

From the Chair Car Ads and Movies Encourage Aggressive Driving

By Lea Brooks

By the time you read this article, "2 Fast 2 Furious" - a sequel movie that glorifies fast, reckless and aggressive driving, will be a hit in theaters, sending a message to young motorists that maniacal behavior behind the wheel is exhilarating and damn the consequences!

Television advertising for vehicles also honors self-absorbed motorists. Many ads depict beautiful people driving powerful cars at high rates of speed with no consequences for their actions. The world is so blessed to have these idiots driving with no regard that everyone else simply gets out of their way.

These ads make me so angry because I believe they encourage "real" motorists to behave irresponsibly. During my 30 years of serious bicycling, I have witnessed a huge increase in vehicular traffic and an even bigger increase in irresponsible behavior by motorists.

In case you missed a recent story in the Sacramento Bee and other media, the California Highway Patrol (CHP) has noticed this dangerous trend, too. The story cited several ads that glorified irresponsible behavior, including a Toyota Camry driver who suddenly realizes that he has an entire high-

Two-Way Restoration Inches Forward

By Walt Seifert

Following a hearing that started at nearly 11 p.m. and finished close to midnight, a weary Sacramento City Council voted to do an environmental study of restoring P, Q, L and N streets to two-way traffic. The street segments to be studied generally run between 15th/16th streets and 29th Street.

The council also asked that the environmental study include short street segments

Trips for Kids Chapter in Sacramento

A chapter of the national nonprofit organization Trips for Kids (TFK) has been formed in Sacramento to offer "at-risk" youth the opportunity to experience cycling at its best. The kids will be learning mountain bike techniques, bike safety, bike maintenance, trail etiquette and environmental issues.

As the newest chapter of Trips for Kids National, TFK Sacramento was formed by a dedicated board of directors: Darryl Moxley, president; Kim Porbanic, treasurer; Adam Fowler, Troy Scott, and Ken McKinney, directors. Each board member was chosen due to his or her individual expertise and dedication to help others. The goal of the organization is to offer "at-risk" kids a challenging day of mountain biking to teach them lessons of personal responsibility, pride and self achievement.

On May 15, REI presented TFK Sacramento with five

new Novara mountain bikes. This generous donation will allow TFK to put its programs in full swing. TFK Sacramento is currently scheduling rides with local youth organizations and striving to reach 400 kids in its first year of operation.

To learn more about TFK Sacramento, visit its Web site at www.sacTFK.org or call 916-519-6305. TFK Sacramento will make a presentation at SABA's quarterly evening general membership meeting and potluck on July 22. Look for more details in the July Squeaky Wheel. ☸



Room for bikes? One-way 19th St at K at 9 a.m.
Photo by Walt Seifert

on 3rd Street north of J to improve access to Old Sacramento, 9th and 10th between G and E, and J Street from 29th to Alhambra Boulevard. For 19th and 21st streets, the environmental impacts of reducing the number of traffic lanes from three to two, while continuing one-way operation and adding bike lanes, will be examined.

The council's 6-3 vote for continuing the city's work on two-way restoration came af-

SABA Mission

SABA represents bicyclists. Our aim is more and safer trips by bike.

SABA Vision

Bicycling for everyday transportation is common because it is safe, convenient and desirable.

SABA meets the fourth Tuesday of each month, usually at noon, but once every three months at 6 p.m. For more information, call us at (916) 444-6600 or e-mail us at saba@sacbike.org.

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

The Squeaky Wheel

This 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, or call evenings at (916) 635-9332 by the third Thursday of each month.



SABA/Community Calendar

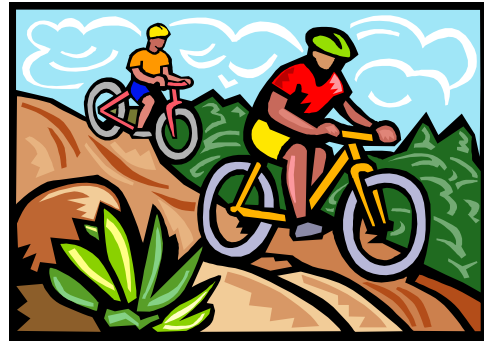
July

- 7 SACOG Blueprint project (transportation and land use study) Placerville. Elk Grove, Rancho Cordova, El Dorado and Yolo Counties still to be scheduled. Check www.sacog.org for more information.
- 12 SABA Trail Clean-up, 10 a.m. to noon. Meet at American River Parkway, Mile 8 marker. Bring hat, gloves, sunblock. Contact Chad Muilenburg at cmuilenburg@hotmail.com

SABA General Membership Meeting

Tuesday, June 24, noon American Lung Association conference room, 909 12th Street, Sacramento.

- 11:45 I. Pre-meeting mingle, chat and eat.
- 12:00 II. Introductions (Lea Brooks).
- 12:05 III. Executive Director's Report (Walt Seifert).
- 12:15 IV. State Policy on bike facilities at state offices (Lea, Walt and Maggie O'Mara).
- 12:35 V. Other Business and Announcements.
- 1:00 VI. Adjourn.



SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative plenary, environmental group and visioning sessions
- SACOG Metropolitan Transportation Plan bicycle/pedestrian project funding criteria
- American Lung Association of Sacramento-Emigrant Trails Clean Air Luncheon

Letters

SABA sent letters to:

- Sacramento City Council on street standards and two-way conversion
- City of West Sacramento staff on bike improvements for West Capitol Avenue

Testimony

SABA testified before:

- Sacramento City Council on street standards and on restoration of two-way traffic on central city streets

Other

- Trail clean up and planting at 20th Street/Sacramento Northern Trail
- Interviewed by Channel 31, Good Day Sacramento, for Bike to Work
- Gave "Smart Cycling" presentations at SMUD and Cal/EPA
- SABA tables at Bike Fest on Bike to Work (& Everywhere!) Day and North Natomas Transportation Management Agency community event

Chair, from page 1

way system to himself. The driver takes the opportunity to skid across the lanes, jump his car and turn doughnuts on the freeway.

(I swear I've seen this guy on P Street in the morning during my commute to work!)

Another story in the Sacramento Bee reported that 100 mph-plus speeding tickets have shot up more than 250 percent in the region over the last decade. And last year, traffic deaths nationwide reached their highest level since 1990, with speed as a major suspect.

As if the movies and advertising weren't bad enough, a recent survey by the AAA, as reported in USA Today, concluded that Americans for the most part are lousy drivers and know it. A national poll shows that most drivers admit they routinely take risks. And the worst offenders, by their own admission, are ages 26-44.

The survey found that more than 70 percent of respondents admitted that they speed, and that one in five think it's fine to drive 10 mph over the limit. Almost one-third say they run red or yellow lights. Thirty-seven percent use cell phones while driving; 14 percent think it's okay to read while driving.

As bicyclists, we are particularly vulnerable to motorists who are inattentive or deliberately driving irresponsibly. As I have reported before in this column, an alarming number of motorists seem to be on the verge of road rage around 7 a.m. when there is little traffic on downtown Sacramento streets. They wake up mad, and take it out on anyone they consider vulnerable.

What can we do as bicyclists? We can continue to ask law enforcement to enforce the law against these bullies. We can continue to pressure elected officials to provide safe and convenient bicycle facilities and design safer streets.

For example, the three-lane, one-way streets that dominate downtown Sacramento encourage speeding and reckless lane changes by motorists. We must keep the pressure on the City Council to make downtown streets more bicycle- and pedestrian friendly. (Please see "Two-Way Restoration Inches Forward" on page 1.)

Likewise, we must keep pressure on Sacramento County supervisors to prevent their transportation staff from making our streets more dangerous for bicyclists. One example is the transportation staff's proposal to eliminate the bike lanes on Elkhorn Boulevard to add a third vehicle lane (Please see "Supervisor Dickenson Directs Staff To Save Bike Lanes on Elkhorn" on page 7.)

Follow the rules of the road and wear a helmet. Wear visible clothing. Use lights and reflectors in the dark. Anticipate bad behavior from motorists. When possible, take routes that are more bicycle friendly. Be alert at all times. And report bad behavior by motorists to law enforcement. ☸

Welcome new members!

Alan J. Antos
 Andrew Cowell
 Lindell Damey
 Jonel Jorgensen and Dennis Lloyd
 Dale Johnson
 Pam Korte
 Kuzins & Kumpany
 David Makis
 Mike Purcell
 Steve & Bronwyn Schweigerdt
 Lisette Walker



SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, July 10 from 5:30 to 7:30 p.m. at SABA Northern Hemisphere HQ, 909 12th Street. I know what you're thinking - sit around, write letters, and eat pizza - again. But, wait! You don't want to miss this meeting! This month we'll be telling jokes, talking about bike stuff, writing letters, telling good jokes, talking about bikes, stuffing envelopes, talking about bikes, telling bad jokes, eating pizza, and (as you might guess) talking about bikes.



Anne Geraghty: Clean Air Hero

Congratulations to Anne Geraghty, executive director of *WalkSacramento* and a SABA member, who was honored May 12 with a Clean Air Award from the American Lung Association of Sacramento-Emigrant Trails.

SABA works closely with Anne and *WalkSacramento* to help make the Sacramento area more bicycle- and pedestrian-friendly. Anne worked for the California Air Resources Board for 27 years before retiring in 2001 so she could dedicate more time to her passion for pedestrian issues.

Thanks to the efforts of Anne and *WalkSacramento*, pedestrian master plans are under way in the city and county of Sacramento. Way to go, Anne! ☸



Bike Week 2003

By Sue Teranishi and Walt Seifert

Bike to Work (& Everywhere!) Day and California Bike Commute Week again were great ways to celebrate and promote cycling.

The Commuter Bike Challenge was a rousing success in its first year. Highly motivated leaders formed 92 teams. Some 800 cyclists participated in the Challenge and 140 of them were



Sacramento County Dept of Transportation
"Madcap Mavens of Multimodalism"

first-time bike commuters—all potential SABA members, of course, and certainly possible converts to the joys of getting around by bike more often.

Winning teams were based on the highest percentage of participants for each work group. Teams were divided into large (61-100 employees), medium (31-60 employees) and small (10-30 employees) categories. See table below for winners.

Weekly prize drawings of bike shop gift certificates were awarded to team leaders during the month before Bike Week. Thanks to The Rest Stop, Natomas Bike Shop, B & L Bike Shop in Davis, Bicycle Products at the Nimbus Winery, The Bicycle Business and American River Bike Shop on Florin Road for your donations! The grand prize was a free Bike Trek vacation donated by the American Lung Association, valued at \$395, which was won by Paige Lettington of the CycloComputers from Cal EPA, 8th floor.

Winning team members received a Bike Week T-shirt, a \$5 gift certificate from La Bou, and a Century Theatre movie pass. Thanks to Trong Nguyen, president and founder of La Bou and honorary chair of the Bike Challenge, for his generous contribution and the Sacramento Metropolitan Air Quality Management District for its donation of the movie passes.

Many of the team leaders were enthusiastic mentors encour-

aging co-workers to try cycling to work and giving tips on getting started and finding routes. Several even accompanied novices on their initial bike ride to work!

Other events this year included 11 lunch time Smart Cycling workshops given in the month before Bike Week. There, 170 people learned more about bike safety and the logistics of commuting. Bike Day worksite breakfasts for cyclists were held at 20 worksites throughout the region, feeding approximately 700 hungry cyclists. Eight Energizer Stations provided munchies and beverages for bicyclists at public locations in Yolo, Sacramento and El Dorado Counties on May 15.

The BikeFest at the Cal/EPA Headquarters Building in downtown Sacramento drew over 500 people who visited some of the 60 vendors providing information on air quality, transit and bicycle and pedestrian issues. Special thanks to John Buchanan and his Natomas Bike Shop for providing free minor bike repairs and Ed Cox and Sacramento Valet Bike Parking for providing free bike parking at this event! Another 400 people registered for Folsom's Bike to Work day where they got free lunches and T-shirts.



Yolo-Solano Air Quality Management District
"Clean Air Peddlers"

There was TV and radio coverage, including two TV crews at the Bike Fest. But The Sacramento Bee, which usually reliably covers Bike to Work day, did not mention it this year.

Major sponsors of this year's local Bike Week events were SACOG Regional Rideshare and SABA. Other local sponsors included Inside Publications, La Bou, Regional Transit, SMUD, Sacramento Metropolitan Air Quality Management District, City of Sacramento, County of Sacramento, Manhattan Bagel, Sacramento Natural Foods Co-op. State sponsors included the California Bicycle Coalition, allGoode Organics, Adventure Sports online, Bull Frog Sunblock and Caltrans. ☺

Team Leader	Company	Team Name	% of Participation
LARGE			
Joe Barwick	Verizon Wireless	Verizon Wireless	26%
MEDIUM			
Steve Guhin	SACOG	Regional Riders	41%
Jerry Snow	Caltrans Dist 3 Environmental	Road Warriors	36%
Cherie Cotter	Cal EPA, 6 th floor Air Resources Board	Cyclophiles	30%
SMALL			
Jim Staley	CSUS Hornet Express	Team Sweaty Hornet	63%
Kathy Coulter	Yolo-Solano AQMD	Clean Air Peddlers	61%
Mary Maroon	Capitol Couriers	karatekourier	50%
Chris Heitke	Franchise Tax Board	FSD Free Riders	42%
Phil Hinson	Cal EPA, 8 th floor	Totally Spoked	40%

Trail Issues Focus of Folsom Lake General Plan Update Workshop

By Lea Brooks

On April 30, bicyclists, equestrians, runners, hikers and other trail “stakeholders” identified key issues associated with trails and discussed ways to avoid conflicts in the Folsom Lake State Recreation Area during the first of two workshops. The second workshop on trail issues will be held this summer.

The California Department of Parks and Recreation scheduled the workshop as part of the update of the Recreation Area’s General Plan and Resource Management Plan that began about a year ago. The two-year update process will result in the preparation of a plan that will serve as the primary management document for the park unit.

The Recreation Area includes the stretch of the American River Parkway paved bike trail from Hazel Avenue to Beals Point, the paved trail along the south side of Lake Natoma, and extensive dirt trail systems enjoyed by equestrians, hikers, runners and mountain bikers around Folsom Lake and in the American River Canyon.

Stakeholders met in small groups to identify new trail facilities, ideal trail characteristics for each user group, and trail maintenance, education and enforcement.

From SABA’s perspective, the paved bike trails are key routes for bicycle commuters and need to be managed and maintained to encourage this activity. SABA and other stakeholders at the meeting placed a high priority on completing the trail around Lake Natoma. The trail along the south side of Lake Natoma currently terminates in a hotel parking lot and requires users to follow Folsom city streets to reach the Folsom Historic Truss Bridge and the north side of Lake Natoma.

Another high priority is a paved Class I bike trail between Beals Point and Granite Bay State Park, which would be a safe and pleasant alternative to Auburn-Folsom Road between Beals Point State Park and Douglas Boulevard. Vehicle traffic on Auburn-Folsom is already heavy and will continue to grow as a result of the building boom in Placer County.

The workshop was positive, with a lot of energy and cooperation among the various stakeholders. The challenge for state parks will be to meet the needs of various stakeholders while preserving the Recreation Area’s spectacular resources. We appreciate state parks’ efforts to bring trail users together to work toward solutions to potential conflicts. ☼



It could be worse, you could be in Cleveland!

By Tony Powers

No, this is not the beginning of a tired old joke about burning rivers and mayors with burning hair. (Yes, Cleveland had both, but not at the same time!)

This article comes to you courtesy of my mother, who still lives in the same house in suburban Cleveland that she and my father (along with seven of us kids) moved into in 1950. (They moved in in 1950; some of us were more than a decade behind.)

Anyway, my mother has always been fond of sending newspaper clippings (an English major’s way of making sure her kids do at least a little reading). In my case, the clippings usually have something to do with bridges (my profession) or, more recently, bicycling (my obsession). So, back to counting your advocational blessings – or to paraphrase an old slogan from the town that Moses Cleaveland settled on the Cuyahoga: “to be a bicycle advocate in Cleveland, you’ve got to be tough!”

The following is a short version of the latest story from the Cleveland Plain Dealer (Feb. 19, 2003):

The director of the Ohio Bicycle Federation is a guy named Fred Oswald, who happens to be a rocket scientist (OK, the paper says “NASA engineer”) and regular bicycle commuter. If you’re from Cleveland (as Walt Seifert and I both are) or any other rust-belt Midwestern city, you are surely aware that there are many challenges to the bicycle advocate in these cities. Their streets date back to a time well before consideration was given to bikes as traffic and therefore tend to be narrow and pot-holed; their weather discourages all but the most hearty cyclists for a majority of the year; and the stereotypical, hard-nosed, steel mill, big American car, Dawg House mentality is not all stereotype and not particularly bike friendly. As for facilities, in my 25 years in Cleveland, I never saw an on-street bike lane marked and never saw an off-street bike lane outside of the county Metroparks.

You can see that Mr. Oswald certainly has a full plate of challenges in front of him. Unfortunately, he has even more work than that, because in at least 15 percent of the 60 municipalities in Cuyahoga County, bicycles are required to ride on the sidewalk! And even though most of the cities claim not to enforce these laws or, in many cases, even to know that the laws are on the books, Mr. Oswald has been forced to spend a great deal of time and effort getting these laws changed (primarily to limit the potential liability exposure for cyclists riding “illegally” in the street).

So, the next time you feel like you’re banging your head against a sidewalk trying to convince some agency to provide better bicycle facilities, think of Mr. Oswald and be glad the law doesn’t require you to ride your bike on that sidewalk.

P.S. For the record, Mr. Oswald’s position on bike lanes vs. wide curb lanes is clear, as he refers to bike lanes as “ghettos in the gutter.” He says, “If Joe Sixpack motorist sees me out of the bike lane, he thinks I’m in the wrong place.”

Also for the record, while cycling within the city limits of Cleveland and other Ohio cities can be challenging, the rural riding is excellent as there is a vast network of lightly traveled rural roads outside of the major metropolitan areas, not to mention some of the oldest and most well-used rail trails and tow path trails. ☼

Sacramento Ranks Second in Nation

By Walt Seifert

Sound the trumpets! Beat the drums! The city of Sacramento has the second highest rate of bike commuting in the United States. Amazingly, despite rain, snow, bitterly cold temperatures and rabid Huskies, Minneapolis led the nation with 2.63 percent of commute trips made by bike. Sacramento was just behind at 2.59 percent.

While these numbers may still seem puny, compare them to Dallas, which had a bike-commuting rate of .04 percent. Fresno, San Francisco and Oakland also ranked in the bike commuting top 10.

The numbers come from a study by Portland State University professor Jennifer Dill and graduate student Theresa Carr. They used Census 2000 Supplemental Survey data and focused on big cities, intentionally excluding college towns from their analysis. Other work has shown that college towns such as Davis, Eugene, Ore., Boulder, Colo., and Madison, Wis., have very high levels of cycling. In Davis, for example, more than 20 percent of all trips are made by bike.

As an aside, the rates in the Portland State study almost certainly undercount current bike use. The Census numbers only reflect how an individual got to work the previous week. Someone who bikes once or twice a week is not counted as a bike commuter. The numbers also focus on work trips, probably the trip that is the most difficult to make by bike because of clothing, grooming and time considerations. A lot more bike trips are made to non-work destinations or simply for recreation.

Why did Sacramento rank so high among the big cities? Besides our warm, relatively dry weather and flat landscape, Sacramento has other advantages. Sacramento's central city, where the grid pattern of streets provides route choices and shortens trip distances, is a big plus. Our high rate certainly wasn't because of generous state funding for bike and pedestrian facilities. Only miserly Missouri spent less than California's 9 cents per capita spending. California spent less than Texas, Louisiana, Ohio, Massachusetts and all the other states with large cities included in the study.

The biggest reason for Sacramento's ranking may be the number of bike lanes and bike paths. The study shows that levels of bike commuting are correlated to the number of bike lanes and paths per square mile and per population. Sacramento had more miles of bike lanes and paths per square mile than any other city. It "trailed" only Tucson in the number of lanes and paths per 100,000 population. While the study is careful to draw no conclusions about whether bike lanes actually cause people to ride bikes, its title may be a giveaway: "Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them." Of course, it may be that bike lanes and paths are built because the demand is already there or that the local governments are already meeting cyclists' needs in other ways besides building facilities.

Could we be doing more? In Minnesota, the response is, "You betcha!" There's a crying need for more bike lanes and paths to create a complete network. Fewer one-way streets,

City Street Standards Receive Council Support

By Walt Seifert

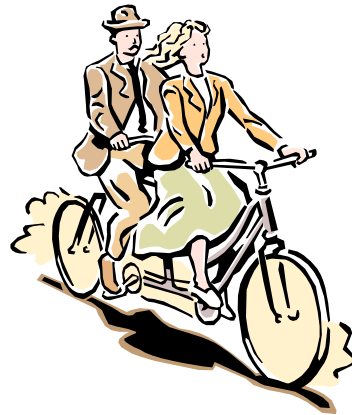
The Sacramento City Council on May 13 gave conceptual approval to new street standards, but asked staff to do additional outreach and hammer out some details concerning issues SABA raised in a letter and testimony. Council members also raised a number of issues during their discussion.

These issues included: residential street width, gutter pan width, bike lane width, and whether existing streets would have to comply or be given the option to comply with the standards on a piecemeal, property-by-property basis.

Staff proposed 30-foot-wide residential streets, gutter to gutter. SABA recommended 26-foot-wide streets. At least one study shows that 24-foot-wide streets are the safest.

Staff did not make any recommendation concerning gutter pans. SABA recommend gutter pans of 1 foot or 1.5 foot. One foot gutter pans exist in many parts of the city, but so do 3.5-foot gutter pans. The wider gutter pans reduce the useable width for cyclists because of the uneven seams between the typical concrete pan and asphalt street surface. Riding in the uneven gutter pan itself can put cyclists too close to curbs – it makes them less visible – and can make for a very jarring ride. In addition, as the city builds more curb extensions at corners, the gutter seams interfere with cyclists' paths of travel.

SABA also commented that bike lanes should be standard on all arterial streets. The staff had proposed bike lanes on all collectors, but only those arterials in the City-County Bikeway Master Plan. Collector streets usually are within neighborhoods. They connect local roads to arterials and are generally shorter and have lower speeds than arterials. Arterials are streets between neighborhoods. The council did not make any recommendations on this issue. ☼



reduced speeds, more bike-accessible crossings of rivers and freeways, and more universal bike parking, showers and lockers all would help make bicycling safer and more convenient.

How much more could Sacramento increase the rate of bicycling? It seems reasonable to think that we could approach the 20 percent rate in Davis. In some European cities, more than one third of trips are made by bike.

The full study is at <http://www.ce.umn.edu/~levinson/pa8202/Dill.pdf>. ☼

Two-way, from page 1

ter a substitute motion by Bonnie Pannell was narrowly defeated by a vote of 5-4. Pannell's motion would have removed L, N, P and Q streets from further study because of Sacramento Regional Transit's (RT) concerns about slower bus operations. Pannell's motion was supported by Robbie Waters, Jimmie Yee and Sandy Sheedy. Sheedy subsequently switched her position when the roll call vote for the successful main motion offered by Steve Cohn was taken.

In addition to RT's opposition to two-way traffic on some streets, the Downtown Sacramento Partnership opposed two-way restoration, claiming it threatened economic development. The half dozen or so others offering testimony all supported two-way restoration as a way of making streets safer and more livable.

SABA asked that 5th Street be added to the streets that will be studied further, but this was not done. Staff advised that 5th Street and 9th and 10th streets are separately being examined as possible north/south bikeways.

Staff said they are considering a combination of changes to these streets, including signal timing and three to two lane reductions. The environmental study is expected to take nine months. When the study is completed, there should be about \$1.1 million remaining for actual construction — enough to change one or two street pairs. About \$800,000 for the two-way conversion project has already been consumed during nearly two years of public outreach for consultant and staff time or will be needed for the estimated \$500,000 environmental study. Mayor Heather Fargo suggested the city should just do the work without completing an environmental report.

A separate environmental study of converting P and Q streets from three to two lanes is already under way and nearly complete. This study is part of the South Midtown Area Revitalization and Transportation (SMART) plan. ☼



Supervisor Dickenson Directs Staff To Save Bike Lanes on Elkhorn

By Lea Brooks

The May issue of the *Squeaky Wheel* reported a proposal by Sacramento County Department of Transportation staff to eliminate the bike lanes on Elkhorn Boulevard from Don Julio Boulevard to Watt Avenue to accommodate a third vehicle lane.

During a meeting on April 29 with SABA Executive Director Walt Seifert and Facilities Chair Skip Amerine, who also is chair of the Sacramento City-County Bicycle Advisory Committee, Supervisor Roger Dickenson directed the staff to prepare a plan that saves the bike lanes. SABA is grateful to Supervisor Dickenson, whose district includes this stretch of Elkhorn Boulevard.

Even with this direction from Supervisor Dickenson, SABA is concerned that the staff will continue its opposition to accommodating bicyclists safely and conveniently on Elkhorn Boulevard. We must be diligent.

To recap: Elkhorn Boulevard currently has four vehicle lanes with Class 2 bike lanes that provide a safe, convenient and direct route for bicyclists. Elkhorn Boulevard is a designated bikeway in the Sacramento City-County Bikeway Master Plan, which is part of the county General Plan.

The transportation staff argues that Elkhorn Boulevard is designated as a thoroughfare (six lanes of traffic) in the General Plan and wants to restripe the current road to six lanes for motor vehicles.

Staff justifies eliminating the bike lanes because it would cost \$500,000 to add them after restriping the road to six lanes. In other words, the staff wants to use the space currently occupied by the existing bike lanes for the additional vehicular lanes and not replace the bike lanes because it would cost too much!

Staff wants to divert bicyclists to a series of discontinuous frontage roads, which would create additional intersections, stops, and left and right hand turns for bicyclists. This proposal would make travel by bicycle along this corridor inconvenient and less safe.

Stay tuned. The county's staff position is deeply disappointing and precedent-setting. Bicyclists need and deserve continuous bikeways. Sacramento County needs a balanced transportation system that accommodates all modes of transportation, not one where bike lanes are eliminated to turn a four-lane road into a speedway. This is bad public policy! ☼



Regional Funding Programs Available for Review

By Walt Seifert

On May 15, the Sacramento Area Council of Governments (SACOG) Board approved draft guidelines for a number of different funding programs that were approved as part of the Metropolitan Transportation Plan. SABA has been involved in developing the guidelines, especially those for bicycle and pedestrian projects.

These guidelines are important because they will determine how more than \$1 billion in transportation funding will be spent

over the next 20 years. In addition to the guidelines for the \$350 million bicycle/pedestrian program, there are guidelines for the \$500 million community design, \$180 million air quality and \$44 million transportation demand (TDM) programs. Funding for bike projects could come from community design and TDM programs as well as the bike/pedestrian program.

You can review the guidelines on SACOG's Web site, www.sacog.org. SACOG will have a public hearing on the guidelines at its June 19 board meeting and final board approval is set for July 17. Comments may also be given to Nancy Kays, (916) 733-3223, nkays@sacog.org by June 20. ☒

SABA

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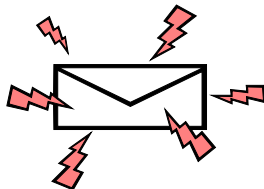
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- City Bicycle Works*
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- Sacramento TMA
- Sacramento Wheelmen
- Savoyard Bed & Breakfast*
- Sierra Engineering
- SMUD
- South Natomas TMA
- Sports Rack
- UC Davis Transportation & Parking Services

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

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