



The Squeaky Wheel

Issue No. 47

Newsletter of the Sacramento Area Bicycle Advocates

February 2007

From the President Parkway Plan Moves Forward

By Lea Brooks

Efforts to preserve the American River Parkway's natural environment and open space received a big boost Jan. 30 when Sacramento County supervisors rejected Rancho Cordova's plans to transform a section of the Parkway into an urban park and tourist attraction.

By a 4-1 vote, with Supervisor Don Nottoli dissenting, the board supported the draft update of the 1985 Parkway Plan painstakingly developed over two and a half years by a citizens advisory committee. The issue before the board was the scope of the environmental impact report (EIR) and whether Rancho Cordova's plans should be included.

Preparation of the EIR is expected to take about a year. When completed, hearings will be held to accept public comments on the updated plan and EIR before it is adopted by the city of Sacramento, Sacramento County and the California Legislature.

The advisory committee incorporated many of Rancho Cordova's proposals into its update of the 1985 Parkway Plan, including construction of a bicycle/pedestrian trail from Chase Drive to the bike trail.

However, the 24-member advisory committee, of which I was a member, rejected Rancho Cordova's request to change the land-use designation around Hagan Park to allow uses more appropriate for an urban park. One of the proposals was to greatly expand the live steamers railroad that is adjacent to the bike trail at about mile post 16. The miniature railroad predates the Parkway and is considered a non-conforming use.

After more than two hours of emotional

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League Advises City How to Improve

In January, the League of American Bicyclists recommended ways the city of Sacramento could improve upon its bronze-level Bicycle Friendly Community award. SABA will work with the city and the City/County Bicycle Advisory Committee to develop a clear plan to act on the recommendations.

Here is the League's advice:

- Increase the amount of secure bicycle parking throughout the community.
- Fully implement the bicycle plan and continue to improve the connectivity of Sacramento's bicycle network and larger regional network. Fill gaps in the network in the central business district and at barriers such as rivers and freeways.
- Create a specific plan to reduce cyclist and motorist crashes, with fatal crashes a priority.
- Expand the reach of education programs for children and adults. Increase the reach of the Safe Routes to School program and encourage all schools to get involved.
- Work to make connections between the cycling and law enforcement communities. Offer specific training to police officers regarding traffic law as it applies to bicyclists.
- Encourage police officers to use targeted enforcement to encourage motorists and

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Neighborhood Groups Oppose Expanding Highway 50

Neighbors Advocating Sustainable Transportation (NAST), a coalition of more than a dozen neighborhood and community groups, including SABA, opposes adding High Occupancy Vehicle (HOV)



NAST supporters with Sacramento City Council Member Rob Fong and California Assembly Member Dave Jones at the NAST Press Conference, January 17, 2007. Photo by Paul Trudeau.

lanes, also called carpool lanes, to Highway 50 between Sunrise Boulevard and downtown Sacramento. The freeway expansion is fiscally, environmentally and socially irresponsible.

Caltrans has released a Draft Environmental Assessment Report (DEIR) for the \$161 million project and held two open houses on the project. The DEIR states several purposes for the project, including "improve traffic operations by reducing congestion and travel time" and "provide incentives for

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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

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SABA Actions

Meetings

SABA members attended these meetings:

- Caltrans Highway 50 HOV open house
- Neighborhoods Advocating Sustainable Transportation
- McKinley East Sacramento Neighborhood Association on Can the Trash!
- Complete Streets ad hoc committee
- Sacramento County Board of Supervisors on American River Parkway Plan Update

Letters

SABA sent letters to:

- Rancho Cordova City Council on a proposed bicycle/pedestrian overcrossing at Sunrise and Douglas
- *The Sacramento Bee* on a letter to the editor that had criticized cyclists
- Sacramento City Council on bike facilities at city buildings and serving cyclists at drive-up windows
- Sacramento City Council on Highway 50 HOV lanes

Other Actions

- Neighborhoods Advocating Sustainable Transportation press conference
- KCRA 3 Reports/SACOG *Road Map to the Future* televised town hall meeting

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commuters to use carpools, vanpools or buses for peak period travel." NAST has serious concerns about the project and the DEIR study.

NAST held a press conference Jan. 17 featuring Assembly Member Dave Jones and Sacramento City Council Member Rob Fong to present the case against HOV lanes. NAST members will be commenting on the deficiencies of the DEIR and also trying to convince the Sacramento City Council, which is unanimously opposed to the project, to take stronger action, including fighting the project legally. NAST's opposition has already been successful in prompting Caltrans to redefine the project, ending the HOV lanes at either Watt Avenue or Highway 99 instead of widening the freeway all the way downtown.

NAST is *not* opposed to carpooling or dedicated mass-transit lanes in principle. However, this project adds two new lanes to Highway 50 under the guise of creating "bus/carpool" lanes. It ignores — and in some instances, works against — more effective transportation strategies to reduce traffic congestion and improve air quality in the region and to provide more transportation choices.

New Freeway Lanes Don't Solve Congestion. As a congestion solution, this project is unsustainable in the long-term. The Sacramento Area Council of Governments (SACOG) agreed at a 2005 City Council hearing on the project.

"Do carpools relieve congestion? Temporarily, but basically, no. *They add capacity to the corridor* and they provide more people per vehicle." [Italics ours] That's what Pete Hathaway, SACOG director of transportation planning, told the Sacramento City Council on Nov. 1, 2005.

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testimony that primarily focused on Rancho Cordova's proposals, Supervisor Susan Peters said, "This should be a moment of triumph." She was referring to the advisory committee's resolution of more than 200 policy issues vs. the two contentious issues brought forward by Rancho Cordova.

In the end, the Board of Supervisors' vote recognized the Parkway as a unique, natural regional park in the middle of a large urban area whose significance is expected to grow along with the population. As more people are squeezed into the urban environment, there will be more appreciation for a respite from the noise and congestion.

Al Freitas, a member of the advisory committee who represents the Environmental Council of Sacramento, noted that the open space Rancho Cordova wanted to urbanize "belongs to the citizens of Sacramento County. The Parkway is a unique resource ... that is supposed to provide a recreational experience you can't get elsewhere in the county."

Recently-retired Supervisor Illa Collin also opposed Rancho Cordova's proposals. She wanted to know why the city was focusing on land along the river rather than other areas within its boundaries. Why would Sacramento County transfer precious Parkway land to Rancho Cordova to develop into an urban park when it can develop an urban park elsewhere, she asked.

When the EIR is completed, the public will have ample opportunity to comment on the updated plan, which among other things recognizes the importance of the Parkway bike trail as a regional transportation corridor. It also calls for off-road bicycling if certain conditions are met.

It has been a privilege representing SABA on the citizens advisory committee and I look forward to keeping you all informed as the process to update the plan continues. ☼

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cyclists to share the road.

- Work with local bicycle clubs and shops to set up community bike rides whenever the city unveils a new facility in or around the city.
- Work with developers to ensure the best provisions possible and that city codes are met in new projects.

Several other recommendations have already been addressed, such as following best practices for new bike facilities and ensuring that long-term funding is in place to celebrate, maintain and enhance the trail in the American River Parkway. The city has a good record of following best practices. The Measure A sale tax renewal approved by county voters in 2004 assures that an annual \$1 million funding stream will flow to the American River Parkway bikeway network. The funding becomes available starting in 2009 and will then continue for 30 years. ☼



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Adding HOV lanes is only a temporary fix. With the growth they stimulate, freeways quickly become congested again. In addition, adding new lanes increases the number of vehicles that can travel on the freeway and results in additional Vehicle Miles Traveled (VMT). Additional VMT increases both vehicle emissions into Sacramento's air, which is already of extremely poor quality, and greenhouse gas emissions.

This Project Promotes Regional Sprawl that Hurts Everyone in the Region. The project will encourage more sprawling development by adding freeway capacity between urban jobs and suburban bedroom communities. Surveys have shown that most people don't care about driving distances to their jobs, but do care about the amount of travel time.

This project promotes the development of housing in outlying areas where residents' only option is to drive, thus increasing traffic trips and air pollution. In addition, these new lanes are dedicated to HOV for only a few weekday hours during peak commute times. Most of the time, the two new lanes will be open to single occupancy vehicles. Caltrans ignores this fact by claiming that there will be no increase in VMT.

Limited Transportation Dollars Should be Spent on More Sustainable Transportation Alternatives. Spending up to \$161 million to build two HOV lanes — which will reach capacity shortly and not provide further congestion relief — is not the best use of limited transportation dollars.

This Project Lacks Credibility and Community Support. The project's stated purpose is to reduce commute time for drivers from the eastern portion of the region into the city of Sacramento. It encourages reliance on the automobile to the detriment of more sustainable transportation projects and community livability. Neighborhoods will suffer more noise, traffic, air pollution and crashes on more dangerous streets.

HOV Lanes are Not Cost-Effective, Often Not Successful, and Socially Inequitable. Caltrans should be partnering with businesses, Regional Transit and others to seek "least-cost" strategies, such as pricing, land-use decisions, business policies, etc., to shift peak travel demand and eliminate vehicle trips. Maximizing the effectiveness of existing facilities and managing demand are more cost-effective than the HOV freeway expansion.

For HOV lanes to be successful, they must generate *new* carpoolers and not just shift existing cars into the new HOV lane. Surveys have found that many carpoolers would ride together regardless of whether the HOV lane exists or not. A real evaluation must determine if the carpool lane actually eliminates any single occupancy vehicle trips. Finally, any project that defines two people as a "carpool" and a high occupancy vehicle is dubious from a transportation policy perspective. When you add the alternative fuel cars with only one person and the limited hours of operation, the two new lanes are essentially mixed traffic flow lanes providing more capacity to the freeway.

For more information, see the NAST Web site at <http://www.nastsacramento.blogspot.com>. ☼



Legislation Proposes Three-Foot Minimum Passing Distance

By Walt Seifert

Some cyclists and *The Sacramento Bee* believe that current law mandating an undefined “safe passing distance” when motorists pass cyclists is fine and dandy. They are reacting to Assembly Bill 60 by Pedro Nava that would establish a three-foot minimum passing distance in California.

The bill does a number of other things as well. It would allow motorists to pass cyclists using two-way left turn lanes (“suicide lanes”). A \$250 fine would be established for motorists who violate the three-foot minimum passing distance. The bill would make it a misdemeanor or felony when a motorist’s violation of the rule resulted in great bodily injury or death to a cyclist.

Nava first introduced the bill last year (it died in committee)



Good lane position and three feet of clearance lead to safe passing. Photo by Fred Oswald. From LAB Reform Photo Gallery of best bicycle operating practices, www.labreform.org.

after one of his constituents, triathlete Kendra Payne, was hit and killed by an asphalt truck while she was riding on a mountainous road near Santa Barbara.

One concern expressed about the Nava bill is that motorists, including drivers of trucks and buses, might be unable to legally pass cyclists on narrow rural roads for miles on end if the legislation passes. Apparently people with this view feel that saving motorists’ time is more important than worrying about a cyclist’s life.

A problem with existing law is interpretation of the undefined “safe passing distance.”

For example, a month ago I was passed within inches on a downtown street by a motorist barreling by in an SUV. As so often happens, I caught up to the vehicle at the next red light.

Not following good practice, I yelled at the driver for passing too closely. I may have even said, “You’re supposed to pass at a safe distance,” though I doubt I was that coherent.

His response (he was on a cell phone, by the way), was a shrug. He then observed that he hadn’t actually hit me and that I was still in one piece.

If, at that point, I had taken a swing at him and missed or pulled a punch inches short of his nose (I’m much too non-violent to have done either), I could have been charged with assault. Yet he was able to drive a multi-ton vehicle capable of crushing the life out of me within inches of my epidermis and remain totally unconcerned. Wasn’t that essentially assault? Threatening someone with a weapon with intent to do harm is assault. It doesn’t require battery. I felt frightened and threatened by this driver. If I had been forced to dodge a tree branch or a pothole, I could have easily been hit.

I don’t think any cyclist enjoys being passed so closely by a bus, truck or car. These are physical and psychological assaults often clearly done intentionally. Such assaults deter would-be and novice cyclists. Such assaults annoy and anger experienced cyclists.

AB 60 has enforcement issues such as who measures the three feet and how is it measured? This issue apparently has not been a problem in states with similar laws, including Minnesota, Arizona, Florida and Utah. Also, there is little doubt that safe passing distance is a function of speed. Ideally that would be taken into consideration, but doing so would make things more complicated. Utah citizen advocate John Weis said that the point of his state’s three-foot law isn’t really enforcement, but educating motorists that cyclists need a safe buffer.

Some cyclists argue that advocacy efforts should be focused elsewhere — such as more money

for bike projects or other forms of education — and that safe passing distance isn’t a priority.

Such criticism is deserved, but defining a safe minimum passing distance could result in a little more respect for cyclists. Would passage of AB 60 be the end-all for bicycling safety? Of course not! It *is* a step in the right direction. And Assembly Member Nava is not only committed to its success, he is in a good position as chair of the Assembly Transportation Committee to make things happen. It might be better to welcome and appreciate his help rather than disdain it. We saw how little power cyclists have in the Legislature when cost-effective bike facilities got no funding out of the billions in Proposition 1B transportation bond money.

The SABA Board of Directors supports AB 60. ☼

Member Profile

Jordan Lang

By Albert Balingit

Jordan Lang listened intently on Jan. 20, 2007 to Mayor Heather Fargo at the opening of Sacramento's first soccer field with artificial turf at Granite Regional Field off Power Inn Road. Mayor Fargo, using a cane for support, admitted that she no longer plays soccer, but has a strong belief in soccer as a sport that builds longtime friendships that transcend all lines which divide, such as race and economics.

Jordan is trim and fit, 60 years old, but looking 20 years younger, cheeks red and rugged from long outdoor hours ensuring that children have soccer fields. He smiled because the



Jordan Lang. Photo by Albert Balingit

mayor had struck a chord in which he is in strong agreement.

Council Member Kevin McCarty approached Jordan, calling him "Mr. Soccer Field," and congratulated him on his completing the four-year struggle to build the field. Jordan wrote and obtained a \$100,000 grant from the United States Soccer Foundation and held countless meetings and discussions with city staff to convince the city to spend \$1.1 million for lights, artificial turf and accompanying landscaping.

Jordan said his love of soccer fields and passion for what is "right" comes from growing up on a farm in southern Pennsylvania. He took long, meditative rides on "balloon tire" bikes in the rolling hills of his home state. His love for growing crops transferred to his love for building communities through soccer.

Meeting Jordan, you don't sense his farm upbringing. You envision an early baby boomer more molded from his work after graduating in 1967 from Davidson College in North Carolina. During those college years Jordan founded a GI coffeehouse in which those opposed to the U.S. government's involvement in the Vietnam War expressed their feelings against what Jordan felt to be an "unjust war." You sense the further maturation of the seven years spent at the University of California, Berkeley, where he obtained his master's degree and career direction in

wild land management. But farm boy? Nobody would ever guess.

Jordan moved to Sacramento in 1979 and worked for more than 20 years with Jones & Stokes, an environmental firm which represents all sides – environmentalists, developers and government agencies – to ensure its objectivity and impartiality in conducting environmental studies and producing Environmental Impact Reports (EIRs).

One of his proudest achievements was producing, along with his Jones & Stokes colleagues, an EIR for the State Water Resources Control Board that enumerated the environmental benefits and impacts of restoring Mono Lake to its original state after Los Angeles diverted its water for its thirsty citizens, creating a dust bowl in Mono County. Based on this EIR and 44 days of public hearings, the Water Board ordered that tributary streams be allowed to fill Mono Lake again, restore its water to its original depth, establish vegetation and wildlife, and release fish into streams that feed into Mono Lake.

It is an accomplishment of which anyone would be proud. He retired five years ago to work with soccer fields.

Jordan is a 30-hour-per-week volunteer with Sacramento United, a year-round soccer club. He serves as field coordinator, reserving soccer fields for Sacramento United's 20-plus teams and ensuring that the fields are groomed and safe. When Jordan found that rocks from the soccer fields of Granite Regional Park, Sacramento United's home fields, were pushing through the surface and threatening to injure players, he took the rocks, some as long as two feet, to the meeting of the Parks Advisory Commission and placed the rocks on the dais. The city consequently hired a turf expert from the University of California, Davis, who engineered a solution to restore the fields to safe conditions for youth soccer players.

Jordan joined SABA in November 2003, prodded by his neighbor and fellow SABA member Francisco Prieto. He owns a Trek bicycle, which he rides from his home in Curtis Park to where else but the soccer fields of Granite Regional Park. ☸

SABA Pizza Party — Pizza, Soda and Doin' Stuff



The monthly SABA Volunteer Work and Pizza Party will be Thursday, March 15 from 5:30 to 7:30 p.m. at SABA Left Coast HQ, 909 12th Street.

Join us for a pizza dinner and help make the left coast even leftier.

Minimum Standards Sought For State Offices

By Walt Seifert

Existing bike facilities at state offices vary widely in quality and quantity from agency to agency and even within agencies. Some employees enjoy state-of-the-art facilities with ground floor indoor bike rooms, electronically keyed entry and well-kept showering and changing areas. But at many state offices, employees are discouraged from commuting by bike by woefully inadequate or poorly maintained facilities. There might be no secure bike parking, no showers or no lockers. What is, or is not, provided and how it is managed is arbitrary and capricious.

SABA and the California Bicycle Coalition (CBC) are embark-



Bicycle Lockers at the Perth, Australia Train Station. The bicycle lockers are situated close to station platforms and, where available, lockers have been positioned in areas monitored by surveillance (closed circuit TV). The City of Perth also has a "Rest Centre" located on the Upper Level at Perth Train Station, and provides lockers and showers for a small fee. Source: Department for Planning and Infrastructure, Government of Western Australia.

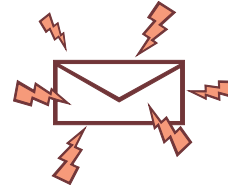
ing on a cooperative effort to get better facilities for bicyclists at state office buildings. SABA's first-ever legislative agenda focuses on that single issue and calls for sponsoring a bill establishing minimum standards for visitor and employee bike parking, showers and clothing lockers. The standards would apply to both state-owned and -leased office buildings.

With the state's commitment to conserving energy, fighting global warming and having fitter, healthier citizens, we believe this initiative makes abundant sense. It's also a lot cheaper to provide bike parking than automobile parking, which can cost up to \$40,000 a space to construct and more yet to operate and maintain.

There are many hurdles to getting legislation passed. SABA members who are state employees should be asking their agencies, their co-workers and their unions to support this effort. We will need all the help we can get to make a difference. Support will need to come from other organizations, from within state agencies as well as from the Legislature and governor's office. (If you've got a particular egregious facility problem, please contact us at saba@sacbike.org.)

If SABA is successful, our many members who are state

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.

Dear Editor,

Re: Public shut out of traffic planning, January 2007 Squeaky Wheel

By attacking the "small group of profit-driven landowners" who're dictating "behind closed doors" government transportation plans giving them more roads and freeways to allow them to keep developing their properties, SABA is attacking *The American Way*.

In our United States, big money buys all our politicians, from top to bottom. At the national level, corporate and other plutocratic money buys the whole politician. Locally, clever operators have figured out you only need to buy their ears. This gives them the votes to rezone their "edge" properties and make a bundle. A small share is reinvested in buying more politicians' ears, so the system keeps going round and round: developed boundaries keep sprawling, traffic congestion and air pollution worsen. It's *The American Way*.

By calling for changes, for opening the system to average folks who don't have money to "buy ears," SABA is calling for a revolutionary upset of our whole plutocracy. You can be certain, the people who've been buying our politicians (and their ears) for years will exert all their muscle (money) to keep *The American Way* the way it is.

Merick Chaffee



employees will benefit. Bicycle advocates across the state will also be helped. State offices, some of them large complexes with hundreds or thousands of employees, exist throughout the state. A good state policy could spur other public agencies and private concerns to follow suit on providing basics for bicyclists.

SABA's guidelines for bike facilities at state buildings are at http://sacbike.org/advocacy/state_bicycle_facilities/. We hope these guidelines will be the basis for regulations adopted by the state. ☒

**Sacramento Area Bicycle Advocates
Membership Application**

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

SABA
909 12th 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
Whose Lane Is It Anyway?**

By David Takemoto-Weerts

Our esteemed President Brooks concisely countered an irate motorist's attack letter in the *Bee* last month wherein the writer accused cyclists of "using our streets and roads without paying for license fees or gas tax." This all-too-common accusation is totally baseless, and Lea's response hit the high points.

It's hard to sum up the arguments supporting cyclists' road rights in the space of this column, but let the following serve as a beginning and as a resource if you are ever faced with a similar, unjust allegation.

California law says: Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle (CVC §21200). In short, the law doesn't recognize a concept of "might makes right" for road users. A driver of an 18-wheeler has no more "ownership" of the road than an electric car driver or a bicyclist.

Most adult cyclists also drive motor vehicles and certainly pay their share of license fees and gas taxes. Are critics of cyclists' rights suggesting that the size of one's gas bill should determine how much one can use the roads?

Roadway improvements and maintenance are increasingly funded by general taxes, primarily sales taxes which everyone pays, regardless of how much they use the roads. True "user fees" are becoming less and less a resource for road improvements.

When choosing to ride, bicyclists not only reduce congestion, parking hassles and emissions, but also cause virtually no wear and tear to roadways.

Todd Litman of the Victoria Transport Policy Institute writes: "Non-drivers pay almost the same as motorists for local roads, but impose lower costs. As a result, they tend to overpay their share of roadway costs." Litman's 2004 article "Whose Roads?" is well worth reading to expand on these economic arguments. It may be viewed online at <http://www.vtpi.org/whoserd.pdf>.

As compelling as the economic argument in favor of cyclists' road rights is the bottom line. As fellow League Certified Instructor Jim Baross said, "Roads are for people — not just for people in cars."

Motorists wouldn't be trying to come up with lame arguments to force us on to paths or sidewalks if some of us didn't regularly exhibit illegal, hazardous and disrespectful behavior on these public roads. Our best defense against the "anti-cycle-clones" is to always ride in a lawful, courteous and cooperative manner and truly share our roads. ☸

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



SABA

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Increase cycling safety
See page 4

Big Boost in Bike Instructors

By Owen Howlett

After two years of holding bicycle education courses on a regular basis, Sacramento has taken a major step forward to meet the demand for classes with the certification of eight new League Certified Instructors (LCIs), increasing the number of active local instructors from four to 12.

An instructor certification course was held in Sacramento in September. The course lasted three days, with each candidate taking part in several group and individual teaching exercises and taking written and on-road tests. The course was taught by League Instructor Trainer Chris Quint, with two LCI assistants.

Qualified LCIs teach the League of American Bicyclists' "Road 1" traffic cycling course and "Kids 1" and "Kids 2" courses. Road 1 covers the legal and technical aspects of traffic cycling in California, communication with other road users, crash avoidance techniques, and bicycle maintenance and repair. It is aimed at people who want to ride more assertively and confidently in traffic. The Kids courses are aimed at children 8-10 and 11-15, respectively.

A preliminary meeting of LCIs was held in January to determine an approach for bicycle education in 2007. Building on the successful expansion of bicycle education over the past two years, the new LCIs will focus on increasing geographical reach and on adapting the courses to suit different types of cyclists. Many Road 1 courses will be taught at workplaces, with a "site host" organizing an introductory lunchtime semi-

nar, followed by a course that takes place over several evenings. There will be no cost to the host organization.

As in previous years, course fees will likely be on a "suggested donation" basis, with candidates paying according to what their financial circumstances allow. LCIs will also be active in other regional cycling events, incorporating bicycle education into recreational and charitable events.

Local instructors who passed the course are: David Allen, Chris Dougherty, Mike Dour, Chris Ewers, Jim Macdonald, Rebecca Markussen, Charles McCann and Tony Powers. Janelle Black of Grass Valley also passed. Congratulations!

If you're interested in hosting a workplace Road 1 course, organizing a Kids course or would like more information, please contact me at owen_howlett@yahoo.com or 916-233-9336. ☎

Owen Howlett is a League Certified Instructor and SABA secretary.

