute on the transbay NL bus which must now serve double duty in place of the #58 bus along the busy MacArthur corridor. Bicyclists are often bumped following consolidation of these lines. At 11:45pm on Christmas Eve, one NL driver was observed to refuse to allow a bike passenger aboard a bus that already had two bikes in the front rack and no passengers in the folded-up "wheelchair" seats. An on-board policy is needed.

BMI – Calculate your Body Mass Index and set diet and exercise goals for the New Year. Ride daily. BMI=Weight in kilograms divided by the square of height in meters. Overweight = BMI over 25. For a quick calculator go to: <http://nhl-bisupport.com/bmi/bmicalc.htm>.

CoCoCo ADOPTS BIKE/PED PLAN - On Dec. 17, 2003 the Contra Costa Transportation Authority voted to ratify and accept the County-

wide Bicycle and Pedestrian Plan (CBPP). The CCTA was pressured by the MTC to create a plan and was the last of nine Bay Area Counties that did not have a bicycle plan. Three Commissioners spoke during the board discussion after the public hearing was closed:

- Charlie Abrams (Walnut Creek) said that he thought the cost estimates were a lot of "smoke and mirrors."
- Don Freitas (Mayor of Antioch) indicated it was the expectation of the board that local jurisdictions would fund and build most of the facilities as parts of other road projects and that the plan probably would not cost the amount that was listed.
- Julie Pierce (Clayton) said that the cost estimates were illustrative only and were not binding on the CCTA.

Don Freitas moved to accept the Plan with the directive to include a statement that will be placed in the Plan indicating that while the CCTA was accepting the Plan, they were not binding themselves to spend any money on the \$231m list of projects.

Contact Brad Beck <bbeck@ccta.net> to request a copy of the CBPP or download it at <http://www.ccta.net/GM/finalplan.htm>.

PLEASANTON - Mayor Tom Pico seeks election in March to California Assembly, 20th District. He has promoted bicycle access to new Pleasanton developments and leads the call for nonmotorized I-580 crossings to Dublin at the proposed new West Dublin BART station and from the recently completed northern end of the Centennial Trail.

HAYWARD – City staff remain opposed to bike-ped-transit designs for the Foothill-Mission, 238 Bypass proposal that would take property to add additional lanes. Consultant proposals for bike access along the State routes (Foothill is designated SR238 and Mission is SR181) were recently shelved. Sherman Lewis and the Hayward Area Planning Association (HAPA) acknowledge that increased auto capacity adversely impacts other travel modes. HAPA received coverage in the *Daily Review* on Dec 10, 2003 for their scaled-down alternative to the 238 Bypass. "A pedestrian cannot cross 10 lanes of traffic in a single signal cycle," says Lewis. HAPA proposes to accommodate bicyclists within the existing right-of-ways by offering wide shared curb lanes. The

EBBC supported the HAPA proposal at a 238 Working Group meeting on December 17, 2003.

OAKLAND – The EBBC reviewed the *Bay Trail Feasibility and Design Guidelines* for the waterfront between Jack London Square and 66th Avenue. The \$53 million (Measure DD) proposal includes three innovative "floating trail" segments to route the path past bridge barriers at Park, Fruitvale and High that the EBBC strongly supports for construction by 2008.

OAKLAND – Comments on the Existing Conditions Report for the Telegraph Ave bike lane project can be sent to BikePed@oakland-net.com, the City's official channel for receiving comments on the project. The December 4 meeting gave no indication that core opponents' tempers have cooled over the past several years. Nevertheless, a broader constituency may be more reasonable toward road configuration changes that enhance the safety of bicyclists and pedestrians and the livability of Oakland. It comes down to weighing the marginal need for continuous two-way-center-turn lanes--a luxury--against the need to provide space for the large existing bicycle traffic to safely share the road. Another public session is to be held in February.

OAKLAND – The washboard descent on MacArthur Blvd toward Lakeshore will remain daunting (pinch flats guaranteed) until Spring 2004. Pavement grinding was interrupted in December by wet weather. The resurfacing and "road diet" reconfiguration from 4-lanes to 3-lanes with bike lanes will link Lakeshore with Park Boulevard.

BART - On Jan. 1, BART implements a 10 percent fare increase -- this on the heels of a 5 percent fare increase on Jan. 1, 2003. Meanwhile, from all appearances, most unreserved daily BART parking lots in the East Bay continue to fill during weekday commute times, fully subsidized by the fare-paying public, including thousands of non-drivers. The demand for BART's parking remains strong. Free parking at Rockridge BART and elsewhere benefits car-poolers or shoppers. BART could raise considerable money from charging for daily parking at those stations where demand exceeds supply, please sign the following petition: <http://www.petitiononline.com/bart2/petition.html>.

RIDES for Bay Area Commuters

Commuter Profile
1998-2003

Income	All Respondents	Bicycle Commuters
<\$20,000	06%	14%
\$21,000-35,000	13%	14%
\$36,000-50,000	17%	14%
\$51,000-65,000	15%	19%
\$66,000-80,000	13%	15%
\$81,000-100,000	13%	09%
>\$100,000	24%	14%
n=	15,809	167

According to the RIDES survey, bicycle commuters in the Bay Area are almost evenly distributed among all income ranges. Bicycle commuters are as likely to be rich as poor. In comparison to all of RIDES survey participants (mostly car-poolers), bicycle commuters are a bit more numerous in the low- and mid-range income brackets.

Health Workshops Sponsored by
Assembly Leader Wilma Chan

Football legend Craig Morton and Kaiser experts will address male health from 7:30-9:30pm on Thurs, Jan. 22 at the Harbor Bay Community Center, 3195 Mecartney Road.

Hands-on Chinese, Southern and CA cooking classes take place from 1-5pm on Feb.8 at Oakland's Lakeside Garden Center, 666 Bellevue Ave.

Free. Please call 510-286-1670 to RSVP.

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!

Senator Tom Torlakson
Urges Improvements
on Local Bikeways

Most State elected officials probably relaxed during the brief recess before the new Governor called them back into session in November. Not Senator Torlakson! He bicycled throughout eastern Contra Costa County.

But riding a bike is not a remarkable experience for the Senator who once taught physical education in high school. He enjoys riding.

Rather than rest between rides and legislative duties, Torlakson spent his spare time writing four letters to local officials urging action.

With first-hand knowledge of the considerable challenges that cyclists often face as they travel East Bay streets, roads and trails, Torlakson demonstrated his leadership by advocating for "improved safety measures that would foster more bicycle commuting and recreation."

The first letter recipient was Antioch Mayor Donald Freitas. Torlakson once crashed in his hometown of Antioch on account of a hazardous storm-drain grate. He emphasized the need to replace all faulty grates on local roads--whether on marked bikeways or not. In fact, Torlakson cataloged ten locations and called out the number of faulty grates at each intersection or portion of road. He further called for a network of bike lanes and paths, noting that urgent attention is needed on the approaches to the developing John Marsh "Pioneers Park."

Contra Costa Supervisor Mark DeSaulnier was reminded by Torlakson of many regional

bicycle facility needs. Torlakson called for routine accommodation of bicyclists in new developments and following road resurfacing. He reiterated an appeal he made in 2001 to link the Delta DeAnza trail with Concord using the Port Chicago Highway and Navy mitigation money. Finally, he asked about bikeway plans for future segments of the SR 4 Bypass.

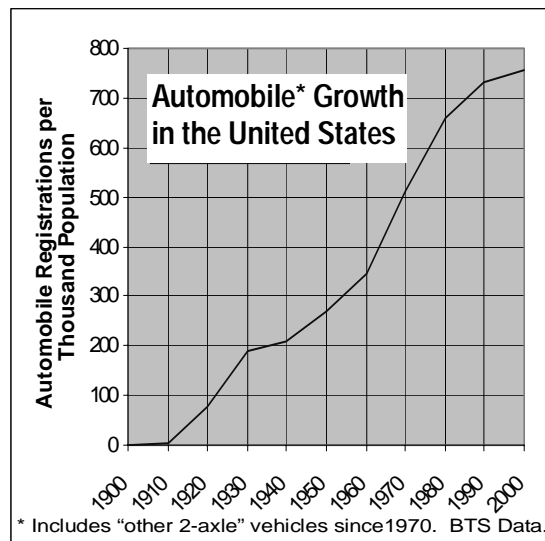
Torlakson next congratulated Brentwood Mayor Brian Swisher on receiving a bronze award from the League of American Cyclists for addressing bicycle access and safety issues. He also raised the issue of bicycle access on the approaches in Antioch to John Marsh "Pioneers Park." These routes include: Deer Valley Road, Camino Diablo Road, Concord Avenue, Marsh Creek Road, Orchard Lane and the SR-4 Bypass.

The final recipient of Tolakson's attention was Gary Darling, General Manager of the Delta Diablo Sanitation District, responsible for sweeping local streets and roads. Torlakson noted the difficulty of leaving reports of debris hazards and obstacles at 925-778-4040. He recommended that the district implement a "Hazard Report Hotline."

The EBBC's Hazard Elimination coordinator, Ian MacDonald, would relish sharing such information through our online Hazard Report Form (<http://www.ebbc.org/hazards.html>).

We are indeed fortunate to have a stalwart advocate and respected State leader who hails from the East Bay. Please follow Senator Torlakson's example of letter writing. In the meantime, the EBBC's Hazard Elimination coordinator and our Map Subcommittee have nine pages of Torlakson's text to review and follow-up on.

-Robert Raburn

Machine Space or
People Space?

The accumulation of automobiles continues to outstrip population growth in the US. During the past decade the "automobile" growth has been largely due to trucks and vans. The problem is that pedestrians and bicyclists must compete with cars for public spaces. Low Vehicle Registration Fees stimulate accumulation. In 1974 Ronald Horvath speculated in "Machine Space," *Geog.Rev.*, that, given the non driving population, saturation would occur at 670 cars per 1000 people. We're oversaturated!

"Funds" continued p.2.

the Regional Bicycle Plan, and selected local county projects of regional significance--is estimated by the MTC to cost \$1,475 million.

Not included in the above figures are costs for other regionally important bike/ped projects. Foremost is a Safe Routes to Transit (SR2T) program. This must be broadened from the \$213 million SR2T proposal that was restricted to state bridge corridor congestion relief (\$20m is included for SR2T in the upcoming Regional Measure 2). A wide range of high-priority SR2T projects outside of the bridge corridors--particularly in Santa Clara and Marin Counties--need to be added to the regional bike/ped costs.

Other unfunded projects include BART's *Bicycle Access and Parking Plan*, comprehensive plans for pedestrian projects, the Bay Bridge West Span, and emerging projects not included in outdated regional and county plans.

Bike/ped funding is long overdue. In 2001 the MTC adopted the Regional Bike Plan, but did not allocate any funding to implement the plan. We were promised that our needs would be addressed in the T2030 process. Thus when Commissioner Jim Spring (Solano Co) mentioned that "another opportunity for funding would be available in three years," many advocates in the room felt let down.

Bicycle advocates were "on the ropes" from the outset of the subcommittee meeting when Scott Haggerty of Alameda County argued that the Alameda Countywide Bicycle Plan (2001) is fully funded via their sales tax measure (Measure B). Not true! The sales tax is expected to generate between \$72 and \$115 million for bike/ped projects, only 25% of these funds are slated for regional projects. In Alameda County, the MTC calculated that \$177 million will be needed to complete a combination of selected "regionally significant" routes from the Countywide Plan (\$147m) and the Bay Trail (\$30m). Again, these figures do not reflect SR2T projects, BART's *Bicycle Access and Parking Plan*, pedestrian needs, nor emerging projects like the Coliseum to Bay Trail and the Lake Temescal Bridge over SR 24.

Haggerty acted on behalf of the Congestion Management Agency (CMA) directors from throughout the Bay Area. This powerful group argued for "flexibility" in how they allocate funds locally. Their target was the proposed set-aside for regional bike/ped funding. Pete Snyder, President of the Alameda County CMA Board and BART Director, delivered their call for flexibility and noted that the bike/ped set-aside would cause a "ripple effect."

It is absurd to argue that a mere 2% of the uncommitted revenues would cause an adverse ripple effect in the delivery of regional



San Leandro - Christmas elves assembled 375 kids bikes for holiday donations. Mayor Sheila Young joined the Police Officers Association and numerous citizens in the effort on December 13. San Leandro raised \$16,000 and received discounts on the bikes from K-Mart.

transportation projects. In reality, spending on bikeways and pedestrian safety engenders a positive ripple effect. Our SR2T proposal, for example, bolsters the effectiveness of existing transit investments and was calculated to cost only about \$0.50 for each new rider--an incredibly low value in the realm of transportation!

For years, the CMAs have had the flexibility to allocate transportation dollars to bike/ped projects. Little was done on our behalf. We need a set-aside to insure that gaps are closed in the regional bikeway network and that bicyclists and pedestrians are routinely accommodated. Until each county's regional bike/ped needs are met, local calls for funding flexibility cannot be considered. The CMAs are not financially benevolent toward bike access and safety (CoCoCo in *Short Reports*). The full set-aside is needed for change to occur!

Reverend Shumake's comment was most apropos.

-Robert Raburn

"Campbell" continued p.2.

increase, county vehicle license fees, etc., that is the appropriate time to begin discussions on expansion.

At the MTC December board meeting, concerns were expressed from several commissioners that the Regional Bike/Ped Program provide local jurisdictions

flexibility to direct funds where they are needed. The point was made that to the extent that counties commit local funds to complete bicycle and pedestrian plans, monies from the Regional Bike/Ped Program should be available to be redirected to where they are needed most. This is

eminently reasonable and we look forward to working with MTC staff to come up with a solution that works for bicyclists, pedestrians, transit users, paratransit, and everyone. I am asking for your support for this process and this program. Thank you."

-Dave Campbell

MINUTES

of the General Meeting of Tues., Nov. 25, 2003, held at the Rockridge Branch of the Oakland Public Library

CHAIR was Craig Hagelin.

MINUTES of the previous meeting of Tue, Oct 21, 2003, were approved with corrections to Telegraph Ave meeting date changed by City to Dec 4 and note that Measure B in Alameda County created a [bicycle] advisory committee.

BRENTWOOD, in eastern CoCoCo, was designated as a bronze-level "Bicycle Friendly Community" by the LAB (League of American Bicyclists).

IRON HORSE TRAIL Public meeting about a trail spur near Pleasant Hill BART station will be held 7 PM, Wed, Dec 17, 2003, in a nearby apartment complex.

HAYWARD, FOOTHILL & MISSION BLVDS City's plans are to widen these two streets but without any provision for bikes. This violates CalTrans DD-64 order.

ALAMEDA BIKE FERRY from Southshore Courtyard to Jack London Square. Paid by Clean Air money. Will start on weekend, then go to daily service. Initial ride this Sat, Nov 29, 2003, at 10 AM starting in Alameda.

CYCLING SKILLS courses will be given, for free, in Oakland in Spring 2004 thanks to grant from the City of Oakland's Traffic Safety Project.

NEW CLAIM CHECKS for bike parking. We approved purchase of 10,000 for \$1,200 from Sutherlands. We have now parked over 20,000 bikes at public events since 1993!

TELEGRAPH AVE public workshop Thur, Dec 4, 2003, 7-9 PM, Faith Presbyterian Church, 430 49th St, regarding striping Telegraph for bike lanes in Oakland areas without striping now.

CoCoCo MEASURE C. Volunteers needed to get on first BART trains out of Bay Point on morning of Tues, Dec 2, 2003, to give out post cards to riders to persuade CCTA members to vote for 5% of Measure C funds for peds and bikes.

MEMBERSHIP RENEWAL MAILING has so far resulted in 30+ responses per week with an average payment of over \$32.

MTC REGIONAL BIKE PLAN. Meeting at MTC Fri, Dec 12, 2003, 3-5 PM. We urged members to write letters to our four MTC reps to persuade them to fund the Regional Bike Plan. Commissioners reported numerous letters. (Our strength is you!)

CARQUINEZ BRIDGE Because bicycles were not allowed at the recent dedication of the new Carquinez Bridge, we passed a motion to request of CalTrans a path dedication ceremony when the approaches are completed.

MAP Cartographer David Wiggins has volunteered to design the covers for our new East-of-the-Hills Map. Next map meeting at Raburn's home Sat, Dec 13.

ELECTION OF OFFICERS was postponed to our Jan 20, 2004, meeting.

ANNUAL RETREAT Different locations were discussed, e.g. Port Costa School. Probably Sat-Sun, Jan 24-25, 2004.

NEXT MEETING will again be at the Rockridge Library, 3rd Tues, Jan 20, 2004, 7:30 PM, College Ave at Manila St. Oakland.

Respectfully submitted by
-Yehuda Sherman, sec'y.

BAC Calendar

Anyone is welcome to attend Bicycle Advisory Committee meetings, to listen or to offer suggestions on bike improvements. Complaints about dead traffic light sensors, road debris, bad striping, etc. should be directed to the staff listed here or to the EBBC's Hazard Elimination Committee. No BAC? Bring your bicycle issues up before the Traffic Commission, and contact John Ruzek of EBBC for information on establishing a local BAC in your community.

- Calendar Compiled by John Ruzek

Alameda County (ACTIA) Jan 8 & Jan 14, 5:30 pm, 426 17th Street, Suite 100, Oakland. **Staff:** Rochelle Wheeler, 510-267-6121, RWheeler@acta2002.com; **Chair:** Jerry Caveglia.

BART (Bicycle Accessibility Task Force) Feb 2, Apr 5, 6 pm MTC, 101 8th Street, Oakland. Bimonthly, first Mondays. **Staff:** Laura Timothy, 510-464-6446; **Chair** Joe Carroll, JCarroll@lmi.net - County representatives: Alameda - Eric McCaughrin (510) 527-8833 emccaughrin@yahoo.com; Contra Costa - Dave Favello 925-939-9462, DaveVelo@aol.com, Craig Hagelin 925-937-7610, CHagelin@earthlink.net.

Berkeley Transportation Commission's Bicycle Subcommittee Jan 7, Feb 4, 4:00 pm, 2118 Milvia St., 3rd floor, **Staff:** Heath Maddox, (510) 981-7062, HMaddox@ci.berkeley.ca.us; **Chair:** Sarah Syed; **EBBC rep.** Dave Campbell 510-540-5971 DCampbell@lmi.net.

Brentwood Jan 26, Feb 23, 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 Feb 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; **BABC rep:** Josh Hart, (415) 431-2453, joshua@sfbike.org.

Caltrans District 4 Jan 6, 1:30 pm, 111 Grand Avenue, Oakland. 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.

Contra Costa County Meets yearly in late fall to review TDA Article 3 projects. **Staff:** Joe Yee 925-

"BAC" continued p. 8.

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.)

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COALITION PARTNERS

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Bicycle Trails Council of the East Bay
 510-466-5123 www.btceastbay.org
Cherry City Cyclists Nikki Grimes 510-793-3648
 http://www.cherrycitycyclists.org
Delta Pedalers Dave Stoeffler 925-634-1793
 http://www.deltaped.org
Diablo Cyclists http://www.diablocyclists.com
Different Spokes Derek Liecty 510-339-2345
Fremont Freewheelers Ben Lee 510-651-2448
 http://fremontfreewheelers.org
Grizzly Peak Cyclists Al Forkosh 510-655-4221
 http://GrizzlyPeakCyclists.org
Hikanbyke http://hikanbyke.org
Oakland Yellowjackets 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
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AFFILIATED ORGANIZATIONS

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 David Burch, Chair 415-749-4641
Bay Trail Project http://www.abag.ca.gov
 Janet McBride, Exec. Dir (510) 464-7935
BikeAlameda http://www.bikealameda.org
 Lucy Gigli 510-595-4690
Bicycle-Friendly Berkeley Coalition
 510-549-RIDE www.bfbc.org

Bike the Bridge Coalition www.bikethebridge.org
 Jason Meggs 510-273-9288
 jmeggs@ucdata.Berkeley.edu
CA Association of Bicycling Organizations
 Kathy Tate, East Bay Rep 925-671-7579
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California Bicycle Coalition 916-446-7558
 Vacant, Exec Dir cbc@jps.net
Greenbelt Alliance www.greenbelt.org
 Lee Huo, EB Field Rep 925-932-7766
Transportation and Land Use Coalition
 http://www.transcoalition.org
 Stuart Cohen, Exec. Dir 510-740-3150

COMMUNITY REPS & ADVOCATES

(See Also: BAC Calender & Affiliated Orgs.)
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 bruceoleohlson@hotmail.com
Pleasant Hill De Capshaw 925-825-6720
Pleasanton Robert DeMattei 925-484-1470
West CoCoCo Bill Pinkham pinkhammar@hotmail.com
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"BAC" continued p. 6.

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.

Emeryville Jan 21, 5:30 pm, 1333 Park Ave (dates subject to change; confirm w/staff), **Staff:** Peter Schultze-Allen, 510-596-3728, PSchultze-allen@ci.emeryville.ca.us. **Chair:** Ken Bukowski, Bukowski@earthlink.net.

East Bay Regional Park District (Park Advisory Committee) Jan 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.

Fremont Jan 21, Feb 18, 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 Jan 15, Feb 19, 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 (dissolved due to budget cuts). **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 Call staff for information on January meeting. **Chair** Karl Hans, KHans@uclink4.Berkeley.edu; **EBBC rep:** Rachel Hiatt 510-325-6665 RHiatt@uclink.berkeley.edu, **Staff** Rita Bond, Rita-Bond@uclink4.berkeley.edu, 510-642-7194.

Walnut Creek Jan 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 **Chair** Chuck Kaplan, CKaplan@swinerton.com, **EBBC rep:** Dave Favello, DaveVello@aol.com.

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

Contact the BAC when staff is not responsive or when there is a policy issue.

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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