



# The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

May 2002

## From the Chair Cyclists Need Safe Access to El Dorado Hills

By Lea Brooks

I recently had a rare day off from work in the middle of the week. I looked forward to a break from my daily commute on the American River Parkway bike trail and planned a hilly bicycle ride in the El Dorado Hills area. What a beautiful day! Freedom from work and panniers! A brilliant blue sky, hills covered with velvety spring grass and wildflowers, and no deadlines.



As I pedaled east on the bike trail toward Folsom at about 8:30 a.m., I realized that I was actually afraid to ride to El Dorado Hills on a weekday and steered my trusty Trek toward Auburn in Placer County instead. About the only time I ride to El Dorado Hills these days is early in the morning on weekends when there is little or no traffic.

As recreational cyclists are well aware, the foothills east of Sacramento offer some of the most spectacular and challenging back roads in California.

However, explosive population growth and suburban sprawl in the region have resulted in lead-footed, impatient motorists

*Safe Access, page 3*

## Thanks SABA Volunteers!

By Ken Murray

Thanks to the following individuals for staffing the SABA table at the City Bicycle Works (downtown location) Super sale April 5-7: Walt Seifert, Marie Schelling, Dennis King, John Whelan, Beverly Taylor, and Marcy Barnett.

SABA members' work resulted in six new memberships over the course of the three-day sale. New members who signed up during the sale received a \$5 certificate toward any purchase at City Bicycle Works. The following SABA members also staffed our table at the annual Earth Day Festival at California State University, Sacramento, on April 20: Walt Seifert, Sarah Connelly, Brian Lambert, Michael Baass, Stu Gluckman, Dwight Freund, Loren Lewall, and Jennifer Kerr.

Thanks to all of you who were willing to spend your weekend volunteering. Let's relieve Walt from spending time staffing the SABA table and get more volunteers out next year!!!

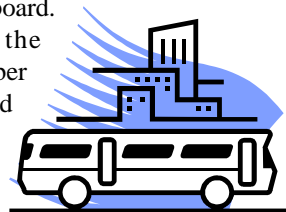
# Thanks!

## Regional Transit Boosts Bikes

By Walt Seifert

It's official! At its April 29 meeting, the Sacramento Regional Transit (RT) Board changed its policies regarding bikes on light rail. There will no longer be peak hour restrictions — times during which bikes are not allowed on board.

In addition, the maximum number of bikes allowed on each light rail car, except the first car of a train, will increase from two to four. The two bike maximum will still apply to the first car of a train to allow space for passengers with disabilities.



Cyclists will need to use either the front or rear light rail car doors for boarding.

The new rules will take effect on Bike to Work (& Everywhere!) Day, May 16.

At SABA's request, RT is also examining ways to make light rail accessible to more cyclists when it operates single cars, typi-

*RT, page 8*

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This space reserved for a mailing label with your name on it. Join us! A membership application is available at [www.sacbike.org](http://www.sacbike.org) and most bike shops.

## SABA Mission

*To make cycling in the Sacramento area safe, convenient and pleasant. To have more people cycling for transportation so we have healthy air, healthy citizens and healthy communities.*

SABA meets the fourth Tuesday of each month, usually at noon, but once every three months at 6:00 p.m. For more information call us at (916) 444-6600, or e-mail us at [bikesaba@pacbell.net](mailto:bikesaba@pacbell.net).

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7:00 p.m. the third Thursday of the month. For more information call Chapter Chair Tony Powers at (916) 353-1745 or e-mail them [fabatomatoweb.com](mailto:fabatomatoweb.com).

## The Squeaky Wheel

The newsletter is produced and distributed once each month. If you have an idea, a compliment, a tale of woe or an article for the newsletter, contact Lea Brooks, 2013 Roaring Camp Drive, Gold River 95670, via e-mail at [lea2skip@aol.com](mailto:lea2skip@aol.com), or call evenings at (916) 635-9332 by the third Thursday of each month.

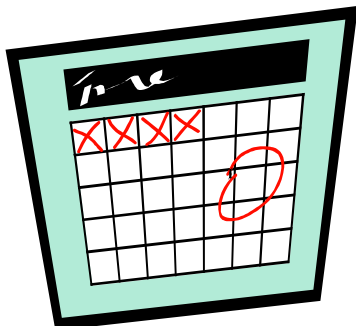
## SABA/Community Calendar

### May

28 SABA General Membership meeting, noon at Cal-EPA building

### June

- 8 Sacramento River Cats' Ride Against Hunger 2002, Raley Field, West Sacramento. Start Times:  
16 & 30 mile - 8:00 — 9:00 a.m.  
5 mile - 9:00 a.m.
- 13 SABA Volunteer Work and Pizza Party, 5:30 p.m.
- 25 SABA General Membership meeting, noon



## SABA General Membership Meeting

### DIFFERENT LOCATION!

Join us on Tuesday, May 28, noon, Cal-EPA building, 1001 I St., Room 510. You'll need to sign in with a photo ID, and be escorted in. Bring a lock if you bring your bike!

11:45 I. Pre-meeting mingle, chat and eat.

12:00 II. Introductions (Lea Brooks).

12:05 III. Executive Director's Report, including Bike to Work Day report (Walt Seifert).

12:20 IV. Central City Streets Project Status Report (Walt, Chris Morfas and/or Doug Thompson).

12:35 V. Hazel Avenue Corridor Study Project Update (Skip Amerine).

12:45 VI. Other business and announcements.

1:05 VII. Adjourn.

## SABA Actions

### Meetings

SABA members attended the following meetings:

- The Sacramento Transportation and Air Quality Collaborative caucus and plenary sessions,
- A Sacramento Area Council of Government's (SACOG) Work Program committee meeting,
- A California Department of Transportation (Caltrans) meeting on interchanges and intersections,
- Hazel Avenue Study Citizens Advisory Committee, and
- Met with the California Air Resources Board executive officer.

### Letters

SABA sent letters of support for three pieces of state legislation on:

- Increasing traffic fines to improve bike/pedestrian safety,
- Signal detection, and
- Environmental streamlining for removing traffic/parking lanes and installing bike lanes.

### Testimony

- SABA testified before the Sacramento Regional Transit Board of Directors regarding its new bike policies and requested greater flexibility for taking bikes on board during single car light rail operations, and
- SABA testified before the SACOG Board on the Metropolitan Transportation Plan.

### Other Actions

- SABA staffed information tables at Earth Day at California State University, Sacramento, and the City Bicycle Works Supersale at the K Street store,
- SABA was interviewed as part of a Sacramento River forum process,
- SABA members were involved in Safe Routes to School activities in Natomas,
- SABA commented on the Draft Environmental Impact Report for the city of Elk Grove's Sheldon Road/State Route 99 Interchange Improvement Project, and supported a city of Sacramento request for grant funding to acquire property for the Ueda Parkway. ☸

*Safe Access, from page 1*

using these back roads as alternates to the misery on highways 50 and 80. The behavior of many of these motorists can best be described as despicable. One of SABA's priorities is safe and convenient bicycle access to all destinations. While our primary focus is improving routes for commute and utility trips, recreational cyclists benefit from our efforts. SABA wants to ensure that cyclists can safely and conveniently ride between all communities within Sacramento County and adjacent counties, including Folsom and El Dorado Hills, Sacramento and West Sacramento and Sacramento County/Citrus Heights and Roseville.

The primary access to El Dorado Hills along the Highway 50 corridor is White Rock Road, which has no shoulder and an abundance of motorists on the verge of road rage.

El Dorado County recently repaved the stretch of White Rock from the Sacramento County line to El Dorado Hills Boulevard and unbelievably did not add a bike lane or shoulder.

On the other hand, Placer County accommodated cyclists by constructing a bike lane on Auburn-Folsom Boulevard from the Folsom city limits to Auburn. Auburn-Folsom Boulevard serves as a safe and convenient gateway to western Placer County's delightful back roads.

SABA is hopeful that we can turn around the unacceptable conditions for cyclists along the Highway 50 corridor in Folsom, unincorporated Sacramento County and El Dorado Hills. Our effort is not going to be easy, and will require working with the California Department of Transportation (Caltrans), the city of Folsom, Sacramento County, El Dorado County and the 50 Corridor Transportation Management Association.

In comments I submitted on behalf of SABA regarding the U.S. 50 Highway Improvement Project in El Dorado County from El Dorado Hills to Shingle Springs (a third traffic lane will be added in each direction), I told Caltrans:

"SABA is very concerned that this project does not address bicycling along the Highway 50 corridor in the project area. It is disturbing not only that there currently is no bicycle route along Highway 50 in El Dorado County, but also that this project does not address how bicyclists will be accommodated. In the year 2002, especially with Caltrans Deputy Directive 64, how can you propose a project without accommodating the needs of bicyclists?"

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"Deputy Directive 64, which took effect on March 26, 2001, requires Caltrans to fully consider the needs of non-motorized travelers, including bicyclists, in all programming, planning, maintenance, construction, operations and project development activities and products.

"Your list of mitigation measures does not mention bicyclists nor does the project propose to provide for bicyclists in the project corridor.

"SABA specifically requests that Caltrans address the needs of bicyclists and build facilities to accommodate them as part of this project.

Bicycle accommodations in El Dorado County range from inconsistent to non-existent. As previously stated, there currently is no route

for bicyclists to ride from El Dorado Hills to Shingle Springs along the Highway 50 corridor. Bicyclists are prohibited on Highway 50 within the project area and there is no continuous parallel route.

"If you are a bicyclist in El Dorado Hills in the vicinity of Highway 50 and want to ride to Shingle Springs, you are forced to ride several miles east to Green Valley Road, which

has inconsistent bicycle facilities. From Green Valley Road, bicyclists have a choice of Cameron Park Drive or Ponderosa Drive, both of which also have inconsistent facilities for bicyclists. These routes take cyclists many miles out of the way and are not an acceptable alternative.

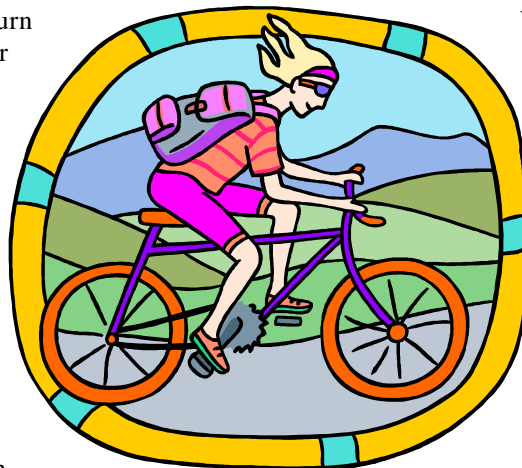
"The other option is to ride south on Latrobe Road to Shingle Springs Road to gain access to Shingle Springs. This route also takes cyclists many miles out of the way and has inconsistent facilities.

"Freeway interchanges are another major concern for bicyclists because they are barriers. Bicyclists, especially children, cannot safely pass through multiple-lane on- and off-ramps. Safe and convenient bicycle and pedestrian access through interchanges in the project area must be specifically provided. SABA requests that you look at separate bicycle/pedestrian overcrossings in the project area.

"How disappointing that the purpose and objectives of the proposed project focus only on improving conditions for motor vehicles. You have completely ignored the needs of bicyclists, which is unacceptable."

Stay tuned, folks. At stake here is safe, convenient access for cyclists in the fast-growing Folsom-El Dorado Hills region.

⊗



*Wouldn't it be nice...?*

## Executive Director Receives Award

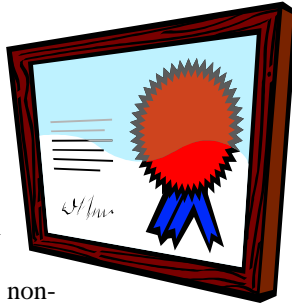
The California Transportation Foundation presented SABA Executive Director Walt Seifert with its 2002 TRANNY Citizen Award. Seifert received the award during a May 8 banquet at the Sacramento Convention Center.

The Foundation is a statewide non-profit organization whose purpose is the "promotion and recognition of excellence in California transportation."

Walt was nominated for the award by the Sacramento Area Council of Governments — itself a prior TRANNY award winner.

The Foundation recognizes individuals, projects and programs. Other local winners were Tom Zlotkowski (director of the Sacramento County Department of Transportation) who received the Manager Award and the Capitol Corridor Joint Powers Authority, recognized as Organization of the Year. The San Francisco International Airport Expansion was the Project of the Year. The Ripon River Crossing in the city of Ripon was selected as the best bikeway/pedestrian project.

Walt accepted the award on behalf of all bicycle advocates in the state, who he said are still too often having to say, "Hey, what about us?" when transportation is discussed. He said the bike is the perfect tool for short trips in terms of efficiency, the environment, public health and the community. ☼



## California Bike Legislation Status Report

By Chris Morfas

Two California Bicycle Coalition (CBC)-sponsored bills remain in play at the Capitol.

Assembly Bill 2521 (La Suer) would require new and replaced traffic-actuated signal devices to detect bicycles. If you've ever encountered a traffic signal that wouldn't turn green, you know how dangerous and annoying that can be. The good news is that AB 2521 unanimously passed the Assembly Transportation Committee on April 22! After some nimble negotiations, CBC was able to get cities and counties to drop their opposition to the bill. The California Department of Transportation (Caltrans) has performed a technical review on the bill, and is OK with it, too.

An amended version of Senate Bill 1555 passed the Senate Public Safety Committee by a 4-0 vote on April 30. If successful, SB 1555 would launch a new era of government support for bicycling and walking by providing the California Department of Health Services with \$10 million annually to promote bike- and pedestrian-friendly environments and to modify behaviors. The funds would be generated by tacking a \$5 penalty onto the driver's license renewal fee of motorists with two or more points on their record. ☼

## My Bicycling Inspiration

by John Whelan

Jura Mead, 78, is my mother-in-law and the person who got me interested in cycling again. So rather than talk about me, let me tell you about my bicycling inspiration.

Jura tells me she cycled in high school, a little more than many kids, as a way to get around. "When I lived in Brentwood, I cycled to a friend's ranch in order to ride their horses. This was a 16-mile round trip on a one-speed, of course."

Jura graduated from Cal Berkeley with a major in journalism in June 1945. Jura married, settled in Salinas, raised a family of three (my wife Jeri is the eldest) and taught elementary school there for many years. She said, "I guess I started biking a little more in earnest with Bette Winthers in the late 1970s. I joined Bette after school and we pedaled about 20 miles on River Road to Gonzales. Our husbands would meet us at a great restaurant and give us a lift home. Still on a one-speed."

About this time, at the urging of her friend Bette, Jura graduated to a 12-speed, then several years later bought a 14-speed — and she was off and riding. "From 1986-92 I did the Steinbeck 100 kilometer sponsored by Salinas Multiple Sclerosis. 1991-98 the Tierra Bella put on by Almaden Cycle Touring Club (the San Jose bike club). In 1991 I cycled the Oklahoma ride — longest day was 87 miles, which is my record. The Wine Country 100 kilometer 1992-1999.

"In 1992 Missouri State Parks west to east ride, 462 miles across Missouri — and lots of Ozark Hills. We camped in Missouri State Parks and we had about 300 bikers. My biggest scare was on this ride. I was going downhill at a pretty good clip when a deer darted out in front of me. Not real, real close but it did wake me up!

Then in 1994, Sierra to the Sea. Probably — my greatest ride — 500 plus miles from Columbia to San Francisco and climaxed by riding across the Golden Gate Bridge. What a thrill.

"Then in 1996 I bought my present 24-speed Klein. It was easier to pedal the next ride, the California 300 from Monterey to Santa Barbara in 1997. Scenic Cycling Adventures staged it. A beautiful trip and great accommodations. (Plug)

"I've bicycled with Elderhostel: four islands in Denmark and Northern Holland. Both rides beautiful scenery. They were very interesting and informative—not very strenuous—only a

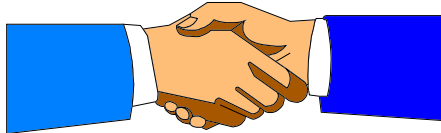
Jura, page 5

### SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, June 13 from 5:30 to 7:30 p.m. at the SABA Intergalactic HQ, 909 12th Street. We'll be writing letters, stuffing envelopes, and talking all kinds of bike stuff!



## Welcome new members!



- |                    |                           |
|--------------------|---------------------------|
| Judy Agid          | Whit Hill                 |
| Clifford Anderson  | Chris Icanberry           |
| Mark Blackburn     | Brian Inouye              |
| Greg Boers         | Daniel Izon               |
| Judy Boers         | Paul H. Keller            |
| Doreen Bryant      | Chuck Maas                |
| Chris Calhoun      | Jim Miller                |
| Karen Chaney       | Gerry & Rosie Miller      |
| Marisha Chilcott   | Traci Miller              |
| Dale Claypoole     | Heidi & John O'Connell    |
| Cherie Cotter      | H.V. Scneider             |
| Ellen Crismer      | Theresa & Scott Tincher   |
| Robert De Bruin MD | Mike Tomlinson            |
| Paul Dorn          | Karl Tracy                |
| David Ertl         | Thom & Barbara Wallace    |
| Michael Feliciano  | Marian Warren             |
| Peter Hewitt       | Kirsten Zadekia Xanthippe |

## MTP Slouches to Finish

by Walt Seifert

The SACOG Board approved the final draft Metropolitan Transportation Plan for 2025 on April 18 after five hours of public testimony and board questions and motions.

The \$21.9 billion plan includes beltways through the countryside, HOV lanes and \$7 billion for transit. While the MTP could have — and should have — been much more visionary, more money than ever before, counting both funding for bicycle/pedestrian projects and community design, may wind up going to cycling projects.

Most of the public testimony was in opposition to a proposed Carmichael to Rancho Cordova bridge across the American River. Other speakers supported what they called a “balanced” plan — never mind that what we need is a balanced system. SABA requested another \$100 million for bike/pedestrian projects to no avail.

Most of the discussion by the board members also revolved around a future bridge across the American River and whether or not to assume that voters will renew Measure A, the county’s half cent sales tax at the same level or a higher level. The plan assumes that Measure A will be approved at an increased two-thirds of a cent, with half going to transit and half going to roads, bikes and pedestrians. Generally, transportation was viewed as either roads or transit.



While the fact that bikes and pedestrians were even mentioned is mildly significant, there were no assurances that the allocation in a new Measure A would be different from the existing Measure A, in which bike/pedestrian projects get a pittance.

The SACOG board also directed a greater flow of funding to road maintenance. Unfortunately, this extra money, estimated at \$52 million, came at the expense of bicycling and walking projects.

Instead of the Carmichael to Rancho Cordova bridge across the American River, the board reserved \$80 million for a “full range of access improvements across the American River” between Howe and Hazel avenues. SACOG will work with Sacramento County to develop potential cross-river access improvements as part of the county’s Congestion and Circulation Study. An earlier version of this recommendation, which would have been better for cyclists, would have studied crossings all the way from the Sacramento River to Hazel Avenue.

(Note: The community design funding was incorrectly reported last month as \$480,000. It will actually be \$500 million). It will be very important to see that all the funds are used appropriately. ☉

*Jura, from page 4*

40-mile maximum day. Elderhostel provides the bicycles and a guide native to the country. They limited the ride to 30 participants, and we toured or visited interesting places along the route.”

Jura is now retired and lives in Hollister. She added, “Now I try to take 2-3 short 12-mile rides and one 20-40 mile ride per week. Not as much as I’d like but better than nothing.” Her cycling friend Bette fractured her spine in several places in July 2001. Bette is riding a stationary bike as part of her rehabilitation, but is not quite ready to go on the road, yet.

“The best things about cycling are the friendships you make, and the ‘help each other’ spirit. One girl on the Oklahoma ride pedaled two miles out of her way to catch me when I missed a turn and was on the wrong road. That’s four miles round trip and that’s a long way on an 87-mile day! I also love the ‘can do’ spirit and of course the downhills.”

Jura’s advice is: “Wear your helmet, even on short rides close to home. You never know when a car door might open or a dog comes racing out of the yard. Bike for enjoyment. You don’t have to be the best nor the fastest.”

Jura bought bicycles for my family and me about eight years ago. The last several years we have joined Jura at Bike Around the Buttes, and make it a family outing. I commuted to work over 1,300 miles in 2001 and joined SABA in October. I have caught the cycling bug now, due to the inspiration of my gracious and generous mother-in-law, Jura Mead. ☉

## Member Profile: Mike Savino

By Ed Hensley

Mike Savino retired exactly a year ago after more than 30 years of working for the state. “My only regret is that I didn’t leave sooner. The freedom is intoxicating,” said Savino. And he ought to know, with his education in psychology and experience in mental health services.

He said that his life has followed that common “learn-earn-payback” pattern. He’s now paying back — “doing things because I believe in them.” Fortunately, one of the recipients of that payback is SABA. But SABA is not the only one.

Mike volunteers at the local Sierra Club office responding to phone and e-mail requests. His active nature, though, seeks out such work as rebuilding the Bradley Hut and other Sierra Club hut maintenance work in the High Sierra Nevada.

He recently took a chainsaw use class by the U.S. Forest Service to become certified to clear trails such as the Sierra Crest and the Tahoe Rim.

During his working years, that active nature included biking to work in downtown Sacramento from his Land Park home. “Although I was a fair-weather commuter, I probably saved thousands of car trips,” he said. “When I started, it was a battle with the cars — no bike lanes and few bikers. Now with the bike lanes and other bikers, it’s so much nicer.”

In other words, Mike is the perfect person to understand both the reason for SABA’s kind of work and the effects of its accomplishments. “Every day I commuted on my bike, I felt I’d beaten ‘the system’ just one more day. I had that great feeling of satisfaction on the first day and have the same feeling today.”

He still commutes by bike to downtown, but now for volunteer work and meeting friends for coffee. He also uses the

local streets to connect him to the bike trail for exercise and recreation. His pet peeve focuses on the segment of bike trail between Sutterville and Miller Park.

“It’s becoming by default a leash-free area for dogs,” he said. Mike is sure that the growing number of off-leash dogs will lead to more conflicts than he’s already experienced there, including being bitten during one incident in which he was trying to act as peace-maker between a cyclist and a dog owner.

His cycling-related dream? “I’d love to see the bike trail completed from Freeport to Folsom.” Another cycling goal is to be able to ride that entire distance and more. He’d like to ride a full century in the near future, but he admits he’s not that athletic and might not make it.

His current favorite bike ride? “Don’t print this,” he said in

mock warning, and then relents. “Around Lake Natoma. It’s beautiful and not crowded yet. You can even rent bikes there — a fact few seem to know — at the Aquatic Center.”

Mike is definitely not a techno-geek cyclist. He just this year installed clipless (click-in) pedals on his treasured vintage Viscount bike.

“I think it’s important for everyone to know that not all SABA members and cyclists are supermen or jocks,” he noted. Mike sees himself as an example of the Everyman of cycling. Someone converted in adulthood, active and enthusiastic, but not overachieving.

He would love to find a way to encourage more people to spend more time on a bike saddle. The combination of SABA’s work and, perhaps, examples of ordinary riders like him might be just right to get some people out more. ☼



## News from the Folsom Area Bicycle Advocates

By Tony Powers

Though missing from the *Squeaky Wheel* for several issues lately, FABA is as busy as ever (too busy to make deadlines for the *Squeaky Wheel*). Here are some highlights:

**FABA finds a regular home:** In a significant step in the direction of stability, we have decided to more-or-less permanently have our meetings the third Thursday of the month at 7:00 p.m. at the Bella Bru in the Albertsons shopping center (East Bidwell and Blue Ravine). There are several reasons for this choice, most significantly the fact that Bella Bru happens to be open at the appropriate time. And, yes, it serves beer (although the beer selection is, as you might have guessed, far more limited than is its selection of coffee). Thanks to energetic new member Bruce Cenicerros, we should have regular announcements for our meetings in the Telegraph and probably Neighbors, too.

**FABA in cyberspace:** We have a new e-mail address: faba@tomatoweb.com. More importantly, we are soon to have a Web site, thanks to Bruce C. He is currently working on converting our brochure to a Web page and getting it added to the SABA Web site.

**FABA and SABA on Access Sacramento:** SABA Executive Director Walt Seifert and yours truly will be guests on the Dr. Donna Health and Fitness Solutions show (probably in late May) discussing FABA, SABA and cycling in general. Thanks to Walt, Randy Anderson, Jim Konopka, Bruce Cenicerros and Dave Cassel for planning our message for this show. Special thanks to Dave for setting it all up and spending several days filming cyclists in action (so you won't have to look at Walt and me for an entire 30-minute show). Video footage includes live traffic demonstrations of typical cycling maneuvers, highlights of facilities in Sacramento and Folsom, and the first ever use of Dave's custom-built rack-mount for rolling video shots.

**FABA goes to work:** Folsom's version of Bike to Work (and Everywhere!) Day was bigger and better this year! Highlights:

- FREE coffee or soda at nearly all coffee shops around Folsom (including Planet Smoothie and Jamba Juice).
- FREE lunch, rally and clean air ride at Folsom City Park.
- FREE T-shirts for all who registered.
- Cristina Mendonsa of KXTV (Channel 10) as master of

ceremonies and Mayor Starsky as honorary chair presenting Bike Friendly Awards, the winner of the longest commute and the Corporate Challenge winner.

- Displays by local bike shops (Bicycle Products and Bicycles Plus), cycling organizations and others.
- "Door" prizes, including a tandem donated by Bicycles Plus.

**New trails:** The Sun Country segment of the Humbug-Wilow Creek Trail was dedicated in April in between the raindrops. You can now ride from Riley at Blue Ravine to Park Shore at Folsom Boulevard entirely on a bike trail! From there, you can easily (except for the inability to get a green light to cross Folsom Boulevard) connect to the East (south) Lake Natoma Trail. Try it. It's a great couple miles of trail.

**The missing link in the loop:** If you've ridden the loop around Lake Natoma, you've probably noticed that it's not quite a loop yet, at least not if you want to cross on the Folsom Historic Truss. Well, there's hope for that to change on two fronts. First, the state Department of Parks and Recreation is preparing to make improvements to the parking lot at the Historic Power House. As part of that work, they will be building a trail connection from the parking lot, running under Rainbow Bridge and connecting to the interpretive area near the south end of the Historic Truss. Second, things are looking up for getting agreement from the Lake Natoma Inn to complete the section of trail behind the inn and along the ravine up to Leidesdorff Street. Stay tuned.

**Updated maps:** Word from Folsom Trails Coordinator Jim Konopka is that there will be an updated version of the Folsom Bike Map out sometime this summer. The most significant change will be the extension of the map beyond the city limits to encompass the entire loop around Lake Natoma, including blow-ups of the complicated areas around the California State University, Sacramento, Aquatic Center and the Lake Natoma Crossing.

**FABA on traffic safety:** Tony Powers was recently appointed to fill a vacancy on the Folsom Traffic Safety Committee. While demand for seats on this committee is not high, it was significant that both of the applicants for this position were FABA members (Bruce Cenicerros being the other). ☼

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### SABA Business and Organization members

Business members with an \* offer SABA members a discount.

- |  |                                   |  |                             |
|--|-----------------------------------|--|-----------------------------|
| • Air Resources Board                        | • Downtown Sacramento Partnership | • LambertWebWorks.com*                       | • Sacramento Bike Hikers    |
| • American Lung Association                  | • Franchise Tax Board             | • Natomas Bike Shop*                         | • Sacramento TMA            |
| • American River Bicycles* (Folsom Blvd.)    | • Gary Brustin, LLP               | • North Natomas TMA                          | • Sacramento Wheelmen       |
| • American River Bicycles* (Riverside Blvd.) | • Gregorini & Associates          | • Power Inn BTA                              | • Savoyard Bed & Breakfast* |
| • The Bicycle Business                       | • Hannan Specialties              | • Regional Transit                           | • Sierra Engineering        |
| • Bicycles Plus*                             | • The Hoyt Co.                    | • REI  | • SMUD                      |
| • Bob's Cycle Center                         | • Inside Publications             | • The Rest Stop*                             | • South Natomas TMA         |
| • Body Concepts                              | • JHME Advertising                | • Rex Cycles                                 | • UC Davis Transportation   |
| • City Bicycle Works                         | • Judith Lamare, PHD              | • Sacramento Air Quality Management District | & Parking Services          |
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## Letters to the Editor

We want to hear from you! Letters may be edited for length or clarity.

Preferably e-mail it to:

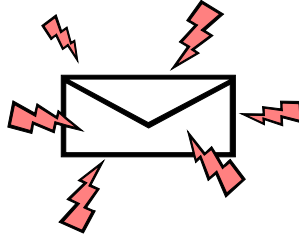
**bikesaba@pacbell.net**

or put it in an envelope to:

**SABA**

**P.O. Box 1295**

**Sacramento, CA 95812-1295**



## Cars are Right on Right Turns

One late afternoon I was struck by a car while headed home from a lovely ride on the American River Parkway bike trail with my husband. We approached our first city street from a parking lot driveway on the west side of Howe Avenue, punched the pedestrian signal and waited for the light to turn. When the "walk" signal flashed on, my husband rode ahead of me, headed east for Sierra Boulevard, which started on the other side of the street. I was behind him, riding a little slower because one of my old-fashioned foot straps was twisted on the pedal. When I looked up from fixing it, I was horrified to see a car had turned onto Howe from Sierra and was turning right into me! Even though we were both going slow, I had only a moment to react. I turned in the direction he was going so he hit me at an angle rather than broadside. It took him a while to stop. He continued down Howe, pulling me along with him a few yards before he realized there was some sort of commotion going on outside his window.

This was clearly a case where the driver was turning right while looking left. The age of the driver, 83, probably contributed to the difficulty he had in recognizing the situation and stopping immediately. Clearly his fault, right? There were a number of witnesses, and everyone thought it was the motorist's fault. But the police report said: "Party 1 [me] is at fault in the accident by failing to ride Vehicle 1 in the same direction as motor vehicle traffic is required to travel. A violation of Section 21650.1 of the California Vehicle Code. Party 1 should have used the south crosswalk to ride eastbound across Howe Avenue, which corresponds with the eastbound lanes of travel for Sierra Boulevard. By riding eastbound in the northbound crosswalk, she was traveling eastbound toward the westbound traffic of Sierra Boulevard."

I was stunned to discover that while pedestrians can use crosswalks in either direction, bikers not only cannot, they cannot even when approaching an intersecting street that doesn't go through!

Vehicle Code Section 21650.1, by the way, merely states: "A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway." Those in charge of planning should note that some busy intersections have only one crosswalk.

Victoria Koehler Jones

## SACOG Hires Coordinator

### Congratulations Sue Teranishi

The Sacramento Area Council of Governments (SACOG) has hired a new alternative modes coordinator. Sue Teranishi was chosen from a field of well-qualified candidates. Sue has been very active locally as an employee transportation coordinator at the state Franchise Tax Board, as a member of the 50 Corridor Transportation Management Association board and with SABA. Sue is slated to fill the now-vacant position beginning in mid-June.

The position represents an increased commitment by SACOG to bicycle and pedestrian issues. While 30 percent of Sue's time will be devoted to Rideshare, the remaining 70 percent will be spent on a new regional bicycle, pedestrian and trails master plan and related duties. ☼

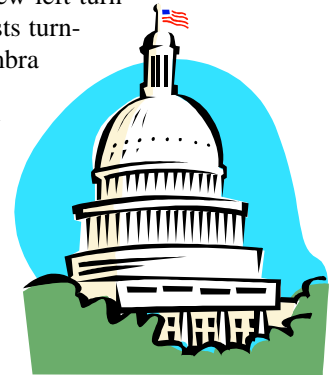
## Cycling Changes in the City of Sacramento

By Walt Seifert

The city of Sacramento recently unveiled a few remnants from the ill-fated M Street bike boulevard project. A bicycle left turn pocket on southbound Alhambra Boulevard at Granada was striped, and a new left turn arrow for motorists and cyclists turning onto K Street from Alhambra was added.

The changes make these busy intersections easier to navigate. The left turn pocket is unique in the city and county, as far as I know. Maybe there are other places where this approach is needed?

By the time you read this, the city and county of Sacramento should have finished installing bike lanes on Franklin Boulevard from Fruitridge to Mack Road. The project involved striping plus some minor road widening to accommodate the bike lanes. ☼



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cally late at night and on weekends. On many occasions, cars will be uncrowded, but cyclists are refused permission to board because two bikes are already in the car.

The changes in RT's policies will make bicycle commuting practical for many more people. For example, long distance commuters can bike one way and take transit the other. In addition, cyclists will have more flexibility in the event of bad weather (including rain, excessive heat and unhealthy air), and mechanical problems and other emergencies.

Of course, as the light rail system expands, there will also be the opportunity to increase light rail's "ridershed." Many people will be able to bike from home to a station and leave their bike at the station. ☼