



The Squeaky Wheel

Issue No. 44

Newsletter of the Sacramento Area Bicycle Advocates

November 2006

From the President Progress on Projects

By Lea Brooks

SABA exuberantly applauds the extension of the Sacramento Northern Bikeway from Rio Linda to Elverta and the paving of the first leg of the Two Rivers Trail on the



From left, Theron Roschen, Sacramento County Transportation Department; Sacramento County Supervisor Roger Dickenson, and Bob Bastian, County Parks Commission and Rio Linda Historical Society, officially open the trail extension.

south side of the American River from the Jibboom Street Bridge at the entrance of Discovery Park to Highway 160.

These projects show that both the county and the city of Sacramento recognize the importance of bike trails in our communities and the need to provide transportation choices.

The ribbon-cutting ceremony on Oct. 28 for the Sacramento Northern Bikeway extension was a festive event that attracted pedestrians and equestrians in addition to bi-
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CSUS to Cyclists: “We Don’t Want You”

Remember when the chickens disappeared from the California State University, Sacramento (CSUS), campus? First it was the chickens. Now it’s cyclists.

CSUS feels it’s OK for cyclists to go around the campus, but not on the campus. Want to get to the Guy West Bridge? Not through our campus. It’s public property? Doesn’t make a difference. It’s too dangerous for cyclists to mix with pedestrians on the campus — or to cross the campus even when it is deserted. Thousands of cyclists circulate through the University of California campuses in Davis and Santa Barbara and at Stanford and hundreds of other campuses. That’s fine, but we can’t figure out how to do it here.

This is the message CSUS sent as it unceremoniously dropped a cross-campus bike route from its bicycle master plan. The change in plans was made with no real attempt at public outreach and no public input.

SABA wrote a letter to CSUS President Gonzalez objecting to this exclusionary and short-sighted attitude. SABA also offered suggestions: decentralized bike parking and adding bike lanes on University Drive West — a street already wide enough for the bike lanes. But the main issue of the letter was the deletion of a cross-campus route. The cross-campus route wasn’t very good, but at least it was something. SABA’s letter can be viewed at <http://www.saba.org/CSUS>, *page 3*

New Two Rivers Trail is Site of Award Presentation

The Two Rivers Trail is now open for business. The new trail, about two miles long, runs from Jibboom Street (at the end of the Jibboom Street Bridge) along the south bank of the American River to Highway 160. There are access points at 5th and 7th streets.

The new trail offers beautiful and seldom seen views of the American River. As the Richards Boulevard area develops and connections through the railyards to downtown



Eager cyclists line up to try new Two Rivers Trail. From left: John Burton, Ken McGuire, Amanda Eichstaedt, Ed Cox, Marilyn Bryant, Laura Rubalcaba, Walt Seifert, Chris Morfas. Photo by Don Levy.

are completed, this trail will become increasingly important as a recreational amenity and commuter route.

The new trail was at its autumnal most scenic on Halloween morning as it provided the site for a Bicycle Friendly Community award presentation. The bronze level award was given to city of Sacramento representa-
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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.

The Squeaky Wheel

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

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Welcome New Members!!



Jan Ahders	Robert Johnson
Charles Albright	John Joseph
James Barnes	Steven Kasower
Gail & Kevin Biddick	John Keith
Elliot & Arlene Brandwein	Giok Khoe
Glen Brooks	Guy Kolling
Peter Brostrom	Joe Kremer
Marilyn Bryant	Judith Linck
Michael Burke	Stan Martinson
Thomas Burton	Suzanne McNaughton
Dan Callnon	Audrey Medina
Lisa Cirill	Bill Miller
Paul Clegg	Don Nelson
Anita Clevenger	Janet Nicol
Conley's	Margaret Nolan
Dan Conwell	Eric Norris
Jay Couch	Donald Oaks
Kathy Cridge	Bo O'Neil
Miriam Davis	Billy Ostroff
Norm Davis	Dale Paige
John Dewing	Dave Piper
Nancy Drewek	Donald Rifas
Angie Ellison	Glen Robarts
Jack Evans	Rick & Lorie Rodgers
Nancy & Bill Fox	Dan Ross
Kenneth Gaines	T J Ross
Leigh Gehrig	Marsha Schouweiler
Vicki Giannetti	Kurt Seifert
Deni Gray	Eric Senter
Catherine Gruelle	Bob Stoddard
Christopher Halleus	Centerline Striping Co. Inc.
Mary Handel	Paul Stumpner
Richard Hauch	Sam Urner
Donald Rex Heckman	William Vaderslice
Lauren Hilliard	Diane Van Maren
Debbie Hintz	Russ & Cindy Warnock
Jason Holder	Elizabeth Weiland
Anne House	Michael Williams
Robert Huckfeldt	Shiomi Wilson
Nihad Hussain	Theresa Woody
Warren Hyde	Robert Zielke
Valantino Inman	Tim Zindel
Geraldine Jiminez	

President, from page 1

cyclists. The \$2.1 million project includes the bike trail extension, more than 750 newly planted trees, benches, water fountains, signs and a gazebo at the end of the trail.

Sacramento County Supervisor Roger Dickenson officially cut a ribbon to celebrate the 1.8-mile extension that is approximately seven miles north of the American River Parkway where it crosses Del Paso Boulevard.

Supervisor Dickenson called the project an important multimodal facility that recognizes more people are using bicycles as a form of transportation. He noted that the bikeway is on the right of way for the former Sacramento Northern Railway between Sacramento and Chico.

Ed Cox, the city of Sacramento's alternate modes coordinator, Skip Amerine and I pedaled to the ceremony from downtown Sacramento. On the way back, Ed took us on a tour of the newly paved first leg of the Two Rivers Trail along the levee top. Although this two-mile stretch of trail was not yet complete in late October, its future as a popular bike route was obvious. The view of the American River from the height of the levee is fabulous.

The Two Rivers Trail will eventually extend to the levee top trail adjacent to the California State University, Sacramento, campus beginning at H Street. The second leg will extend to Sutter's Landing Park.

These projects reflect the progress we are making as bicycle advocates, but they also come with challenges that will require us to remain diligent.

The Sacramento Northern Bikeway between the Parkway and Rio Linda crosses through a rough neighborhood in Del Paso Heights. On the way back from the ceremony, city firefighters were extinguishing what appeared to be an arson-caused brush fire adjacent to the trail. Skip got a flat tire from some of the broken glass on the trail.

The new Two Rivers Trail runs by several illegal campsites. SABA will need to follow up with the city regarding enforcement issues. The American River Parkway bike trail between Discovery Park and Hazel Avenue is under the jurisdiction of the Sacramento County Department of Regional Parks and patrolled by park rangers. I'm not sure how the Two Rivers Trail, which is a city of Sacramento project, will be patrolled.

On a very positive note, the trails are there for us to use and enjoy. As advocates, we are most grateful for their construction and look forward to continuing to work with the city and county to improve conditions for cycling. ☸

CSUS, page 1

www.sacbike.org/letters/viewletter.php3?L_ID=358.

The good news is that Councilmember Steve Cohn responded to a SABA appeal for help. In a meeting with CSUS facilities and civic affairs representatives, Cohn forcefully made the case for CSUS providing a real bicycle transportation choice for its students, faculty and staff. He noted the surrounding community uses the campus as a jumping off point for recreational and commute bike trips in the American River Parkway. As a result of the meeting, CSUS agreed to develop cross campus route concepts and present them in early December.

See a related CSUS Hornet article at <http://www.statehornet.com/vnews/display.v/ART/2006/10/04/4523007c51bad>. ☸

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tives by Amanda Eichstaedt, president of the League of American Bicyclists. The award recognizes communities which have provided safe accommodations for bicycling, as well as encouragement to residents to use bicycles for transportation, recreation, and improving public health and air quality. Sacramento was one of 12 cities nationwide recognized in September with an award.

In his remarks, Councilmember Steve Cohn urged the city to go for the gold at the next award cycle two years from now. He looked forward to extending the Two Rivers Trail to Sutter's Landing Regional Park and on to the River Park neighborhood. Councilmember Ray Tretheway (who arrived by bike!) talked about the creation of an extensive off-street loop that the trail makes possible and about the trail being a catalyst for development in the surrounding neighborhood.

SABA was recognized for its efforts in working with the city on the award application. SABA president Lea Brooks enumerated some of the many accomplishments of which the city and SABA could be proud and which were examples of the city's substantial record of progress related to bicycling.

The city will be installing a number of Bike Friendly Community signs on trails and streets. If you have a suggestion for a location, please let us know. ☸

SABActions

Meetings

SABA members attended these meetings:

- SACOG Bicycle/Pedestrian Advisory Committee
- Neighborhoods Advocating Sustainable Transportation (NAST)
- Complete Streets ad hoc committee

Letters

SABA sent letters to:

- CSUS President Alexander Gonzalez on cross campus bike route
- Sacramento City Councilmember Steve Cohn and Assembly Member Dave Jones on CSUS cross campus bike route
- City of Sacramento on the planned 21st Street rail crossing
- Sacramento *Business Journal* on energy conservation
- Caltrans on Hwy 50/Watt Ave. interchange

Testimony

- Sacramento Transportation Authority on Measure A
- Sacramento City Council on SacBAC annual report

Other Actions

- Salmon Festival valet parking
- Winter cycling safety presentation at Cal/EPA
- American River Parkway bike trail safety event
- Bicycle Friendly Community award presentation
- Ribbon-cutting ceremony for Sacramento Northern Bikeway extension
- Prompted *Sacramento Bee* to correct October 28 *Regional Digest* item which said, "...walk or ride facing traffic." The correction stated that the California Vehicle Code requires cyclists to ride in the same direction as traffic, not facing traffic.

Salmon Festival —Nearly 1,000 Bikes Parked

Operating two separate compounds at the Natomas Fish Hatchery and Lake Natoma, SABA and FABAs volunteers were kept hopping as they parked 982 bikes over the two-day Salmon Festival Oct. 15-16. With a little better weather on Sunday, the total would certainly have topped 1,000.

The event was the debut of new BIKE VALET T-shirts, hot off the presses. The intent is to make the T-shirts standard apparel for valet bike parking operations.

Many thanks to the dedicated volunteers who pitched in to make this event a success for cycling. Volunteers at the Fish Hatchery included Dennis King, Marie Schelling, Tad Bell, Bill Dean, John Whelan, Jerry Furlong, Dale Johnson, Peter Jacobson, Jackie Stone, Jill Foster, Dwight Oda, Wil King, Bobbie King, Pat Angello, Gerald Shup, Skip Amerine, Lea Brooks and Walt Seifert. At Lake Natoma, volunteers included Wayne Larson, Kathryn Graham, Austin Graham, Lisa Wilson, Dave Cassel, Charles McCan and Jim Konopkan. Jim and Folsom Parks and Recreation Department loaned FABAs a pop-up shade structure. ☼

Folsom History Museum

October 28, 2006 - January 7, 2007

New Bicycle Exhibit

The fabulous Pierce Miller Collection of antique bicycles will be on exhibit at the Folsom History Museum, 823 Sutter Street, from Oct. 28 – Jan. 7. (Open: Tuesday – Sunday, 11 a.m. to 4 p.m.) “Cycling Through History, Bikes, Trails & People” chronicles the development of the bicycle and its use in Sacramento.

Times have changed: In 1892 cyclists complained that the city’s sprinkler system left the streets either muddy or dry as dust. In December 1893, an ordinance required wheelmen to carry a bell, horn or lamp at night.

Bring your bike on light rail to Folsom and ride straight up Sutter Street to the History Museum. After the tour, take a ride around Lake Natoma for a full day outing. For further information, go to www.FolsomHistoryMuseum.org or call 916-985-2707.

The Folsom Area Bicycle Advocates is one of the exhibit’s sponsors. ☼



A part of SABA’s lean, mean bike parking machine. From left, Lea Brooks, Dennis King, Skip Amerine, Ed Cox and Dale Johnson. Shown at right, Tad Bell and Marie Schelling.

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party is not held in December.



See you in January!

Member Discounts

The following businesses offer discounts to SABA members:

- American River Bicycles (Florin Road store)
- Bicycles Plus
- City Bicycle Works
- Natomas Bike Shop
- The Rest Stop

Please consider them for your cycling purchases.

A Crash is No Accident

Sacramento *Bee* reporter Tony Bizjak recently talked about words in his Back-seat Driver column. Specifically, he wrote about the common use of the word “accident” to describe traffic collisions. He asked for reader opinions and reported that the majority of people who responded felt that the word accident should not be used. We’re waiting to see if this result turns into *Bee* policy. Over the past month, the *Bee* has continued to use accident in its Metro section description of daily traffic crashes.

Do words make a difference? Should killing someone with a car be described with the same word as is used for dropping a pen or stepping on someone’s toe?

Here is what the National Highway Traffic Safety Administration says: A Crash Is Not an Accident.

Changing the way we think about events and the words we use to describe them affects the way we behave. Motor vehicle crashes and injuries are predictable, preventable events. Continued use of the word “accident” promotes the concept that these events are outside of human influence or control. In fact, they are predictable results of specific actions.

Since we can identify the causes of crashes, we can take action to alter the effect and avoid collisions. These events are not “acts of God,” but predictable results of the laws of physics.

The concept of “accident” works against bringing all the appropriate resources to bear on the enormous problem of motor vehicle collisions. Continuous use of “accident” fosters the idea that the resulting injuries are an unavoidable part of life.

“Crash,” “collision,” “incident” and “injury” are more appropriate terms and should be encouraged as substitutes for the word “accident.”

Within the U.S. Department of Transportation’s National Highway Traffic Safety Administration (US DOT/NHTSA), the word “accident” will no longer be used in materials published and distributed by the agency. In addition, NHTSA is no longer using “accidents” in speeches or other public remarks, in communications with the news media, individuals or groups in the public or private sector.

Recently, two other U.S. Department of Transportation agencies, the Federal Highway Administration (FHWA) and Research and Special Programs Administration (RSPA), joined NHTSA Administrator Dr. Ricardo Martinez endorsing his goal to eliminate “accident” from the agencies’ vocabulary. In this manner, attention will be focused on causes of crashes and what can be

SACOG Bicycle/Pedestrian Advisory Committee Notes

Highlights of the Oct. 26 meeting of the Sacramento Area Council of Governments’ Bicycle/Pedestrian Committee:

- A bicycle/pedestrian overcrossing of East Bidwell Street near Blue Ravine Road in Folsom is under construction. The \$1.2 million project is expected to take a year to complete.
- The city of Sacramento’s draft pedicab ordinance will be issued soon for comment.
- Orangevale is planning a one-mile trail connection from Snipes-Pershing Park to the American River Parkway.
- The city of Roseville is updating its bicycle master plan. Cyclists have already toured the city in order to provide input. An online survey should be available on the city’s Web site this month and a workshop is planned.
- Longtime city of Davis bicycle coordinator Tim Bustos has left his city job for a position with the Berkeley-based Institute for Transportation Studies. ☼



Beginning at 5:30 a.m. on October 27, Channel 31 did several live broadcasts of the safety event sponsored by County Regional Parks, SABA and Buffalo Chips Running Club to demonstrate proper safety gear for riding and walking in the dark. From left is park ranger Steve Flannery, Lea Brooks, Skip Amerine and David Azevedo. Photo by Chris Andis, Sacramento County Regional Parks

done to prevent collisions and the resulting injuries.

The *British Medical Journal* no longer uses the term accident. The California Highway Patrol calls one of its basic forms a “Collision Report,” although it still uses the word “accident” in other contexts.

SABA had previously written the *Bee*’s Public Editor about its terminology regarding traffic crashes and a tendency to blame crash victims in its reporting. ☼

Member Profile

Aron Livingston

By Albert Balingit

You will never hear the excuse, “I have three kids!! How am I going to bike commute?” from Aron Livingston, SABA’s founder.

As a law student in the early 1990s, Aron, with two children in tow, commuted by bicycle from his home in Davis to the University of California, Davis, School of Law. Leaving home with his then youngest child Hillary in a bicycle trailer, he made his first stop at her day care. His second stop was at the school of his older child, Katie. He then rode on to law school.

“After getting the kids ready for day care and school, the easiest part of my day started, the study of law,” Aron said.

His use of cycling as his primary mode of transportation continues to this day. Aron now lives in East Sacramento with his wife, Britte, daughter Hillary and son Elliott. Most days, Elliott rides with him to Phoebe Hearst Elementary in East Sacramento. Aron’s route then takes him to the Guy West Bridge, where he rides at a quick pace to his downtown office at the Air Resources Board. Aron also uses his bicycle (by attaching a trailer) to shop for groceries and wonders if he’s the only governmental attorney who does so.

With his average mileage of 15 miles per day, Aron can stay



Aron and his grocery trailer at Safeway. Photo by Natalie Morris

conditioned to ride a century. At age 42, Aron can still ride a century in six to seven hours, a fairly quick average speed of 16 miles per hour. Last year, riding on a tandem bicycle, he and Britte finished the Davis Double Century a respectable 250th out of the more than 1,000 participants. He also does short self-supported tours alone or on the tandem with Britte or Hillary.

As a senior attorney with the Air Resources Board, Aron works to reduce pollution from cars, trucks and off-road en-

Share the Road Signs Update

The city of Sacramento and Sacramento County have recently installed Share the Road signs. White Rock Road now sports a couple signs

A major focus of SABA’s Share the Road campaign has been installation of signs where cyclists were particularly at risk because of such conditions as narrow lanes or lack of shoulders. ☸



New Share the Road sign at 29th Street and Meadowview Road. Photo by Ed Cox, City of Sacramento

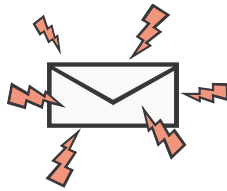
gines, including global warming pollutants. He helps frame and enforce the board’s regulations. He has been Sacramento City Councilman Steve Cohn’s representative on the city’s Transportation Programming Guide Citizen’s Advisory Council for the last two years.

Before moving to the Sacramento area, Aron was the executive officer of the Washington Area Bicycle Advocates (WABA). When Aron moved to Sacramento in 1990, he noticed that Sacramento did not have an organization advocating the use of bicycles as a mode of transportation. He approached the then-American Lung Association of Sacramento-Emigrant Trails (now Breathe California) to start a bicycle advocacy group that became SABA.

In 1993, due to rigors of law school and family, Aron needed to curtail his outside activities and became an inactive member of SABA. In 2002, Aron returned to SABA initially to help it incorporate as a nonprofit and then as a member of the Board of Directors and chief financial officer for two years. In that position Aron prepared budgets and helped get the organization going as a bona fide nonprofit. Thanks to Aron, SABA today is a strong and active advocate for cycling.

While Aron can’t spend the time he used to working directly on bicycling issues, he believes the most important part of bicycle advocacy is simply being a bicyclist sharing the road — any and every legal road — as often as possible to as many destinations as possible. “Unless more people do the same, and teach their children similarly, we’ll just be a dwindling bunch of aging bike advocates talking to each other in a room,” he said. ☸

Letters to the Editor



We want to hear from you!

Preferably e-mail your letter to: saba@sacbike.org

or mail it to: **SABA**

**909 12th Street, Suite 114
Sacramento, CA 95814**

Letters may be edited for length or clarity.

Editor:

On June 16, 2006, at 11a.m., a 25-year-bicycle messenger left his headquarters for a day of delivery and pick up of documents in the downtown Sacramento area on a fixed gear bicycle, the standard of bicycle messengers in the area. He did not expect trouble, but got it.

He entered the crosswalk on Q Street when a Chevy Silverado, driven by a man with a cast on, swerved around the corner from 13th Street, ignored attempts by the messenger to get his attention and proceeded to run over the messenger, trapping him under the truck, running over him and causing a fracture of ribs on the right, fractured fibula and deep gash in the knee. The driver continued until stopped by a light rail train on the track.

The policeman who arrived questioned only two non-English-speaking witnesses and then described the incident as the cyclist's fault. A witness at the light rail station who saw the entire episode and who spoke English was never questioned. Same with 30 to 40 people in the area at the time. Obviously the policeman felt the cyclist ran over himself, caused lacerations and fractures to his body.

It is not a mystery why bicycle commuting in Sacramento is waning, people are getting fatter and dying of heart attacks. Did I mention respect for law and order?

Don Rifas

Cyclist and messenger's father

Editor:

Bike helmets of the 1920s and 1930s were mandatory for velodrome racing cyclists. The smart cyclists used helmets on training rides and road racing.

During those times, messenger boys and newspaper boys never used helmets, nor did anyone else. Consequently, some very bad head injuries occurred to the extent of death and physical and mental disabilities. Luxurious items like helmets were avoided. They cost about \$3.

If I were king, everyone would have to buy and wear a helmet before even buying or riding a bike. I was that newspaper boy and messenger and bike racer and will enter my 35th Davis Double in 2007.

Putting that helmet on the head and keeping it there is my No. 1 priority. It is a good reminder about bicycle safety!

Stephen E. Halton

Tip of the Month

Pack up your troubles in your old bike bag ...

By David Takemoto-Weerts

A few months ago (March 2006) in this column, I suggested a few items to be carried along in your tool bag. At the risk of overloading those bags, I thought I'd write about a few more things I generally carry along on every ride – just in case.

Zip ties are a great quick fix for all kinds of roadside breakdowns. If a fender or rack strut gets loose because a bolt worked free and fell by the wayside, a zip tie can secure it quickly and effectively. In fact, some of us use zip ties to secure fender struts on bikes lacking braze-on eyelets. With a little searching, you can find UV-resistant zip ties that will last a lot longer. I generally remove the fenders during the summer, and the regular ties easily last a season in the rain and sun. Don't have any zip ties? Keep your eyes peeled. I see useable ones on the road several times a week.

Any variety of materials work well as a temporary tire "boot" to line a tire sidewall should a cut develop there. Some riders use a sports bar wrapper. Others keep a cut section of old sidewall in their kit. However, a dollar bill, folded over once or twice, provides a tough seal in an emergency. I usually carry a \$5 bill because what can you buy for a dollar these days? At least a five will still get you a meal if you bonk near a mini-mart or fast-food franchise.

A foot of duct tape wrapped around a tool handle not only provides a comfortable grip, it can also be handy for roadside repairs of bags, fenders, etc.

Are you using a generator light? Not many are using the old, inexpensive "bottle" types anymore, though they do produce a fair light and, with care and proper set-up, can be fairly reliable. I still see them on some commuter bikes. However, the most common cause of failure of generator lights is bulb burnout. Carry a spare and know how to change it.

Outdoor specialty stores carry a range of compact first aid kits with bandages, antiseptic, aspirin, alcohol swabs and other items. They're worth the small investment and extra space they consume. Buy one, read the instructions and you'll thank yourself when the time comes that you or a cycling companion are in need. ☼

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



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New Trails Open!
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Measure A Update

On Oct. 12, the Sacramento Transportation Authority (STA) board approved issuing bonds for transportation projects. Issuing the bonds means that the projects can be started now, even though the tax money won't start flowing until 2009. Repayment of the bonds is based on the anticipated sales tax revenues from the new Measure A approved by voters in November 2004.

In a companion action, the board approved 11 transportation projects, most of which are not particularly bike-friendly. For each of the 11 projects, the STA will enter into a contract with the project sponsor, either a city in Sacramento County or the county itself.

The proposed wording of the contract contained this sentence: "Entity certifies that the Capital Project is designed to reasonably accommodate bicycle and pedestrian travel." The entity is the city or county receiving the funds and managing the project.

Now that sentence sounds good — except for the split infinitive — but it did not precisely match the language of the Measure A ordinance. The ordinance says simply, "Routine accommodation of bicycles and pedestrians shall be included in all transportation projects." It says "shall," with no ifs, ands or buts. The proposed language sets up some unknown authority that decides what is reasonable and could cut out provisions for cyclists and pedestrians.

SABA's Executive Director Walt Seifert testified that the con-

tract language ought to match exactly the ordinance language approved by the STA board and passed by voters. Walt also noted that some of the 11 project descriptions did not include any mention of bicycle or pedestrian facilities, and that this was a concern.

The board agreed with Walt's recommendation on language and directed an appropriate change to the contracts. This will add more assurance that these projects are complete streets projects, safe and convenient for all users, including cyclists and pedestrians. But everyone will need to be vigilant lest the needs of cyclists and pedestrians be given short shrift.

The 11 projects:

- Bradshaw Road
- Hazel Avenue
- Madison Avenue
- Watt Ave/U.S. 50 Interchange
- Antelope Road
- Grantline Road/SR 99 Interchange
- Sheldon Road/SR 99 Interchange
- Folsom Bridge Crossing
- Folsom Boulevard
- Sunrise Boulevard
- Downtown Intermodal Station ☉

