

## From the President Interchange Design in Caltrans' Hands

By Lea Brooks

In 2002, Sacramento County unveiled an innovative design for the interchange at Highway 50 and Watt Avenue that would enable bicyclists and pedestrians to travel directly through the interchange in both directions on Class I pathways that would go under the on- and off-ramps.

The project is part of the South Watt Area Transportation Study (SWATS) that looked at ways to improve transportation for all modes from La Riviera Drive to Keifer Boulevard, including the light rail crossing of Watt Avenue, the intersection of Folsom Boulevard and Watt Avenue, and the highway interchange.

SABA strongly supported the design because it would mean bicyclists and pedestrians could travel efficiently and safely through a highway interchange rather than risking their lives crossing multiple lanes of speeding vehicles. It would also mean that they would not have to travel miles out of their way to find a safer crossing.

Budget reductions put the project on hold, but it was recently resurrected. The barrier now is the California Department of Transportation (Caltrans), which seems to be looking for reasons to reject the design rather than view it from the greater context of the challenges highway interchanges pose to bicyclists and pedestrians.

According to county transportation offi-

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## Sacramento Designated Bike Friendly Community

The city of Sacramento has been awarded a Bronze-level Bicycle Friendly Community Award by the League of American Bicyclists. Sacramento joins the ranks of earlier award winners, including local cities Folsom and Davis. Folsom received a Silver-level award. Davis received the nation's only Platinum award. Congratulations to all for their efforts and thanks to the League for its rec-



*New striping on the Tower Bridge—an example of bike friendly Sacramento.*

*Photo by Dave Cassel*

ognition.

Sacramento was one of 12 cities across the United States recognized by the League in September with the coveted designation of Bicycle Friendly Community (BFC). The award, given at levels from Bronze to Plati-

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## What I learned in Madison

By Walt Seifert

The biannual Pro Walk Pro Bike conference in Madison, Wisconsin, was the biggest ever, with more than 650 attendees. I was there, along with SABA board member Scott Clark. Also attending was city of Sacramento Alternate Modes Coordinator Ed Cox, who led the rousing and conference-closing "three-minute success stories."

Some nuggets I picked up: Changing the way bike lanes are striped or parking stalls marked could help keep cyclists out of the door zone. Some "on-demand" bike lockers can be reserved online and opened and paid for using a cell phone.

In future editions of the Squeaky Wheel I plan to write in further detail about several of the conference sessions, in particular about something called the Traffic Justice Institute and making safety a core value of our transportation system. Also, as trails proliferate, it's important to think about ways to make the intersections of bike trails and roads safer — that was the topic of another session.

There were multiple concurrent sessions throughout the conference. To give you a taste of what was covered, here are some of the other sessions I attended:

- Making the Bike/Transit Connection
- Bending Current Guidelines and a Look at New Ones in the UK and Montreal

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## 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. on 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\\_info@sacbike.com](mailto:faba_info@sacbike.com).

## The Squeaky Wheel

The Squeaky Wheel is published monthly by the Sacramento Area Bicycle Advocates, 909 12<sup>th</sup> Street, Suite 114, Sacramento, CA 95814. POSTMASTER: Send address changes to SABA, 909 12<sup>th</sup> Street, Suite 114, Sacramento, CA 95814.

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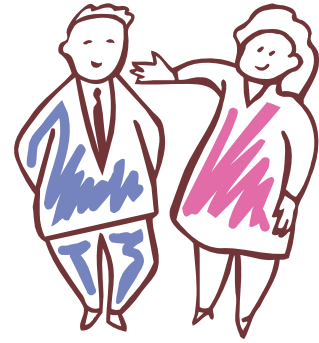
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## Welcome New Members

### New Members

Christian Brown  
Michael Dangermond  
Robert Gray  
Douglas Lortsher  
Matthew McCormick  
Don Schatzel



### Welcome back

Sylvia Bambra  
Kathy Strickley

## SABA Actions

### Meetings

SABA members attended these meetings:

- SACOG Transportation Committee
- Bike map working group
- Breathe California Policy Committee
- Northeast Line Light Rail Station Plan
- Can the Trash! Coalition strategy meeting
- SacBAC to present final Safe Routes to Transit report

### Letters

SABA sent letters to:

- Sacramento City Councilmember Steve Cohn on the H Street undercrossing
- City of Sacramento on support for Ninos Parkway trail funding
- City of Sacramento on its sustainability agenda
- *Sacramento Bee* on "Carless in Sacramento"

### Testimony

- To Sacramento City Council on the Central City Parking Master Plan

### Valet Bike Parking provided at:

- South Natomas Community Festival

### Other Actions

- Participated in Great American River Clean Up
- Staffed table at Franchise Tax Board transportation fair
- Attended Pro Walk Pro Bike Conference



## Mail Mix-up

We apologize to members who did not receive a Squeaky Wheel in September. Our mailer used an outdated mailing list, which caused errors of omission and commission. We've taken steps to prevent a foul-up from happening again. If you want to see what you missed, previous issues of the Squeaky Wheel are archived on our Web site. Or call us and we'll send you a copy of the September issue

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cial, Caltrans is focused on potential risks from loiterers in the undercrossings and on turning radii that would not meet current standards. SABA is confident that Caltrans' concerns can be addressed through design and signage and that Caltrans needs to focus on the big picture: safe and convenient bicycle and pedestrian access across Highway 50 and Watt Avenue.

Caltrans has an opportunity to be a leader by supporting an interchange design that could become a national model. Highway interchanges are barriers to bicyclists and pedestrians throughout the country, not just in the Sacramento area. Caltrans should follow Sacramento County's lead in supporting a multimodal interchange design rather than a project that accommodates motor vehicles at the expense of bicycle and pedestrian safety. ☼

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- Bike-Ped Facilities and Freeway Interchanges
- Complete Streets — Who's Doing It and What They're Doing
- Trends in Street Design
- Car Parking — Macro and Micro Problems and Solutions
- The Evolution of Two Walkable/Bikeable Cities: Boulder, Colorado, and Portland, Oregon
- Where the Trail Meets the Road
- Making Tough Decisions: Go with the Data, or What the Public Says it Wants or Doesn't Want

Also attending Pro Walk Pro Bike from Sacramento were Richard Haggstrom of Caltrans, Lisa Cirill of the California Department of Health Services and Anne Geraghty of WalkSacramento.

The next Pro Walk Pro Bike will be in Seattle in 2008. ☼

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num, recognizes communities that are improving conditions for bicyclists and bicycling.

Eight cities, including Sacramento, were awarded the BFC designation for the first time:

- Silver: Jackson, Wyoming
- Bronze: Carmel, Indiana; Louisville, Kentucky; Roswell, Georgia; St. Petersburg, Florida; Sacramento; San Jose; and South Lake Tahoe.

Four communities successfully renewed their designation:

- Silver: Eugene, Oregon.
- Bronze: Chandler, Arizona; Lawrence, Kansas; Orlando, Florida.

More information is available at: <http://www.bikeleague.org/news/092206com.php>

SABA was instrumental in encouraging the city to apply for the award. Special thanks to Councilman Steve Cohn who got the city to apply and Alternate Modes Coordinator Ed Cox who gathered the necessary data and completed the two-part application. Sacramento was specially cited for bike lanes and trails in newly developed areas. ☼

## Wigs Safer than Helmets?

Drivers passing helmeted cyclists give them less room than bareheaded cyclists or cyclists wearing a wig. Those are the findings of a quirky study by researcher Ian Walker from the Department of Psychology of Britain's University at Bath.

Using himself as study subject and riding a specially equipped

bike that could measure the distance to passing vehicles to the centimeter, Walker was passed by 2,500 vehicles during his study and struck twice, by a bus and a truck, both times while he was riding helmeted. He was uninjured in either collision.

Drivers passed an average of 3.3 inches closer to cyclists with a helmet than bareheaded cyclists, giving



*Dr. Ian Walker gets passed by van during study.*

the bare-headed cyclists more room to avoid hazards in front of them.

At times, Walker also wore a blond wig during the study. He found drivers gave him an average of 5.5 inches more space when they passed what appeared to be a female cyclist.

Walker concluded that drivers may be led to "believe cyclists with helmets are more serious, experienced and predictable than those without" and therefore, be willing to pass them more closely.

Walker said, "We know helmets are useful in low-speed falls, and so definitely good for children, but whether they offer any real protection to somebody struck by a car is very controversial. Either way, this study suggests wearing a helmet might make a collision more likely in the first place."

For more information, go to: <http://www.bath.ac.uk/news/articles/archive/overtaking110906.html>. ☼

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

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Nov. 9 from 5:30 to 7:30 p.m. at SABA Cosmic HQ, 909 12<sup>th</sup> Street.

Join us to do stuff and stuff yourself with heavenly pizza.



## Light On!

By Laura Rubalcaba

Just in time for the end of daylight-savings time, SABA has decided to encourage responsible cycling and reduce night-time crashes by providing cyclists riding at night with free front and tail lights.

In 2005, 784 cyclists died nationally (a 7.8 percent increase over the previous year) and 45,000 were injured (9.8 percent increase). In California, there were 115 cyclist fatalities, an increase of 4.5 percent. About half of all cyclists' fatalities occur at night. Front lights are required by state law, but many cyclists go without. Unlit cyclists reflect poorly on the image of all cyclists, and that makes it more difficult for SABA to advocate. For these reasons, SABA plans to give away more than 150 bike light sets, along with *Street Smarts* booklets on vehicular cycling and SABA newsletters. If Light On! is successful, we'll seek additional grant funding.

Volunteers are needed to assemble the lights and then distribute them in the downtown area, tentatively during the week of Oct 30.-Nov 3. Volunteer distributors will work together in groups of two to four to assist cyclists with light installation, provide cycling information and hear cyclists' concerns.

SABA's Light On! program is modeled after a successful program, "Get Lit," in Portland, Oregon. To get in on the fun, contact SABA volunteer coordinator Larry Robinson via email at [volunteer@sacbike.org](mailto:volunteer@sacbike.org) or call 444-6600. ☼



Get Lit founder Jeff Bernards installs a tail light.



An example of additional lighting reflector. Photo from [BicycleSafe.com](http://BicycleSafe.com).

## More Bike Parking Coming

On Sept. 19, the Sacramento City Council approved a Central City Parking Master Plan. While the automobile parking elements of the plan are far less aggressive than what might have been, the plan does contain some good things for cyclists. About \$290,000 will be made available on a one-time basis for bicycle and pedestrian projects. "Interested stakeholders" will help determine how this money is spent, so presumably SABA can help steer some of the money toward bicycle parking.

The plan includes two innovative ideas. Neither is unique, but both are new to Sacramento. One is on-street bicycle parking. That means bike racks on the street rather than on the sidewalk. Initial installations would probably be in the unused space at the ends of rows of diagonal parking. On-street bike parking has a number of advantages, including keeping bikes in the street realm, less sidewalk clutter and fewer conflicts with pedestrians.

The second new idea is a requirement for special event organizers to provide valet bicycle parking.

The plan is only a plan. Recommendations will have to be implemented in policy changes or ordinances. Considering the large number of recommendations, this will take some time.

Here are some of the bike-related recommendations in the "Promote Alternative Modes of Transportation and Walkable Communities" section of the plan:

- Seek funds for Transportation Management Associations' and employers' promotion of transit, pedestrian and bicycle modes for Central City commute trips.
- Seek funds for a retrofit bicycle parking program to provide rebates to businesses for installation of bicycle parking.
- Revise the zoning ordinance to require that all new developments provide bicycle parking, including short-term parking for visitors.
- Consider permanent bike parking services, such as a "bike station" where intense demand is expected.
- Provide on-street bicycle parking where on-street vehicle parking is provided (initial focus on streets with diagonal parking). ☼



An example of on-street bike parking from Brussels, Belgium.



## 28<sup>th</sup> Annual Great American River Clean Up

Thanks to SABA volunteers who helped with the clean up at the Sacramento Northern Bikeway trailhead and SABA's adopted Mile 8.

SABA members were part of a crew of 950 people who picked up nearly 20,000 pounds of trash on Sept. 16.

SABA volunteers at the Sacramento Northern Bikeway included Skip Amerine, Lea Brooks, Bill and Margarite Dean, John Hickey, Pat Larson, Don Levy, Laura Rubalcaba, Kevin Regan and Mark Taviani.

At Mile 8, the happy volunteers were Ruth Ann Bertsch, Dave Cassel, Dennis Eckhart, Dwight Freund, Dennis King, Dwight Oda, Cindy Roberts, Sun H Liu, Howard H Liu, Steve Passal, Julie Mentzer, Christina Clem, Steve Mulford, Becky Yee, Diana King, Rhonda Hurst, and Tom Schefflin.

Apologies to anyone we missed and thanks for spiffing up the parkway. ☺



## Help SABA Advocate for Bikes

Advocate for bicycling by attending one of eight Sacramento Area Council of Governments (SACOG) Tall Order workshops that will be held simultaneously using videoconferencing and keypad polling at eight different locations on November 16 from 6-9 p.m.

This event follows a series of workshops held earlier this year during which participants recommended how SACOG should spend transportation funding in its six-county region. This is the last major phase of public involvement, so show up, get fed and advocate making cycling a top priority in transportation plans. Now more than ever, cycling needs to get a fair share of transportation funds. You know the reasons: Global warming; Public health; Energy dependence; Clean air; Traffic congestion; Community livability; Cycling offers a real, low-cost transportation option.

The workshops are at the following locations:

### Folsom

Folsom Community Center  
52 Natoma Street

### Elk Grove

Pavilion  
9950 Elk Grove-Florin Road

### City of Sacramento

Memorial Auditorium  
1515 J Street

### Natomas

Inderkum High School  
2500 New Market Drive

### Davis

UC Davis-Freeborn Hall  
One Shields Avenue

### El Dorado County

County Office of Education  
67676 Green Valley Road

### Placer County

Rocklin Sunset Center  
2640 Sunset Boulevard

### Yuba/Sutter County

Feather River Academy  
1825 Lassen Boulevard  
Yuba City



Don Levy, left, Mark Taviani and Skip Amerine secure one of numerous loads of dry tree branches that illegal campers stacked adjacent to the Sacramento Northern Bikeway behind the Blue Diamond Almond complex. The debris posed a personal safety and fire hazard. Photo by Lea Brooks.



SABA volunteers Laura Rubalcaba, Lea Brooks, Skip Amerine and Don Levy celebrate after clean up. Photo by Walt Seifert

For more information about the SACOG workshops and to reserve a place, go to <http://www.sacog.org/>. ☺

## Davis: Where the Platinum Meets the Pavement

*By David Takemoto-Weerts*

It's been almost a year since Davis received the first-ever Platinum Level Bicycle Friendly Community Award from the League of American Bicyclists. This singular achievement is one of which all Davis residents and City and University officials can be very proud. It says that our city is unmatched by any other in the nation in its support of bicycling. The BFC award is not a permanent honor. Once earned, it can only be retained if the city maintains its commitment year after year to the same high standards that merited the Platinum designation in the first place. In other words, the community cannot rest on its laurels.

To some extent, our Platinum Level award was a tribute to Davis' pioneering efforts to create a safe, efficient and welcoming environment for pedalers. For over forty years Davis has been planning, building and maintaining a cityscape that encourages the beneficial use of human-powered vehicles. The mistakes made early on can be forgiven because planners, politicians and engineers were breaking new ground, either adapting features observed in Europe or devising their own unique solutions to accommodate the already large numbers of cyclists and to encourage even more citizens to mount up and ride.

The city striped bike lanes –the nation's first –not just on a few major streets, but on almost every arterial and collector street in town. Bike paths wound through greenbelts. Bicycle under- and over-crossings connected neighborhoods separated by freeways or busy streets. The University gated off the campus core, turning formerly heavily-trafficked streets into wide car-free bikeways. Bike racks bloomed in town and especially on campus, where visionary planners realized that to promote bike use, secure bike parking facilities had to be provided at all destinations and be sited near building entrances, not hidden from view –a design philosophy grudgingly accepted and later embraced by campus architects. More recently, bicycle traffic signals, another Davis innovation, provided additional controls at problematic intersections and are now spreading to other forward-thinking California communities.

In time, something else blossomed in town: a true "bike culture." Bicycling was not just practiced by impoverished students, eccentric professors or lycra-clad racers. Bicycling reached a true "critical mass" that most other cities could only dream about. Our critical mass is not the once-monthly mobile anarchic assembly of rag-tag pedal pushers that take to the streets in San Francisco, New York and scores of other cities with the hope of convincing drivers to forsake their cars and join them. Ours is a daily phenomenon that's no longer phenomenal –except to visitors and new arrivals to this cycling capital. It may take a few weeks or months, but many newcomers eventually succumb to the obvious attractions of bicycling. Most don't go car-free or start picketing our auto mall, but they do become comfortable with the idea of hopping on the saddle and pedaling for pleasure, business, fitness or various utility trips. Most of these people would never do the same in other communities around the country. Not only do other cities lack

## H Street Petitions Delivered

SABA sent petitions with nearly 500 signatures to Sacramento Councilman Steve Cohn. The petitions ask for help on correcting the dangerous and inconvenient H Street railroad undercrossing between Carlson Drive and 56th Street.

The spot has been recognized as a trouble area for many years. Originally it was included with a package of California State University, Sacramento (CSUS) bike access improvements along with the Hornet Crossing and the H Street Bridge undercrossing. The other CSUS projects were completed, but not this one.

There is lots of recognition of the problem and support for fixing it. Evidence came when SABA solicited suggestions for locations for Share the Road signs. This section of H Street was the most frequently mentioned spot. In a current survey of bike commuter routes, this area is near the top of the list of problem areas identified.

This area can be and should be made safer for cyclists and motorists. We look forward to working with Councilman Cohn and others to develop a solution that satisfies everyone. ☸

Davis' friendly infrastructure, but more importantly they lack the highly visible and compelling numbers of cyclists on their streets and paths. In Davis, bicycling is ordinary, routine, and accepted by most everyone, including our motorists. There may not be "safety in numbers," but there is certainly security and comfort.

Yet Davis can and must do more. According to the 2000 census, bike-to-work trips in Davis declined from 22 to 17% since 1990. We can reverse that trend, even though a smaller percentage of Davis residents work locally. And, despite a General Plan that mandates all arterial streets shall have bike lanes, Fifth Street remains a challenge for cyclists. Too many of our children and adults are either woefully ignorant of traffic rules and riding skills or choose to ignore them. Education and enforcement is the key. A bicycle museum and resource center would be nice, too.

Finally, our city officials need to realize that the one aspect of our fair community that distinguishes us from every other city in the country is our bicycle culture. We are known for many things—the University, progressive politics, earth-friendly programs, vibrant downtown, and much more. But other places have some or all of those attractive features. However, we stand alone in our love affair with "this slender, whippet thing of steel and rubber that carries a man far and fast, by his own glad effort, on the open road and takes him away from his cares...as nothing can," as Twells Brex wrote. As a metaphor, the bicycle represents health, a clean environment, efficiency, sustainability, egalitarianism, appropriate human-scale technology and even functional beauty. We are indeed the "City of Bicycles" and we should proclaim so with pride and a pledge to keep it so.

*David Takemoto-Weerts has been pedaling the streets of Davis for over twenty-five years. He is the UC Davis Bicycle Coordinator and wishes more people would recognize that "cyclists fare best when they act and are treated as drivers of vehicles." This Op-Ed piece is reprinted from the September 24 Davis Enterprise. ☸*

## SABA Opposes State Bond 1B

SABA joins with the California Bicycle Coalition in opposing the state transportation bond 1B. If passed, Bond 1B would supply \$20 billion in funding for transportation projects. However, the bond is not balanced. It provides nothing for bicycle projects. It does not even make sure that cyclists are considered in the billions of dollars of road, transit, security and air pollution projects that the bond would fund. The bond is a clear statement that legislators believe cycling is an unimportant part of the transportation mix and that cyclists don't count as voters.

Cycling is often praised by public officials. Yet when it comes time to spend money, there's been a long history of cycling not getting a fair share. With Bond 1B, the state administration and the Legislature had a chance to make cycling a meaningful part of the transportation solution. Instead, once again, they excluded cycling and thumbed their noses at cyclists by ignoring the pleas of bike advocates and ignoring the benefits of cycling.⊗

## Safe Routes to Transit

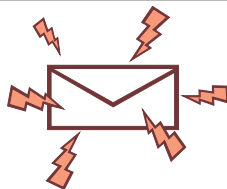
The Safe Routes to Transit report is final. The report makes numerous and generally low-cost recommendations on how bike access to Regional Transit light rail stations can be improved. In addition, the report has model station guidelines that can be applied as new light rail stations are built and that contain ideas for improving boarding with bikes and stowing bikes on board light rail cars. The guidelines can also be applied when existing stations are renovated or local jurisdictions modify the streets in the station areas.

The report was endorsed by the Sacramento Area Council of Governments' Transportation Committee and Board. The next step is presentations to Regional Transit, cities of Sacramento and Rancho Cordova, and Sacramento County.

Thanks to all SABA members who contributed to this effort, especially volunteer evaluators Scott Clark, Peter Jacobsen, Maggie O'Mara and Chris Morfas who dual-hatted as volunteer and consultant.

A copy of the final report is available on the SABA Web site.⊗

## Letters to the Editor



### We want to hear from you!

Preferably e-mail your letter to: [saba@sacbike.org](mailto:saba@sacbike.org)

or mail it to: **SABA**

**909 12th Street, Suite 114**

**Sacramento, CA 95814**

Letters may be edited for length or clarity.

## Tip of the Month Bike Helmets—Again

By David Takemoto-Weerts

I wrote once before about helmets, and then it was largely to recommend some features that may not occur to everyone to look for when purchasing a helmet. This time I'm venturing a little bit closer to the front lines of the "helmet wars," but hope my comments won't be misconstrued.

Let me just say from the start that, like John Forester once said, I don't care much if helmets are required by law or not, I just think everyone should wear them. That being said, I'm not one who starts off a bike safety talk or article by preaching for helmet use. In fact, I always save that rant for the end because I really do believe it's the least important component of safe cycling practices. Learning proper riding techniques, knowing and obeying the law, and keeping your bicycle in tip-top condition are what prevent your helmet from being anything other than a dorky fashion statement.

What precipitated today's thoughts was an op-ed piece in a recent issue of the *Davis Enterprise* where a columnist writing about traffic issues around town described an incident where a cyclist passed his car on the left. He did not provide enough information to determine if the cyclist actually broke any laws, though it was clear that the writer thought so. However, as if the described behavior wasn't sufficiently egregious, he added that the rider was also "not wearing a helmet." The comment reminded me of a photo caption in the same newspaper last spring. A story about the benefits of cycling was accompanied by a photo of a cyclist. The photo caption read "A bicyclist—sans protective helmet—rides through downtown San Francisco..." The story had nothing to do with helmet use or bike safety. And, yet, for reasons not entirely clear, the editor chose to point out the obvious. She could have just as correctly pointed out that he was wearing a backpack, which he was.

My point is that we shouldn't be distracted from our goal of "putting more butts on bikes" by focusing too closely on who is and who is not wearing helmets. I am much more incensed by the scofflaw cyclist and motorist behavior I observe almost daily than I am about whether or not the offenders are wearing helmets or seatbelts. Let's encourage the consistent use of both, but remember that helmets don't prevent crashes — they just prevent some, but by no means all, serious or fatal injuries.⊗

*David Takemoto-Weerts is the University of California, Davis, bike coordinator and a League of American Bicyclists' certified instructor.*

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## SABA Meeting October 25

Please mark your calendars for SABA's quarterly general membership meeting and potluck on Wednesday, Oct. 25. Come for an update by Maggie O'Mara, who is heading SABA's committee to make bikeway proposals for Sacramento's Central Business District. The committee is looking for ways to improve cycling in the area from the Sacramento River to 15<sup>th</sup> Street and from R Street to Richards Boulevard.

The meeting begins at 6 p.m. in Breathe California's large conference room at 909 12<sup>th</sup> Street. Guests are welcome and bikes are allowed in the conference room. Please bring a main dish, salad or dessert to share. SABA will supply plates, napkins and utensils. ☯

**Draft agenda**

6:00p.m.	Potluck and introductions (Lea Brooks)
6:30 p.m.	Executive Director's Report (Walt Seifert)
6:45 p.m.	Maggie O'Mara's Report: Improving Cycling in the Central Business District
7:15 p.m.	Other Business
8:00p.m.	Adjourn

## Texas Bike Lane Study

The League of American Bicyclists reports, "By studying the interactions of drivers and bicyclists on Texas roads, transportation engineers at the University of Texas at Austin have discovered that having painted bike lanes on streets and roads helps both commuters stay in safer, more central positions in their respective lanes."

To quote from the study itself: "Compared to wide outside lanes, bike lanes provide higher operational and comfort levels under all conditions, except perhaps very low traffic volumes on exclusively residential streets."

When bike lanes are added to existing streets, space from the lanes can be made available by narrowing traffic lanes or by eliminating median turn lanes. Comparing the two, the study says, "The elimination of turning lanes introduces a significantly higher delay in traffic movement and an increase in accident rates than is observed when narrowing motor vehicle lanes."

For more information, go to: [http://www.utexas.edu/research/ctr/pdf\\_reports/0\\_5157\\_1.pdf](http://www.utexas.edu/research/ctr/pdf_reports/0_5157_1.pdf). ☯