



# The Squeaky Wheel

Issue No. 46

Newsletter of the Sacramento Area Bicycle Advocates

January 2007

## From the President Public Shut Out of Traffic Planning

By Lea Brooks

A transportation plan designed behind closed doors raises disturbing issues for the public, including SABA. The plan: to ease traffic congestion primarily by expanding and building more roads. The planners: a partnership comprised of Sacramento and El Dorado counties, the cities of Rancho Cordova and Folsom, and landowners and developers

The existence of this group known as the Highway 50 Corridor Mobility Partnership was made public in a December 21 *Sacramento Bee* article by Tony Bizjak. According to the article, this group quietly met weekly for nearly a year prior to unveiling a plan it hopes to fund with new state transportation bonds approved by voters in November.

What's disturbing is that local government officials deliberately excluded the public from their meetings with the profit-driven landowners and developers. Even worse, the Sacramento Area Council of Governments (SACOG) actually honored this shady group with its "Business of the Year" award. SACOG should be ashamed for recognizing a group that concealed its activities to avoid public scrutiny and accountability.

SABA Executive Director Walt Seifert's quote in the article was right on target. This effort, he said, "represents disproportionate private influence in public transportation planning." Walt also questioned why members of the general public were excluded from this elite club despite the enormity of the issue and widespread interest by the public

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## CSUS Restores Cross Campus Bike Route — Sort Of

In a December meeting brokered by Sacramento Councilman Steve Cohn, California State University, Sacramento (CSUS), officials offered to keep the existing cross-campus bike route on Sinclair Avenue in their plans. Earlier this year, CSUS had summarily dropped any east-west cross-campus route from its bicycle master plan. The planned route, which was to replace the more direct



*Proposed dismount zone in front of CSUS library.  
Photo by Natalie Morris*

Sinclair Avenue as the only route through the campus, twisted and turned its way south of the library and baseball field.

The CSUS offer came from Phil Garcia, executive director of Governmental and Civic Affairs, and Victor Takahashi, director of Facilities Planning, after Cohn met earlier with University President Alexander Gonzalez. Cohn and Gonzalez personally observed peak

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## Year in Review

By Walt Seifert

The year 2006 was another active one for SABA as an organization and for cycling in the Sacramento area. SABA reached a noteworthy membership milestone by surpassing 1,000 members. See the related article on page 6.

A number of significant accomplishments moved the area toward SABA's goal of "more and safer trips by bike."

The city of Sacramento received a bronze-level Bicycle Friendly Community (BFC)

Award from the League of American Bicyclists. City officials want to do even more and "go for the gold" when it's time to renew the award. The city of Folsom is starting its own gold rush. The city renewed its own silver-level BFC award and has instituted a 12-step plan to reach the gold level. Other area cities and counties are poised to apply for designation as Bicycle Friendly Communities as well.

SABA and SABA members have influenced the update of the regional Metropolitan Transportation Plan (MTP). We fully expect the public's voices to be heard and public participation in the planning to result in unprecedented recognition of cycling as a real transportation choice. That should translate into more than rhetoric — and into much-needed additional funding for highly cost-effective, but often neglected, cycling projects

when the MTP is adopted this summer.

Miles of new trails were built, including the first phase of the Two Rivers Trail, the first phase of a trail with great commuter potential in the Ueda Parkway and an extension of the Sacramento Northern Bikeway.

SABA trained and educated hundreds of cyclists through Smart Cycling clinics and

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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

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## SABActions

### Meetings

SABA members attended these meetings:

- Central City Two-way Conversion
- Neighborhoods Advocating Sustainable Transportation (NAST)
- Complete Streets ad hoc committee
- SACOG Board

### Letters

SABA sent letters to:

- City of Citrus Heights on speed limits
- City of Sacramento on the Panhandle and Greenbriar development projects
- Sacramento County on the North Vineyard Station Specific Plan—Roadway Improvements
- City of Elk Grove on the South Area Specific Plan
- The *Sacramento Bee* on Proposition 1B funding
- California State Automobile Association on showing bike trails on AAA maps

## SABA Meeting January 24

Please mark your calendars for SABA's first quarterly general membership meeting and potluck of 2007 on Wednesday, January 24. 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. ☼

## Televised MTP January 31

*MTP for 2035* is a live, one-hour televised Town Hall Meeting beginning at 6:30 p.m. Wednesday, January 31 on KCRA Channel 3. Viewers will be able to provide feedback by telephone, online or a mail-in-survey. Thanks to all of you who participated in the Tall Order Forums on November 15 and in previous workshops. You are making a difference in shaping our future transportation system! Our goal is streets that serve all users, including cyclists, safely and conveniently. ☼

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

The monthly SABA Volunteer Work and Pizza Party will be Thursday, February 8 from 5:30 to 7:30 p.m. at SABA Inter-continental HQ, 909 12<sup>th</sup> Street.

Keep your New Year's Resolution to eat more pizza, bike off more pizza and join your fellow bikers more often at the SABA Pizza party.



*President, from page 1*  
to participate.

The elected officials who participated in these private negotiations with developers no doubt were careful not to violate the Brown Act, which requires them to conduct the public's business in the open. They certainly broke the spirit of the law, however.

This partnership and its plan are a slap in the face to the Sacramento Transportation and Air Quality Collaborative, a five-year effort to develop a comprehensive transportation and air quality agreement to improve our quality of life for the present and future generations. Walt and I, along with dozens of other volunteers from all walks of life, spent five long and agonizing years trying to reach a consensus on a transportation system that benefited all users, including cyclists and pedestrians.

Walt and I were thrilled that SABA, WalkSacramento and dozens of other community and neighborhood groups were invited to the same table as the business community to negotiate a transportation plan that would reduce traffic congestion and improve air quality. We were skeptical as to whether the various government entities that appointed and funded the collaborative would give equal consideration to our concerns as to those of the politically-connected developers and business community.

In a December 2005 *Squeaky Wheel* article about the disappointing end of the collaborative and its inability to reach consensus, Walt wrote, "Positions of the Building Industry Association and Sacramento Metropolitan Chamber of Commerce torpedoed any agreement on air quality. The same groups, a distinct minority in the overall collaborative, thwarted the majority's will with a strong reluctance to approach transportation in a bolder, more progressive fashion."

No wonder the business representatives wanted the collaborative to end. It was much easier and more productive to deal directly with the decision-makers. With the public conveniently left out of the process, the developers and their local government allies focused on how best to secure public subsidies to accommodate more sprawl development south of Highway 50 between Elk Grove and El Dorado Hills.

Out of sight, they did not have to respond to issues such as:

- Study after study concludes you cannot build yourself out of congestion. It's only a matter of time before additional road capacity is congested with traffic. Six lanes, eight lanes ... when does it end?
- How will expanding roads and building new ones reduce the Sacramento region's putrid air, prevent more sprawl, improve the quality of life, and encourage people to live closer to their worksites, take transit, and bicycle and walk?
- Is expanding roads and building new ones the most cost-effective way to move people?
- Why do you want to build new roads when existing ones are decaying and need regular maintenance?
- Where are the incentives and disincentives to get people out of their vehicles?
- How are people who can't or chose not to drive for health, economic and environmental reasons expected to get around?
- What are the environmental and public health consequences of a transportation system dominated by motor vehicles?
- What about global warming?

*So where do we go from here?* We need to let decision-makers know our outrage over their actions. We need to let state legislators know that our local governments developed this plan with no public involvement. We need to keep pushing for a comprehensive transportation plan and challenge these massive roadway projects one by one. ☸

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hour auto, bike and pedestrian traffic on Sinclair during their get-together.

The new CSUS proposal comes with restrictions. The campus would create a new dismount zone, marked by signs, for cyclists. The zone would be along Sinclair from the bottom of the ramp leading to the Guy West Bridge to Moraga Way (the street between Eureka Hall and the tennis courts). The dismount zone encompasses the area with the highest number of pedestrians crossing Sinclair.

The dismount zone would be in effect from 8 a.m. until 3 p.m. Monday through Friday. Therefore the dismount rule would not apply at times when most commuting or recreational cyclists are pedaling through the campus. At all times, cyclists will be expected to yield to pedestrians crossing Sinclair. CSUS has not determined what enforcement methods would be used.

New signs and pavement markings would guide cyclists between the Guy West Bridge and Hornet Crossing. Hornet Crossing runs under the railroad tracks and connects the campus at University Drive West to Elvas Avenue and 65<sup>th</sup> Street. Signs could be up as soon as February, depending on weather and progress in construction of a new trail along University Drive West.

SABA brought the dropped campus route to Cohn's attention. He had long admonished campus administrators that a perimeter-only bike plan was unrealistic and unacceptable. Cyclists owe Cohn a debt of thanks for his efforts in persuading CSUS to come up with a workable solution to this problem.

However, requiring cyclists to get off their bikes during prime campus hours negates cycling's advantage over walking for CSUS students, faculty and other employees. We're hopeful more can be done to eliminate this disadvantage. ☸

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Road I courses in conjunction with Bike Commute Month in May.

New *Share the Road* signs and shared use pavement markings appeared on streets throughout the region.

SABA contributed mightily to a Safe Routes to Transit study that promises to result in many improvements in bike access to existing and future light rail stations and make it easier for cyclists to use the light rail system.

SABA represented cyclists on the advisory committee for the American River Parkway Plan update and in a host of other forums.

SABA defended the use of Measure A sales tax money for bicycle and pedestrian use.

SABA laid the groundwork for its efforts in 2007 and beyond with its leadership in the Can the Trash! Coalition to end the dumping of green waste on the streets in Sacramento, Davis and Woodland; participation in launching a local Complete Streets campaign; and getting the ball rolling on a long overdue bike map (and perhaps online bike route planning). ☸

## Innovative Bicycle Parking Facilities in Europe

By Erika Lindemann

People who aren't bicycle enthusiasts look at me with part curiosity and part astonishment when I tell them I recently went to Europe to learn about innovative bicycle parking systems. But you, dear readers, will understand the thrill of exploring grand cities like Barcelona, Amsterdam and Copenhagen with an eye for innovative street designs that accommodate and even cater to bicyclists. I know you would have shared the satisfaction I felt when I saw people of all ages, many in the latest classy fashions, children in tow, riding their bikes for transportation.

In addition, I was accompanied by my colleagues and dear friends from the Bikestation Coalition, Andrea White and Todd Boulanger. Bikestation is a U.S.-based, not-for-profit organization that offers secure bicycle parking and related services to make cyclists' lives easier. The group will soon begin operating Bikestation Santa Barbara in the new Granada Garage as our first 24-hour unstaffed facility.



Huge demand for bike parking at ferry terminal in Amsterdam. Ferries, each filled with bicyclists on short crossings, allow bikes to roll on and off. Photo by Todd Boulanger

**Amsterdam, Netherlands:** We all know that Amsterdam is teeming with bicycles, but many don't know that bike parking and theft are big problems that city officials and bike planners are still working to manage. We visited a number of facilities operated by a group called BikeLocker. These facilities provide secure, underground parking and most are staffed so as to provide bike maintenance and general facility upkeep.

**Barcelona, Spain:** On a bright sunny day in Barcelona, we met up with Jamie Palacios who showed us his innovative bike parking installation called Biceberg. His ingenious design takes up about four car parking spaces on two floors where it can hold up to 92 bikes, which are organized in individual pie-shaped containers on turnstiles. This allows the users to leave bike gear in the container along with the bicycle, and the parking is completely secure and shielded from the elements. Visit



Andrea White in a Biceberg bike parking entry slot in Barcelona. Photo by Todd Boulanger

[www.biceberg.es](http://www.biceberg.es) to understand the system.

**Münster, Germany:** Although the Westfalia region of Germany has more than 50 *Radstations* (Bikestation in German), the facility in Münster is by far the largest and most impressive. It holds up to 3,500 bikes and is located directly adjacent to the



Bicyclists use ramp from street level to access underground parking for 3,500 bikes in Münster. Photo by Todd Boulanger

main train station. A bike-specific-ramp leads down to the underground bike parking area and the building's architecture is reminiscent of the Louvre in Paris. There is a full-scale bike shop and rental bikes are available. ☺

Reprinted from the Quick Release newsletter, courtesy of the Santa Barbara Bicycle Coalition.

## Light On!

By Walt Seifert

SABA put a light on cyclists by giving away 150 battery-powered LED light sets (headlight and taillight) in December.

SABA volunteers set up at the Tower Bridge (twice), 21<sup>st</sup> and E streets, 21<sup>st</sup> and K streets, 48<sup>th</sup> and M streets, and the 16<sup>th</sup> Street light rail station and offered lights to passing unlit cyclists. Volunteer teams also rode light rail trains and installed



Larry Robinson installs a taillight at Tower Bridge. Photo by Yvonne Romero

lights on bikes on the trains and at stations.

The Light On! program was the brainchild of Laura Rubalcaba, whose idea was approved by the SABA board. The program was designed to promote safe cycling and remind cyclists that state law requires them to have a headlight and a rear reflector in the dark. The program began as winter shortened daylight hours.

“Being visible and following the rules of the road are the keys to safe cycling in the dark,” SABA President Lea Brooks said. “SABA’s goal is to inform cyclists that they are required to have proper lighting equipment. Light On! will make scores of cyclists visible and much, much safer. We believe it will encourage others to obey the law.”

To avoid a mob scene, the installation teams set up shop after dark at key, but unannounced locations on bike routes. They also handed out information on how to cycle safely and conducted a brief survey. Recipients generally said they either had their lights stolen, couldn’t afford lights or just hadn’t gotten around to buying lights. They were uniformly grateful. One guy gave me a hug. Many rely on their bikes for transportation and work at night.

Thanks to Wisconsin-based bike accessory manufacturer Planet Bike and The Rest Stop bicycle shop in Sacramento for teaming up with SABA to support the Light On! program. Thanks also to SABA volunteers Laura Rubalcaba, Ken Alvey, Larry Robinson, Ed Cox, Sue Teranishi, Maggie O’Mara, Don and Karen Levy, Yvonne Romero, Elia Bassin, Bruce Marcus, Tyn Doan, Wai Chong, Mark Taviani and Don Knutson.

## Citrus Heights Lowers Speed Limits

On December 14, the Citrus Heights City Council unanimously approved the first reading of a speed limit ordinance to reduce speeds on segments of its heavily trafficked roads. The speed limit reductions, along with enforcement of the posted limits, will cut motorists’ speeds citywide. The ultimate goal is improving safety for all road users, including drivers, pedestrians and bicyclists.

The second reading was set to take place on January 11. If the ordinance is passed, the public can expect to see signage on the affected roads in the following weeks, alerting them of enforcement taking place after March 1.

SABA supported the speed limit reduction. Cyclists and pedestrians are disproportionately the victims of car crashes. Higher vehicle speeds increase the likelihood of crashes. Higher speeds also greatly increase the likelihood of crashes resulting in fatalities or severe injuries. The thought of mixing with high speed traffic deters many from even considering using bikes.

The ordinance reduces speed limits on segments of Antelope Road, Auburn Boulevard, Fair Oaks Boulevard, Greenback Lane, San Juan Avenue,

Sunrise Boulevard and Sylvan Road from 45 mph to 40 mph. The speed limit changes are intended to achieve consistent travel speeds and patterns along the congested corridors.

The speed limit ordinance was proposed in response to the increase in traffic volume, speed levels and crash rates in Citrus Heights. Since January 1, 2000, the city has experienced more than 9,723 collisions and 32 fatalities on local streets. Fourteen of the 32 fatalities occurred during the last 22 months alone. ☸

### Thank you DBC and Energy Commission

Thanks to the Davis Bike Club (DBC) and the California Energy Commission for substantial contributions to SABA. DBC has been a loyal supporter. The unexpected Energy Commission contribution, proceeds from a book sale, is an acknowledgement that cycling is a great way to reduce energy use and conserve nonrenewable energy resources. ☸

The giveaway was modeled after the successful “Get Lit” program in Portland, Oregon which has distributed more than 1,500 light sets.

Last year, 115 cyclists were killed in crashes in California. Nationally, about half of all bicycle fatalities occurred between the hours of 6 p.m. and 6 a.m. ☸

## SABA Tops 1,000 Member Mark

By Walt Seifert

SABA membership ranks have swelled to well over 1,000. Since SABA's founding in 1991 by a small group of dedicated cyclists, its membership has grown steadily over the last



SABA's 1,000<sup>th</sup> membership, John and Lori Ward with kids, Darby (left) and Aidan. Photo by Walt Seifert

decade and a half. While many SABA members are concentrated in Sacramento County, others live throughout the region.

SABA focuses on bicycling for transportation rather than recreational bicycling, but its work helps all bicyclists. Its mission is to represent bicyclists and have more and safer trips made by bike. It has a long list of achievements and has garnered recognition at both the local and national level.

SABA has received awards from Breathe California of Sacramento-Emigrant Trails, the League of Women Voters of Sacramento County, the League of American Bicyclists, and the Sacramento Environmental Commission.

Counting each of its family members individually (using an average 2.7 person family size), SABA now has more than 1,400 members. According to Sue Knaup, executive director of the Thunderhead Alliance, a coalition of state and local bike and pedestrian advocacy organizations, SABA's membership size makes it the ninth largest local bike/pedestrian advocacy group in the nation (out of 84 Thunderhead Alliance local organization members). SABA ranks 17<sup>th</sup> largest out of 128 Thunderhead members when both statewide and local area organizations are included.

The family membership of midtown residents John and Lori Ward was the magical 1,000<sup>th</sup>. To celebrate, SABA presented the couple and their children with a goodie bag and streamers, but in deference to tidiness and restraint left out the confetti and marching band.

Local recreational bike clubs — the Sacramento Wheelmen, the Sacramento Bike Hikers and the Davis Bike Club — are SABA members and loyal and generous supporters. Collectively, these clubs have thousands of members and SABA rep-

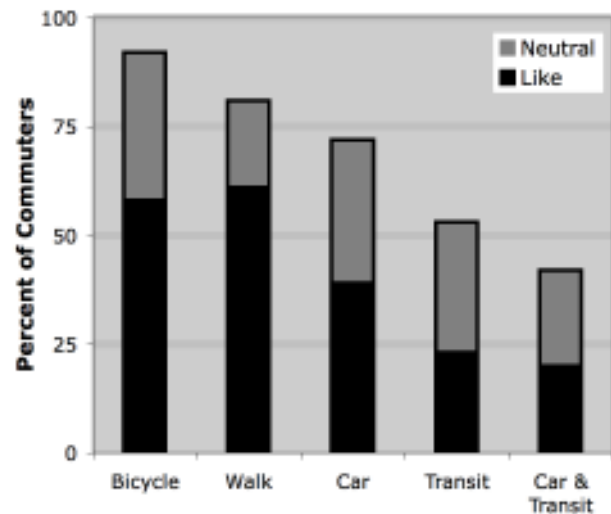
## Bicyclists Like Their Commutes to Work

Statistics Canada did a survey last year on how Canadian workers perceive their daily commute to work. It showed that only 8 percent of the people who bicycle commute dislike the trip, and 92 percent either like the ride or are neutral about it.

While walking to work had a slightly larger percentage of commuters who liked the trip than those who bicycled, more than twice as many pedestrians — 19 percent — disliked their trip by foot. Less happy with their commutes were those who drove and those who took the bus or train. The least happy were those who combined driving with transit.

The survey asked people what activities they like the best during their day. Surprisingly, 3 percent said that their commute to work was their favorite. Further analysis revealed that 19 percent of those who rode their bicycles to work reported that their commute was the most pleasant activity of their day. In contrast, this was true of just 2 percent of workers who drove to work.

These results are from the report *Like commuting? Workers' perceptions of their daily commute* by Martin Turcotte. The data are derived from Statistics Canada's telephone General Social Survey of 19,597 individuals aged 15 or above. You can read a summary at [www.statcan.ca/Daily/English/061107/d061107b.htm](http://www.statcan.ca/Daily/English/061107/d061107b.htm). Although this survey deals with Canadians, Americans very likely feel the same about their trips. ☼



Reprinted from the Quick Release newsletter, courtesy of the Santa Barbara Bicycle Coalition

resents them all.

SABA President Lea Brooks said, "We represent everyone who has a bike and wants to get somewhere on the road or a paved trail. That's hundreds of thousands of people in our area. We hope more of them will join us as we continue to strive for better conditions for cyclists and for streets that are complete—safe for everyone to use. More and more people recognize that making short trips by bike makes sense. Bicycling helps reduce global warming, air pollution, oil depletion, traffic congestion and obesity—and it's fun." ☼



**Sacramento Area Bicycle Advocates  
Membership Application**

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

**SABA  
909 12<sup>th</sup> Street, Suite 114  
Sacramento, CA 95814**

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:

- \$1000 Legacy Club\*
- \$500 Leadership Circle\*
- \$100 Century\*
- \$75 Business/Group\*
- \$75 Sustaining\*
- \$50 Sponsoring
- \$40 Family
- \$30 Individual

\* Free T-shirt – indicate size below

Money's not enough! Contact me about volunteering.

I must have a SABA T-shirt! Shirts are \$15 each.

Size:  S  M  L  XL

Members, please share with a friend or acquaintance.

*Tip of the Month*  
**Bikes and Booze – Not a Recommended Combination**

*By David Takemoto-Weerts*

If you're reading this, you've apparently managed to survive the stresses and hazards of the winter holidays, including what is probably a heightened risk of falling victim to a drunk driver whose excessive celebrating could result in your demise or a serious injury. But what about the self-imposed danger of mixing the sauce with cycling? In other words, what are the perils associated with pedaling while polluted?

Of course, there are hazards to life and limb and there are hazards to pocketbook and freedom.

On the injury prevention side, a 2001 study from the *Journal of the American Medical Association* (<http://pn.psychiatry-online.org/cgi/content/full/36/9/33-a>) links one out of three fatal or serious bike crashes involving persons aged 15 years or older to alcohol consumption by the cyclist. Bicycling demands greater psychomotor skills than driving a car, and studies show that cycling performance declines as alcohol levels in the blood stream increase. And, of course, an intoxicated, out-of-control cyclist is far less "armored" than a drunk driver, although the typical speed differential between cyclists and motorists may level that playing field somewhat.

The findings of such studies should not be surprising to anyone who's had a few too many – whether or not he or she has tried to bike or drive. However, they should give pause to those who believe that they are somehow safer if they choose to pedal rather than motor home from their local nightspot after having too many – a frequent choice made by college students, for example. Certainly their personal safety is not improved, although one might argue they are less risk to others while astride a 30-pound bike than in a one-ton mass of metal. However, one shouldn't forget the danger imposed on other road users who try to avoid hitting a wayward, weaving cyclist.

What does the law say about a BUI? A violation of CVC §21200.5 can result in a fine of not more than \$250, but the offender is also subject to CVC §13202.5. Under that section, the court mandates that the convicted violator will have his or her driving privilege revoked for one year. If one is not yet eligible to operate a motor vehicle, the court will delay the issuance of a license for one year subsequent to the time the person becomes eligible to drive.

In short, use your helmet-clad head! Don't drive, pedal, skate or otherwise try to negotiate path, roadway or interstate while under the influence! ☹

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

**Sacramento Northern Bridge Reopens**

The Sacramento Northern Bridge over the American River reopened just before Christmas. The bridge was closed for deck repairs in November and December. The bridge, north of the Blue Diamond Almond complex, is a vital link to all of north Sacramento and the American River Parkway bike trail. ☹



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Help SABA grow to 2,000 members.  
Recruit a friend today!

## Camera—A Better Way to Detect Bikes?

*By Walt Seifert*

A redesigned intersection at West El Camino Avenue and Millcreek Drive will make it safer for bicyclists and pedestrians. The intersection now sports video cameras to detect bikes instead of using old-style in-pavement loop detectors. This particular set-up even allows extra green time for relatively slow-moving cyclists to get through the intersection.

According to Ed Cox and Dennis Murphy of the city of Sacramento, the city has been using video cameras for about two years, starting with an installation at Stockton Boulevard and Fruitridge Road. About 40 intersections now have the cameras and they are becoming the standard for new intersections and retrofit installations.

The cameras cost about \$5,000 per leg of an intersection. For a four-legged intersection, four cameras are installed, each aimed at an approach. The cameras can detect whether approaching vehicles or bikes are in the left turn, through or right turn areas. Although high in initial costs, the cameras don't require the expensive adjustments and other maintenance that loop detectors do.

The city has separate "PTZ" (Pan, Tilt, Zoom) cameras at some intersections to assess traffic conditions. These cameras can be monitored live by the city, but the video is not recorded. The video detection cameras don't move or zoom and normally are neither monitored nor recorded.

Ed says he receives a complaint about lack of detection of bikes at city intersections every couple months or so—mostly through the SABA online hazard-reporting system. He says he has received no complaints about any video installation.

Dennis says the cameras are more likely to detect cyclists than loops because the ratio of pixels in an image of a bike and rider versus a car is much higher than the ratio of metal mass in a bike versus a car. The cameras aren't perfect. Fog, rain and sun angle can all adversely affect their operation.

A problem with loop detectors is that if sensitivity is set high enough to pick up bikes, vehicles in adjacent lanes may also be picked up. If sensitivity is lowered, bikes may not be detected at all. Loops have "sweet spots" directly above the pavement cuts where bikes are most easily detected.

Cyclists are not detected at far too many intersections in the region (Folsom is somewhat notorious), which creates a situation that is both frustrating and dangerous. If you encounter a problem, please report it using the SABA hazard-reporting system. ☒

