

# The Squeaky Wheel

## From the President Getting Kids Out of Cars Requires a Community Effort

By Lea Brooks

In my professional life as a public information officer for the California Department of Public Health, one of my duties is reviewing news articles about public health issues from a number of news sources.

I want to share with you an editorial that ran in the *Santa Rosa Press Democrat* on Aug. 29 that both alarmed me and made me appreciate the editorial board's understanding of the complex issues that result in parents driving their children to school and other destinations.

The headline of the editorial, "Getting kids out of cars requires a community effort," is as true in any community in California and the rest of the country as it is in Santa Rosa.

"If more kids ride their bikes or walk to school, will the streets become safer?" the editorial asks. "Or, do the streets need to become safer for more kids to ride their bikes or walk to school? The answers are yes and yes."

The editorial cited one school district in  
*President, page 3*

## Tower Bridge Closes for Two Months

Beginning Sept. 15, the Tower Bridge will be closed to all motorists, bicyclists and pedestrians through Nov. 20. During the closure, bicyclists will need to use the less-than-ideal detour over the I Street Bridge. A detour map is at [www.sactowerbridge.org](http://www.sactowerbridge.org). A second clo-



*What's worse than a bridge that's hard to cross? A bridge that's closed! But it is still better than no bridge at all. Photo by Natalie Morris*

sure to finish work on the lift span portion of the bridge is scheduled to start in January 2008.

The city of Sacramento, along with the city of West Sacramento and Caltrans, are constructing the Tower Bridge Pedestrian and Bikeway Improvements Project in order to accommodate existing and future bicyclist and pedestrian traffic.

The \$12 million project will widen the sidewalks of the historic bridge from 3 feet to 10  
*Tower, page 2*

## Access vs. Security, Part II: Access Wins

By Walt Seifert

Two months ago, I wrote about the tension between access and security and the desire to restrict access in order to increase security. One example I cited was a pathway that provides a shortcut from Kroy

Way to 65<sup>th</sup> Street in Sacramento.

There is good news on that front. Also, there's more good news from the Sacramento Metropolitan Air Quality Management District on an access vs. security issue in Galt.

At a community meeting on the Kroy Way shortcut, Caltrans representative Wayne Lewis told how the pathway came to be — and he admitted Caltrans had not done a good job maintaining it.

Shortly after the opening of Highway 50, people made a shortcut by cutting through the fences Caltrans had put up near the new off ramp. Caltrans responded by building the pathway, but then essentially forgot about it.

But Caltrans' initial response was the right thing. There is a term that planners use called "desire lines," which are paths worn in grass or dirt when planners and engineers don't provide the right access. Desire lines repre-

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## SABA Mission

*SABA represents bicyclists.  
Our aim is more and safer trips by bike.*

## SABA Vision

*Bicycling for everyday transportation is common  
because it is safe, convenient and desirable.*

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7 p.m. on the third Thursday of the month. For more information, call Chapter Chair Tony Powers at (916) 353-1745 or you may e-mail FABA at [faba\\_info@sacbike.com](mailto:faba_info@sacbike.com).

## The Squeaky Wheel

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

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## SABActions

### Meetings

SABA members attended these meetings:

- Complete Streets ad hoc committee
- Green waste task force
- Kroy Way/65<sup>th</sup> Street community meeting
- City of Rancho Cordova staff on bikeways
- Los Rios Community Colleges bike/pedestrian access
- RT Planning and Operations Committee for Safe Routes to Transit

### Letters

SABA sent letters to:

- U.S. Department of Transportation Secretary Mary Peters on bicycling being transportation
- Caltrans on Regional Transportation Plan guidelines
- Caltrans on I-80 and Highway 50 Corridor System Management Plans
- SACOG on Metropolitan Transportation Master Plan
- Capital Area Development Authority on Gateway Site 1 Project
- Sacramento Metropolitan Air Quality Management District on woodsmoke

### Other

- Provided valet bike parking at two Friday Night Concerts
- Made presentation at Bike Hikers' meeting



*Tower, from page 1*

feet. Except for the lift span, the sidewalks on the south side of the bridge have been widened. Work is under way on the north side.

All construction is expected to be completed in May 2008. ☼

## Tower Bridge detour suggestions from [www.sactowerbridge.org](http://www.sactowerbridge.org)



*Bicyclists detour via I Street Bridge and motorists via Highway 50*

*President, from page 1*

Santa Rosa that actually prohibited cycling because of concerns about student safety given poor local roads. In 2006, a three-year, student-led campaign culminated in a safety course and permission for seventh and eighth graders to cycle to school.

It's astonishing that students had to fight for three years for "permission" to pedal to school!

The editorial gave another example of a school district in Petaluma that participates in the annual Walk & Roll to School Day, an event coordinated by local cycling advocates. Walk & Roll to School Day is a local effort in Sonoma County, part of International Walk to School Week in October. Students in the Petaluma district may take part in the event after taking a bike safety course.

As the editorial pointed out, if large numbers of children walked or cycled, drivers would become alert to their presence. And, if parents saw kids walking or cycling, they would be more inclined to let their own children join in, thereby reducing the number of cars around campus during drop-off and pick-up times.

At the same time, if there were bike lanes and sidewalks and designated "safe routes" for students to travel, parents would feel more comfortable allowing their children to walk or ride.

The editorial concluded that it will take a community-wide approach to get kids out of cars. Local governments must step up efforts to create bike lanes and walking paths in neighborhoods near campuses.

What a sad commentary that advocates had to initiate a Walk to School Week to promote what used to be normal. Only 13 percent of all trips to and from schools in California are now made by foot and bicycle. Cycling and riding to school allow children to incorporate physical activity into their daily routines and to develop essential life skills such as a sense of independence, social awareness and the ability to find their way around.

The consequences of children being driven to school are alarming.

In late August, the research group Trust for America's Health reaffirmed what we already know: More and more Americans are obese. According to the group, adult obesity rates rose in 31 states last year, 22 states experienced an increase for the second year in a row and no state had a rate decrease. Obesity-related illnesses include type 2 diabetes, heart disease and some cancers.

In California, one in three children under 12 and one in four adolescents 12-17 are estimated to be overweight or at risk for becoming overweight, according to state surveys. If current trends continue, it is estimated that one in four children will develop type 2 diabetes.

While much of SABA's efforts have focused on improving conditions for cyclists throughout our communities, we must do better at communicating to school districts why they need to promote and support walking and cycling. The Safe Routes to School program has funded many improvements for cycling and walking to schools statewide, including in the Sacramento area.

More children riding and walking to school improves student health, reduces greenhouse gases and hopefully means

*Access, from page 1*

sent people voting with their feet and demonstrating where they really want to go.

Sacramento police captain Dan Schiele said there were no calls for service associated with the Kroy Way pathway within the last six months. Then community police officer Alana Henley showed photos and provided recommendations based on her evaluation of the pathway. The recommendations were to improve the lighting and landscaping, remove the existing fencing and install heavy-duty chain link or wrought iron fencing and improve the sight lines and visibility by eliminating a blind curve.

City of Sacramento transportation department representative Tim Marr said the pathway was in the city's bikeway and pedestrian master plans and that those plans existed to encourage bicycling and walking.

Neighbors who lived near the pathway then described the problems they experienced, including trash, police chasing robbery suspects, gas-siphoning and other thefts at the U-Haul lot, and encounters with threatening individuals. One resident complained he was awakened at 3 a.m. by a man pounding on his door, angry that the pathway had been gated and locked at night. Some speakers seemed to ascribe all neighborhood crime as stemming from the pathway.

Then other neighbors, including several young women, testified that they were daily users of the pathway because of its convenience and that they had never had any problems. Others noted there seemed to be crime in the neighborhood that was unrelated to the pathway.

Caltrans said it had offered \$40,000 to make improvements in the pathway in exchange for the city of Sacramento taking over maintenance. Plans were for officials to meet and make specific recommendations for improvements and present those to the community.

In Galt, citizens living in neighborhoods north and south of 10 pedestrian access openings along West A Street were concerned about non-local resident access, the use of the openings as escape routes, and increases in graffiti and crime. They wanted the access openings closed.

The issue reached the Galt City Council. City staff said the closures would be expensive and probably wouldn't look good. Jeff Rodrigues, an expert in law enforcement for Environmental Design with the Sacramento County Sheriff's Department, said shrubbery could be trimmed. Karen Huss of the Sacramento Metropolitan Air Quality Management District said shortcuts are important for walking and bicycling. Other residents testified that they used the access all the time to walk their dogs or simply to get around. End result: the council voted to keep the openings open.

There are ways to have both security and access, and most of the time, access and eyes on the street mean more security, not less. ☸

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these children will continue riding a bicycle for transportation when they become adults.

Thank you to the SABA members who have served as role models by cycling and walking to school with their children. ☸

## Salmon Festival

The Salmon Festival, an event extremely popular with cyclists and families, is on tap for 10 a.m. to 4 p.m. Saturday and Sunday, October 13-14. The event venues, the Nimbus Fish Hatchery and Lake Natoma, are just off the American River Parkway bike trail.



SABA has provided free valet bike parking at the Salmon Festival for many years. For each of the last several years, SABA volunteers have parked nearly 1,000 bikes over the two-day event. Luckily,

not all the bikes and bike riders are there at once. An \$8 fee for car parking provides an incentive for people to bike. For people who can't manage a long ride, the Hazel light rail station and the bicycle/pedestrian bridge over Highway 50 near Aerojet offer another way to get to the event by bike. There is also a shuttle from the light rail station.

If you can help out with bike parking this year, please contact SABA volunteer coordinator Larry Robinson at 444-6600 or [volunteer@sacbike.org](mailto:volunteer@sacbike.org). This is our single biggest event in terms of numbers of volunteers needed. SABA volunteers receive a chic and distinctive bike valet T-shirt and have the chance to enjoy the festival.

More information about the Salmon Festival is at <http://www.salmonfestival.net/>. ☼

## SABA's State Legislation Stuck

SABA's AB 163, slated to go before the Senate Appropriations Committee on Aug. 27, was shunted aside along with other bicycle-related bills. As a result, the bills become "two-year bills" and hearings will be delayed until January 2008.

SABA's bill, the Green and Healthy Workplace Bicycle Facilities Act of 2007, would put California on the path to providing bike parking, showers and clothing lockers for state office workers and bike parking for visitors to state buildings.

The delay is a blow, but not necessarily fatal. The bill still enjoys support from a variety of organizations. There is no organized opposition and no state agency opposing it. ☼

## Delay Hits Sunrise Crossing

Utility snags have stalled the installation of a bicycle/pedestrian signal where the Folsom South Canal trail crosses Sunrise Boulevard.

While Rancho Cordova officials expect median and sidewalk concrete work to be completed soon, the signal itself won't be installed until later this fall. ☼

## Air District Proposes No Burn Days

Want to breathe clean air while you are out riding? The Sacramento Metropolitan Air Quality Management District is proposing restricting burning in fireplaces, wood stoves and other wood-burning devices during November, December, January and February when particulate pollution is expected to exceed federal health level standards.

SABA is supporting the proposal. SABA's letter to the Air District said, "Many cyclists are motivated to bike precisely because of our poor air quality, yet ironically may suffer from the effects of trying to do the right thing. Poor air quality not only turns existing cyclists into victims, it discourages potential cyclists."

If you would like the air you breathe to be cleaner year round, you can get more information and express your opinion on the Air District's Web site at <http://www.airquality.org/>. The proposal will be going to the Air District board on Sept. 27 and public support will be needed. ☼

## U.S. Transportation Secretary Says Bicycling is Not Transportation

U.S. Transportation Secretary Mary Peters said in an interview on the PBS NewsHour that bicycle trails were not transportation infrastructure and in effect that bicycling was not transportation. Her statements not only defy logic; they contradict her own department's policies.

Despite the progress that bicycle advocacy continues to make, it's extremely disheartening when someone at the top makes such statements — statements that are clearly calculated, yet plainly wrong.

SABA and many advocacy groups, led by the League of American Bicyclists, objected strongly to Peters' remarks. ☼

## SABA Receives REI grant

REI awarded SABA a \$3,000 grant to enhance its valet bike parking operations. SABA is planning to use grant funds to purchase and modify three eight-foot-long bike trailers to carry valet bike parking compound materials to event locations. One trailer will go to SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA).

SABA Vice President Tony Powers, who is also FABA chapter chair, is working on the design for trailer customization.

It only seems appropriate to have the bike parking compound delivered by bike. The trailers should open some eyes as to what can be carried by bike. However, it may not be practical to do so for all events as the fully loaded trailers may weigh more than 200 pounds each.

SABA expects to park more than 4,000 bikes this year. We anticipate having the trailers available for the 2008 valet bike parking season.

Thank you REI! ☼

## Member Profile

### Earl Withycombe

By Albert Balingit

**S**ABA member Earl Withycombe proclaimed: "I'm a bike parker and proud of it!"

Earl was one of the first volunteers for SABA's popular bicycle valet program started in 1990 by Ed Cox, one of SABA's founding members and now city of Sacramento's bicycle/pe-



Earl in commute mode proudly displaying a bike valet shirt. Note wind chimes and Buddha statue to help make commuting a Zen experience. Photo by Dickman Lum

destrian coordinator. Earl parks bikes at most events for which SABA offers valet bicycle parking.

For those of you who have not yet used or volunteered for this service, SABA's valet parking offers a secure place for parking a bike while attending events such as outdoor concerts, music festivals and the Salmon Festival.

Earl speaks fondly of his work as a bike parker. Valet parking really encourages people to ride their bikes during the smog season instead of driving and it's fun socializing with other SABA valets and clients, he said.

He especially likes to work the Friday night summer concerts in Chavez Park, where he can listen to local bands playing a myriad of musical styles. Earl regrets not being able to work the Salmon Festival, which conflicts with his annual trek to the Oregon Shakespeare Festival in Ashland. Shakespeare is a passion shared by Andrea Rosen, a prominent health care attorney who he calls his "partner in community activism."

Earl grew up in Sierra County, graduated from Downieville High School in a class of seven and was admitted to the Massachusetts Institute of Technology (MIT). He graduated in 1970 with a degree in aeronautical engineering, but was unable to find a job in the industry because of a down market. He returned to Sierra County to work construction and was introduced to community activism by helping recruit a federally subsidized physician to practice in the underserved western portion of the county. From there, Earl became involved in his local volunteer fire department and progressed to serving on the fire district board and the county Board of Supervisors. Professionally, he opened a solo consulting practice in air pollution engineering in 1975. In 1988, he accepted a job in this field with Sierra Research in Sacramento to earn enough money to put four daughters through college.

When Earl moved to Sacramento, he first knocked on the door of the then-American Lung Association of Sacramento-Emigrant Trails (now Breathe California) to volunteer his expertise to its clean air programs. In 1992, he signed up to ride his first Emigrant Trails Bike Trek (a three-day, fundraising bike tour now in its 21<sup>st</sup> year), after being appointed to the association's board of directors. Earl prepared for the trek by riding downtown to work one day a week from Carmichael for six months, and thoroughly enjoyed cycling over Sierra Nevada roads that he had only previously traversed by car. He has done every ETBT since.

A relentless advocate for clean air, Earl is referred to around the Breathe California offices as the "Earl of Clean Air." He is as comfortable summarizing the latest research studies on the adverse health effects of a spectrum of air pollutants as he is in boiling down complex technical solutions to emission problems into layperson's language.

Earl now commutes daily on his hybrid bicycle from his home in Curtis Park to his current job at the California Air Resources Board. He celebrated his passing of probation on the day of this interview by wearing a 1960's tie-dyed dress shirt with matching tie. His boss loved it. ☸

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

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Oct. 11 from 5:30 to 7:30 p.m. at SABA Interstellar HQ, 909 12<sup>th</sup> Street.

Beam me up Scotty, and set course for our constellation.



## Pedicabs Arrive in Folsom

By Tony Powers

With a stroke of good luck and quick action, four pedicabs have been donated to Folsom for use in the Historic District.

Neil Lubin purchased the pedicabs last year while planning to open the Sacramento Rickshaw Co. in Sacramento. Because of a confluence of circumstances, Neil decided not to start his business and contacted SABA to offer the pedicabs to any nonprofit organization that could use them.

When I learned about this generous offer, I contacted Jeff Ferreira-Pro, a consultant for the nonprofit Folsom Economic Development Corp. who is coordinating redevelopment of the Historic District. Jeff quickly contacted Neil, who seemed pleased with Folsom as a destination for his human-powered vehicles. Jeff, Jim Konopka (city of Folsom's trails coordinator and FABA member) and I traveled to Sacramento and accepted the four beautiful new red pedicabs from Neil.

The tentative plan is for FABA to manage operation of the pedicabs in the Historic District on weekends and perhaps some weekday evenings. FABA member Charles McCann will be heading up this effort. Before we can start hiring drivers and operating the cabs, we need to get insurance, solicit advertising to pay for the insurance and other operating costs, and get appropriate approvals from the city.

Keeping true to SABA/FABA's mission of more trips by bike, the pedicabs were pedaled (a five hour trip) to their new home in Folsom on the American River Parkway bike trail on Labor Day by a team of SABA/FABA members. The three-wheeled vehicles were ridden by Jim Konopka, Dennis King, George van Grieken and me, with support from Jeff Ferreira-Pro, Wayne Larson, Marie Schelling, Dan Winkelman and Dave Cassel.

Special thanks to Sacramento County Regional Parks for putting down the bollards on the county section of the bike trail and to Jim Micheals of State Parks for measuring the spacing of the bollards on the state section of the trail to ensure the pedicabs would make it through. Bringing pedicabs to Folsom was a true community effort. ☺



Pedicabs head to Folsom. Photo by Dave Cassel

## Can the Trash! Update

By Scott Yates

The Can the Trash! Coalition was formed in 2005 as a collection of organizations and individuals concerned about the impacts of green waste collection methods in the cities of Sacramento, Davis and Woodland. The Can the Trash! Coalition is supported by SABA and other members of the Sacramento cycling community including the Sacramento Bike Hikers, Sacramento Wheelmen and Davis Bike Club. In the spring of 2007, the coalition and the city of Sacramento created a volunteer green waste task force to formulate recommendations to the Sacramento City Council.

The cities of Davis, Sacramento and Woodland allow residents to dump green waste in the streets for "loose-in-the-street" pick up. Woodland recently furnished all its residents with green waste containers, but has a hybrid collection program in which containerized pick up is supplemented by loose-in-the-street pick up at certain times of the year. Davis is starting a pilot containerized pick up program on some arterials heavily used by bicyclists.

The City of Sacramento picks up green waste using a two-person crew with two vehicles, a truck and the "claw." Sacramento has started a voluntary green waste containerization program using 96-gallon, wheeled containers. Weekly container pick up is supplemented by loose pick up every other week in November and December (leaf season) and by a last week of the month pick up in February, March, April and August.

"The Can the Trash! Coalition is making progress towards our ultimate goal of eliminating piles of green waste on the streets of Sacramento," said Walt Seifert, Coalition member. "Containerized pick up will clear debris from bikeways and improve the quality of life for all of Sacramento."

In the city of Sacramento, a public vote is needed to change the current practice of loose-in-the-street pick up. In October, the green waste task force will present its findings and recommendations at a workshop for the Sacramento City Council. The task force says that changing to containerized pick up will improve road conditions for area cyclists and result in lower costs for ratepayers. The task force recommends that the City Council develop a measure for the June 2008 ballot that will propose applying the policies of the voluntary containerized pick up program throughout the city. Every household would receive a green waste container.

As part of the recommendations to the city council, the green waste task force suggests improving container visibility. When placed on the street, the containers should be visible both day and night to motorists and cyclists.

"From the standpoint of community health, getting the green waste out of the gutter and into containers is the number one priority," Walt said. "As cycling advocates, we want to ensure the new containers, and all waste containers, provide maximum visibility to minimize danger for cyclists."

The Can the Trash! Coalition says that green waste piles affect cyclists by:

- Forcing cyclists to move left into vehicle traffic.
- Creating a serious nighttime crash hazard because debris piles are so difficult to see.

## Tip of the Month Heads Up!

By David Takemoto-Weerts

A neighbor who commutes regularly by bike between Davis and West Sacramento recently related a scary incident to me. While cycling eastbound on County Road 32A toward the Yolo Causeway bike path, he was in a go-fast mood and was cranking along when he suddenly plowed directly into one of those bright orange metal-and-fabric construction signs that was placed directly in the bike lane by an unnamed utility company common to Yolo County and not to be confused with Proctor and Gamble Enterprises. He received some cuts and lacerations and was unable to bike again for a couple of months.

Needless to say, the utility company should not be blocking a bike lane with such a sign. I'm quite certain there was room on the unpaved shoulder to place it for all motorists and cyclists to see. Before all blame is heaped upon the road crew, however, one can't help but wonder why the cyclist didn't see the sign in time. After all, such signs are designed to be highly conspicuous.

Similar incidents are not rare, and sadly, they can have tragic consequences. One of Davis' finest cyclists ran full tilt into a parked car in a bike lane a few years ago and ended up a quadriplegic. Another Davis cyclist took a header after hitting a tree that had fallen across a bike path – fortunately he walked away. In June, a cyclist crashed through the rear window of an SUV parked in a Saratoga bike lane and died on the scene from neck lacerations (yes, he wore a helmet). I don't know the details of all these incidents, but it appears that some may have been avoided if the cyclist involved had been keeping an eye on conditions ahead.

Those of us who ride road bikes often find ourselves down

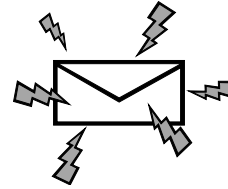


Illustration by Jeffery  
Rosenhall

“in the drops” when we want to pick up the pace or are fighting a head wind. On a familiar route we may get complacent and feel that we know every pothole, crack or obstruction in our path. But a misplaced caution sign, a fallen branch or a motorist with car trouble can appear at any time. The advice is simple – when you've got the hammer down, keep your head up – at least enough to scan your route ahead for unexpected and unwanted surprises. ☸

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

## Letters to the Editor



### We want to hear from you!

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

or mail it to: **SABA**

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**Sacramento, CA 95814**

Letters may be edited for length or clarity.

### Editor

Thank you for the article in your newsletter promoting the emerging pedicab industry in Sacramento. Pedicabs are bicycles, after all. As an avid cyclist in the community, I appreciate the work you have done to develop cycling as a primary means of transportation in Sacramento. The numerous and increasing bicycle lanes throughout the downtown/midtown grid speak volumes to your successful lobbying efforts.

I would like to mention that I began my lobbying effort with city officials in mid-2005 with a call to Councilmember Tretheway's office to determine the city's stance on pedicabs. They assured me they were planning to write and pass pedicab ordinances in the near future. Ordinances were passed in March of 2007 after a series of meetings and discussions. Neil Lubin and I both attended those meetings and voiced our concerns. I continue to lobby city officials on behalf of the pedicab industry as issues arise.

I have been an individual member of SABA for a couple of years and when Sacramento Valley Velocab reaches full operational levels, the company will apply for membership as well.

Marc Christensen



Can the Trash, from page 6

- Causing localized flooding where cyclists ride.
- Putting additional particulate matter in the air.
- Damaging pavement and pavement markings such as for bike lanes by using the “claw” for pick up.
- Discouraging cycling by adding obstacles and creating safety hazards.

In addition to the impact on cyclists, the Can the Trash! Coalition has identified 13 ways containerized pick up will provide a better quality of life for the community. Containerized pick up will improve air quality by condensing the collection team from two vehicles to one, prevent local flooding by removing green waste from the storm drain system and even reduce the mosquito population.

Please visit [www.sacbike.org/greenwaste](http://www.sacbike.org/greenwaste) for additional information about the Can the Trash! Coalition. ☸

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Tower Bridge closed for two months!

## Cycling as Solution

*By William Appleby*

The causes of our current dismal social and environmental situations are many: psychological, cultural, technological, political and economic; but the solutions appear to be amazingly simple.

Hold that thought.

David Orr, the chair of the Environmental Studies Department at Oberlin College in Ohio and a nationally known environmental thinker, has written a well-organized book, "The Nature of Design: Ecology, Culture and Human Intention" (Oxford Press, 2002), detailing the ecological dilemma the modern world faces. Constructively, he offers solutions.

Professor Orr identifies transportation dominated by the fossil fuel-consuming automobile paradigm coupled with the petrochemical industry as being at the root of most social, economic and global environmental problems. Orr offers four "ecological design" solutions.

"**First**, ecological design is a community process that aims to increase local resilience by building connections between people, between people and the ecology of their places, and between people and their history." This sounds a lot like what is done by SABA and the other cycling organizations in our community. Bicycles build community.

"**Second**, ecological design takes time seriously by placing limits on the velocity of materials, transportation, money and information." Following this statement, he offers as an example how a bicycle can cover 20 miles in an hour using no fossil fuels, requiring only simple infrastructure, all at the human scale.

In contrast, an auto covering not much more distance in an hour uses two gallons of gas, generates a large carbon load and needs a greater infrastructure. Finally, a 747 jet can travel much farther, but uses 100 gallons per passenger and requires complex airports and support structure. Velocities at the human scale do the least harm.

"**Third**, ecological design eliminates the concept of waste and transforms our relationship to the material world." The wisdom of natural systems is that they have no waste, everything that cycles in, cycles out. Bicycles generate very little waste and are not responsible for many, if any, of the 100,000 synthetic chemicals now circulating in the biosphere, many of which are toxic to life support systems. A good bicycle frame can last 100 years. Bicycles maximize ecological economy by being subjects of "reuse, recycling, repair and restoration."

"**Fourth**, ecological design at all levels has to do with system structure, not rates of change." Orr explains how Amish culture has sustainably survived because it is limited by "the horse ... a solar-powered, self-replicating, multi-functional structural solution." Orr pleads, "We need to discover our own equivalent of the horse." Well, you can let that previous thought loose now. We all know just what that discovery must be; many of us rode it to work today — the bicycle!

David Orr, a brilliant environmental thinker has reached this conclusion: He suggests mass transit, compact urban design and bikeways are our civilization's way out of the environmental dilemma we now face.

The bicycle is ecological design, it is as modern as the 21<sup>st</sup> century must become. ☸