



The Squeaky Wheel

Issue No. 23

Newsletter of the Sacramento Area Bicycle Advocates

February 2005

From the President Bob Ireland is Retiring

By Lea Brooks

When Bob Ireland became Sacramento County's first alternative modes coordinator on March 1, 1999, one of SABA's top priorities was fulfilled. When Bob retires at the end of the month, we wish him the best of luck and thank him for his professionalism and contributions to making Sacramento County a safer and more enjoyable place to cycle.

Bob is moving back to his hometown of Mount Shasta and plans to spend more time cycling and skiing, two of his favorite pastimes, while enjoying stunning views of 14,162-foot Mt. Shasta and the surrounding area.

"I have really enjoyed working for county transportation because the folks here are top-notch," he said. "Working with the bicycle advocates has been really swell, too."

A number of bicycle projects that were nurtured during Bob's tenure will become reality in the next few years, including expansion of the Sacramento Northern Bikeway, development of the Dry Creek Parkway and the striping of bike lanes on many county roadways. "There's no question that consideration of bike lanes is part of county policy now," he said. "That has not always been the case."

Not long after SABA was formed in 1991, we set a number of goals to improve conditions for bicyclists. Those goals included the hiring of full-time bicycle coordinators by both the city of Sacramento

Ireland, page 3

El Dorado County Adopts Bike Plan

The El Dorado County Board of Supervisors adopted a bicycle transportation plan on Jan. 25 that promotes cycling as an alternative to automobile use, according to a story in the Sacramento Bee.

The plan calls for approximately 200 miles of bikeways in western El Dorado County from Pollock Pines to the Sacramento County line that will cost an estimated \$39 million to develop.

The well prepared, comprehensive plan details existing conditions, clearly prioritizes projects and identifies funding sources. Adoption of the plan is a major step toward obtaining funding to improve conditions for cycling in El Dorado County. ☸



SABA Members Requested to Respond to Survey

By Walt Seifert

In order for SABA to be a more effective organization, to aid our planning and to help set priorities, we need to know more about you and your experiences, what you think and what you want. Though we see some members at meetings and hear from a few more via letters, e-mail or phone calls, SABA's communication generally is one-way, from us to you. We know you want to improve conditions for cycling and support an organization working to make that happen, but we'd like to know more about you.

SABA needs your help to build our membership, increase our visibility and focus our efforts. Please take a few minutes (that's all it takes) to fill out SABA's online membership survey. To take the survey, go to:

<http://www.sacbike.org/survey/SABAMemberSurvey.htm>

The deadline to take survey is the end of February.

Individual survey results will be confidential. We'll be sharing the results, which will be advisory to the Board of Directors, as soon as we can.

By the way, it was great to get notes with recent appeal contributions. Believe me, the psychic income is invaluable. Here are a few quotes:

"Spend it where it's needed. Thanks for all your efforts—your group makes things happen!"

Survey, page 6

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'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 you may e-mail FABA at faba@tomatoweb.com.

The Squeaky Wheel

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SABA Board Members and Officers

Lea Brooks, President
Tony Powers, Vice President
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Skip Amerine

SABA Staff

Executive Director: Walt Seifert (saba@sacbike.org)
Volunteer Coordinator: Larry Robinson
(volunteer@sacbike.org)

Contacting SABA

Phone: (916) 444-6600
E-mail: saba@sacbike.org
Web Site: <http://www.sacbike.org>

Welcome new members!

Mark Brown
Pierre Del Prato
Jessica Munoz
Tim Olson
Jeff Verne
Welcome back
Danny Durkee



Sacramento Area Bicycle Advocates Membership Application

Please fill out, include your check payable to "SABA", and mail to:

SABA
P. O. Box 1295
Sacramento, CA 95812-1295

I want to be a part of an organization that is doing things for cyclists and the community.

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone (home): (____) _____ - _____

Phone (work): (____) _____ - _____

E-mail address: _____

Membership level:

- \$325 Life* (individuals only)
 \$100 Century*
 \$75 Business/Group
 \$50 Sustaining*
 \$35 Sponsoring
 \$25 Family
 \$20 Individual

* Free T-shirt – indicate size below

Money's not enough! Contact me about volunteering.

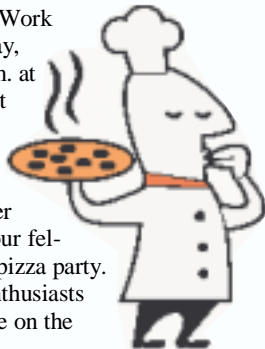
I must have a SABA T-shirt! Shirts are \$12 each.

Size: S M L XL

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, March 10 from 5:30 to 7:30 p.m. at SABA Central Business District HQ, 909 12th Street.

Celebrate the start of March madness and the advent of better bicycling weather by joining your fellow bicycling enthusiasts for a pizza party. It is a chance to meet fellow enthusiasts and carbo-load for that long ride on the weekend



Tip of the Month

The Quick and the... Careful!

By David Takemoto-Weerts
University of California, Davis Bike Coordinator
League of American Bicyclists Cycling Instructor

One of the first things that BikeEd instructors teach new students is the “ABC Quick Check”. The phrase is a mnemonic that stands for Air, Brakes, Cranks, Quick-release and Check over. In other words, we recommend going through these five steps whenever setting out on a ride:

- Check tire inflation, either with a gauge or by estimating sufficient air pressure by pinching the tire, if you’re good at that. Look for any sidewall cuts or insufficient tire tread.
- Give your brake levers a healthy squeeze to make sure that cables are properly secured and that the levers don’t “bottom out” on your handlebars. Look at the brake pads to make sure they’re contacting the rim wall properly and that they haven’t worn too thin.
- Grab both cranks and check if there’s any side play indicating a loose or poorly adjusted bottom bracket or if there’s any fore and aft play indicating the cranks are not tightly secured to the bottom bracket spindle.
- If you have quick release hubs, make sure they are properly, tightly secured. Because Q-R levers can be easily opened by a malicious individual, or because they might just get caught on something and get loose, this is an important step. Loss of a wheel in mid-ride is something to avoid!
- Give your bike a final over-all check, especially when you first “mount up” and before you get too far down the road or path. Recheck the brakes, shift through all your gears, and listen or “feel” carefully to see if anything just doesn’t seem right. If you have any doubts, stop and do a closer inspection.

Needless to say, even the most careful cyclists probably don’t “recite their ABC’s” before each ride. However, it’s not hard to get into the habit of doing these at least once in every few rides. You may have the occasional opportunity to ride some else’s bike. Perhaps you’re renting a bike at a vacation spot, or in a pinch you need to borrow a neighbor’s bike when yours is out of commission for some reason. In those instances, the ABC Quick Check is an absolute must, because you never know how well others maintain their machines.

If you’re unsure about how to correct any deficiencies your quick check reveals, take your bike to your favorite mechanic. for a quick fix! 🛠️

SABActions

Meetings

SABA members attended these meetings:

- SABA members attended these meetings:
- Sacramento County General Plan Update Workshop—Mobility Strategies
- SACOG Bike/Pedestrian Advisory Committee
- Bike Commute Week Planning
- American River Parkway Plan Update Citizen’s Advisory Committee

Letters

SABA sent letters to:

- Sacramento City Council on J-K-L Corridor plans
- Dunmore Homes on plans for the “Panhandle” area in north Sacramento

Other

- Attended American River Parkway Community Tour
- Interviewed by consultants for city of Sacramento General Plan update
- Interviewed by UC Davis Med intern -- community design and public health

President, from page 1
and Sacramento County.

In 1997, the city hired Dana Gard as its first alternative modes coordinator, a full-time position. The county initially assigned Dan Shoeman as a part-time bicycle coordinator until hiring Bob full time. Dan has remained involved in bicycling issues as Bob’s supervisor.

Bob and Ed Cox, who replaced Dana in February 2000, serve as staff to the City-County Bicycle Advisory Committee (SacBAC), which is comprised of ten members, five each appointed by the City Council and Board of Supervisors. SacBAC advises the city and county on implementation of the joint City-County Bikeway Master Plan and other bicycle-related issues.

SABA considered the establishment of the alternative modes coordinator positions a strong commitment by the City Council and Board of Supervisors to bicycling as a form of transportation. The fact that our elected officials have continued to support these positions underscores their commitment. 🛠️

SABA Volunteers Sought

By Larry Robinson
SABA Volunteer Coordinator

SABA is looking for volunteers to do the following:

1. Design two business-card size ads for the Squeaky Wheel newsletter. One would ask members to subscribe to the electronic version of the newsletter. The other would encourage members to make a tax-deductible donation of their unwanted cars, trucks, boats, motorcycles or RVs to SABA.
2. An attorney with non-profit organization experience to review SABA’s chapter charter.

If you are interested, please contact Larry at volunteer@sacbike.org.

A Friend of Mine ...

By Steve Mathias

Over the Christmas holidays, my wife and I visited a friend of hers, John Tetz, who retired from Bell Labs in New Jersey and now spends his time doing things he truly enjoys. One of these things is developing, building and riding Human Powered Vehicles, some of which resemble bicycles. I thought



that SABA members might be interested in some of the things he is doing.

John has been involved with recumbent bikes for many years. For those who don't know, a recumbent is a type of bicycle (tricycle, in some cases) where you sit in a reclined position as opposed to the more traditional upright, or bent over forward, position. Many cyclists find them more comfortable. The seat is usually large so your rear end never hurts from riding. You don't lean on your hands while you ride so you don't need padded gloves to keep your hands from going numb. Your neck doesn't get sore from leaning forward while trying to look up. It is also a more aerodynamic position, so higher speeds are easier to both attain and maintain.

The focus of John's work these days is fine-tuning a three-wheeled recumbent that he designed and built himself. This very interesting vehicle has two wheels in the front and one in the back. The pedals are out in front of the front wheels and most of your body weight is within the triangle of the three wheels, which makes it quite stable. John usually has panniers around the rear wheel to bring home whatever groceries or other items he needs to carry on his trips around town.

"One of the nice things about the three-wheeler is that when you stop at a traffic light, you just stop," John said. "You don't have to balance or put your foot down. When it is time to go, you just go."

Besides refining the design, he is also working on building a streamline enclosure for the trike commonly called a fairing. He has had good success with fairings on other bikes he has built. As with most things he does, John sketches out the

SABA 2005 Officers Elected Sue Teranishi to Chair Board Development Committee

On Jan. 8, the SABA Board of Directors elected the following board members to serve as 2005 officers:

President: Lea Brooks
Vice President: Tony Powers
Secretary: John Whelen
Chief Financial Officer: Aron Livingston

Board member and 2004 Vice President Beverly Taylor resigned from the board in January for personal reasons. Thank you, Beverly, for your invaluable service to SABA.

In other action, Jan. 8, the board asked Sue Teranishi to chair the Board Development Committee whose charge is to fill the two vacant board seats and develop a long-term strategy for recruiting and training board members. Committee members are Jane Hagedorn, Chris Morfas, John Whelen and Tony Powers. Aron Livingston is serving on an ad-hoc basis.

shape that he wants, then builds the form and the fairing with his own two hands. He has a small shop in the attic of his house where he does most of the fabrication of his machines.



As well as working with metal, he also works with composites such as fiberglass and carbon fiber.

Several years ago, he built a front-wheel drive, two-wheel recumbent. He also developed and built a mechanism to provide two extra overall gear ranges and ended up with 42 speeds. This means that he can tailor his gear ratio to almost any riding terrain. That's quite important in country that is more hilly than ours here in the Sacramento Valley.

John also experiments with gasoline engines to assist the
Friend, page 5



Friend, from page 4

bicycles he builds. For example, he mounted a modified (to reduce the weight) weed-eater engine on a recumbent to be used as necessary only for hill climbing. By combining a reasonable effort from the rider and a small, lightweight engine (6 pounds), a steep hill can be climbed while the rider is exerting the same amount of power as on flat ground.

John defends the engine by contending that it makes people more willing to ride when they otherwise might not. "People like me – ordinary people – can get the satisfaction of riding and not being worn out," he explained.

While the engine pollutes and is noisy, it is typically used only a very short percentage of a trip – only when needed for the steeper hills. On one trip from Ocala, Fla., to his home in Succasunna, N.J., which also included 400 miles of the Blue Ridge Mountains, John traveled 1,475 miles and used a grand



total of 107 ounces of gasoline in his little engine. With a few reasonable adjustments to the tally, he estimates he got about 1,300 miles per gallon on the trip.

He also built what he calls his "streamliner" recumbent
Friend, page 7

SACOG Bike/Pedestrian Notes

Highlights from the Sacramento Area Council of Governments (SACOG) Jan. 27 Bicycle Pedestrian Advisory Committee Meeting.

Guidelines for Trail Users

Where should pedestrians be on trails? Should electric scooters be allowed? Are motorized wheelchairs OK? How about neighborhood electric vehicles?

To help answer these questions and create a set of consistent "rules of the road" for off-street trails, SACOG's bike/pedestrian group is forming a subcommittee. As the region's trail network grows and becomes more linked, it is increasingly important to have trail rules that everyone knows and follows -- and that don't change from one jurisdiction to another. Whether pedestrians should walk on the right or left side, whether skateboards, inline skaters, scooters, electric bikes, etc., should be allowed, what dog and leash rules are, what enforcement is needed and how rules, once established, should be communicated to trail users are all issues likely to be addressed.

Other Reports

- SACOG is working to get the Sacramento County bike map back online.
- Folsom is seeking grant funding for a "bike station."
- El Dorado County adopted a bicycle master plan by a 4-1 vote of the Board of Supervisors.
- West Sacramento will be awarding a contract soon to update its bike plan.
- Roseville has hired a bikeway planner, Mike Dour.
- This spring, Elk Grove will be striping bike lanes and adding bike routes in its bike plan (recently state-approved).
- Caltrans District 3 is working to put more emphasis on cyclists and pedestrians in its guidelines for Transportation Concept Reports and in the District System Management Plan.
- The Yolo/Solano Air Quality Management District has \$500,000 available in Clean Air grant money.

Startling Stat

"Just about perfected a century ago, bikes are the most energy-efficient transportation known," says Trek's Doug Cusack, senior R&D engineer. "To put things into perspective, a car realizing the efficiency of a man on a bike at 15 mph would get around 900 mpg."

Guest Column

Come Ride the Tillotson Parkway

By Judy Robinson

The Southgate Recreation and Park District's Tillotson Parkway provides the south Sacramento community with a wonderful transportation and recreation corridor that supports bicycles and pedestrians and is a safe alternative to busy and dangerous surface streets.

Approximately four miles in length, the Tillotson Parkway is nestled between homes, parks and schools and links neighborhoods within communities. The eight-foot wide trail is constructed of concrete. The parkway varies in width from 60-100 feet or greater in some spots. Fully landscaped, it is a



multiuse trail/parkway that is equally shared between pedestrians and bicyclists.

Beginning from the western boundary at Power Inn Road at East Stockton Boulevard/Meadowhaven Road, the parkway extends east through the Countryside, Vintage Park and Churchill Downs communities.

The final portion of the parkway remains to be acquired and developed. When completed, the parkway will end at the Laguna Creek trail just west of Bradshaw Road. The Tillotson Parkway will provide access to the future Laguna Creek trail system, a master trail system with connections to the Elk Grove trail system and ultimately the American River Parkway that will be a portion of a proposed 50-mile trail loop around the Sacramento region. In addition to the Tillotson Parkway and Laguna Creek trails, the Southgate Recreation and Park District maintains and operates the Florin Creek trail.

Tillotson Parkway is a safe environment for the community. It encourages people to walk or ride bicycles for many of

Tillotson, page 7

Move More, Eat Less

By Walt Seifert

Yet another call to action, or more precisely, to physical activity. In January, Health and Human Services Secretary Tommy Thompson and then Agriculture Secretary Anne Veneman announced revised dietary guidelines.

In addition to tweaking food recommendations, such as suggesting eating 4-1/2 cups of fruits and vegetables a day, more whole grains and less salt, there were remarkable new recommendations concerning physical activity.

The guidelines call for:

- At least 30 minutes of physical activity most days of the week to cut the risk of chronic disease.
- At least 60 minutes of physical activity most days of the week to prevent weight gain.
- At least 60-90 minutes of physical activity daily to lose weight.

The guidelines noted that for most people, greater health benefits can be obtained by engaging in physical activity of more vigorous intensity or longer duration.

The amount of physical activity recommended is a real departure from the past, which generally deemed 20-30 minutes on most days as adequate. Of course, over a year ago, the Institute of Medicine recommended an hour of exercise a day. This recommendation was roundly criticized in some quarters, not because it wasn't based on sound science, but because the hour recommended was

Move more, page 7

Survey, from page 1

"You people really do a great job."

"That was a great letter."

We need Feedback and Help Setting Direction

However, we aren't just looking for pats on the back in the survey responses. We want your critical evaluation, good or bad.

Though SABA has had periodic goal-setting sessions at meetings, we've surveyed members only once before, four years ago. At the time, we did not try to reach all members. A paper survey was done in conjunction with a couple of quarterly membership renewals. Results were tabulated manually, the old-fashioned way.

We've moved up in technology. Volunteer pollster Scott Clark has deciphered new survey software. Scott has written, tested, rewritten and retested questions. Many thanks to Scott for his work. Thanks also to Webmaster Michael Baass for posting the survey, enabling trial runs. Also, thanks to the SABA members who took the survey on a test basis. (We ask them to take it again please. It's been modified a bit -- and it counts this time!)

We will randomly select a survey respondent to win a valuable prize. Even if you don't care about winning a prize, please take the survey so we can serve you better. 🍀

Tillotson, from page 6

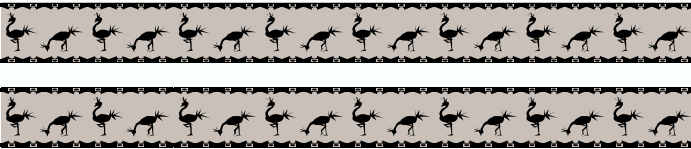
their daily trips and promotes a healthy lifestyle and encourages alternate forms of transportation. Also along the parkway, there are resting points, improved parks with open play areas, playgrounds and picnic facilities. Children use this parkway to walk daily to and from school and to visit with their friends. These types of parkways build communities and improve the quality of life. As SABA readers are aware, bicycling and



walking are two of the most popular and fastest growing forms of recreation and exercise today.

Southgate invites you to come out and ride through the Tillotson Parkway and visit our many other facilities. If you'd like more information about our facilities and projects, visit our Web site at: www.southgaterecandpark.net.

Judy Robinson, is the Southgate Recreation and Park District planning and facilities manager. You can reach her (916) 428-1171, ext. 14, or via e-mail at jrobinson@southgaterecandpark.net. ☞



Move more from page 6

too "intimidating" for most people to think about. It was deemed counterproductive — likely to discourage people from even beginning to exercise.

With obesity rates continuing to rise, it looks like a different approach is in order. The guidelines mean that 64 percent of Americans should be getting 60-90 minutes a day of physical activity a day since a "full" 64 percent of U.S. citizens, nearly two-thirds of the population, are obese or overweight. With many folks in sedentary jobs and claims that free time is scarce, the opportunities for physical activity are limited. The odds of most people spending 90 minutes a day at the gym are pretty remote.

Cycling, of course, with its ability to combine physical activity with getting someplace, offers an unparalleled way to integrate exercise into daily activity—often without a time penalty and sometimes even with a time savings. ☞

Friend, from page 5

bike This is a pretty standard design machine except that he also built a very lightweight foam fairing for it to improve the already-superior aerodynamics of a recumbent. By adding only 7 pounds of fairing, the speed increase is around 35 percent: 14 mph unfaired and 20 mph faired for the same amount of effort. The fairing is a little tricky to get in and out of and is a little troublesome at traffic signals, but once you are on the road, look out!

John, who is in his early 70s, has no problem keeping up or ahead of local riders, including younger ones. Many ride traditional road bikes, yet John says he can pull away and leave them in the dust using much less effort.

"Essentially, none of the up-right riders can keep up, even the average pace-liner groups," he said. "They try to get on my tail and draft. I pull away just far enough so they can't draft. They try a little harder. I again move away. Each time the speed goes up 1 mph or so. This goes on for a few miles until we are up in the high 20s where they are really working all out. They eventually become worn out and drop off the back. I have a gleeful time doing this over and over again to different riders."

John is quite involved in the Human Powered Vehicle Association (<http://www.ihpva.org/hpva/>). This group works to improve human-powered transportation in a surprising variety of interesting configurations. It holds the 200-meter speed of 81 mph and 53 mph for the hour record — none of this is mentioned in the bicycling magazines. John has traveled all over the United States and Europe to HPVA events. He is well known as a real innovator in design and as one who really tries to figure things out, not just put things together and see if they work. He has done quantified testing on rolling friction, aerodynamic drag measurements and worked with steering geometry to make his vehicles more efficient.

Why is he so interested in this stuff? "First and foremost, I love the earth," he said. "The excessive dependency on the automobile is only one of the earth's major threats. I'm on a mission to change the mindset of people when it comes to bicycling and energy use.

"When most people think of a bicycle, they think of it as a sport and exercise vehicle or as a kid's toy," he continued. "No one really thinks of it as practical transportation. People put their bike on a car and drive out to the country and ride around. Then they pack up the bike and come home. Then when it's time to go a couple of blocks to the store, they get back in their car and drive to the store. I can carry 20 pounds of groceries in the panniers — what I can't carry, I go for on another day. Most of us need to exercise three or four times a week anyway. This is not my rule, but nature's rule. So, why not put a couple of panniers on the bike and combine your errands with exercise? This is much more fun and rewarding than working an exercise machine."

It is very interesting to talk to John about his interests. He has done so many interesting things in his lifetime and is so passionate about his current interests that it just makes you want to get out and get involved yourself. He's also interested in airplanes, gliders, electronics and art. His town library now has his art all over the walls.

For more information about John's bicycle work, please view the Web site at: <http://www.recumbents.com/mars/pages/proj/tetz/projtetzmain.html>. ☞

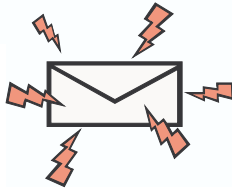
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Help SABA, Take the Survey
See Page 1

Letters to the Editor



We want to hear from you!

Preferably e-mail your letter to: saba@sacbike.org,
or mail it to: SABA

P.O. Box 1295

Sacramento, CA 95812-1295

Letters may be edited for length or clarity.

SABA Business and Organization Members

Business members with an * offer SABA members a discount.

- Air Resources Board
- American Lung Association of
- Sacramento-Emigrant Trails
- American River Bicycle* (Marconi Ave.)
- American River Bicycle* (Florin Rd.)
- American Warp Drive
- The Bicycle Business
- Bicycles Plus*
- Bob's Cycle Center
- Body Concepts
- Chaney Chiropractic
- City Bicycle Works*
- Cycle California! magazine
- Davis Bike Club
- Fehr & Peers Associates
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