

## From the President What To Do If You're In a Crash

By Lea Brooks

What do SABA member Jack Sanders and the bicycle-friendly German city of Freiburg have in common? Both were featured at SABA's October general membership meeting.

Jack was injured this summer when a distracted motorist turned left into him in broad daylight on K Street in Sacramento. Still recovering from fractured vertebrae and soft-tissue trauma, Jack described the encounter and provided tips on what cyclists should do if they are involved in a crash.

Lauren Hilliard, a transportation planner for Fehr & Peers transportation consultants, explained how conservatives helped transform Freiburg into a bicycle-, pedestrian- and transit-friendly city beginning in 1969 because it made sense economically. They recognized what American politicians have failed to recognize: That investing heavily in transit, bicycle and pedestrian infrastructure is a cost-effective transportation solution.

I couldn't help but wonder whether Freiburg, with its environmentally friendly, integrated land-use and transportation system, has a problem with distracted motorists like Sacramento and other American cities. What policies can be implemented here that restrict motorist speed and access, consequently diminish the increasingly scary encounters with motorists who are not paying attention?

In Jack's case, the motorist claimed he was looking for an address and didn't see Jack, who was heading home after work on K Street at about 5:20 p.m. July 17. The motorist turned left at 23<sup>rd</sup> Street right into Jack,

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## 19<sup>th</sup> and 21<sup>st</sup> Streets— They're "Complete!"

By Lea Brooks

Halloween was a real treat this year for Sacramento cyclists with the official celebration of 19<sup>th</sup> and 21<sup>st</sup> streets as complete



*Councilmember Steve Cohn speaks at celebration of new bicycle lanes. Photo by Walt Seifert*

streets that accommodate all users in midtown.

During an upbeat ceremony presided over by City Councilmen Steve Cohn and Rob Fong, the significance of the conversion of these previously one-way, three-lane, motor-vehicle-choked streets to one-way, two lane streets with bicycle lanes was duly noted.

Jerry Way, director of transportation for the city of Sacramento, acknowledged that the reduction in traffic lanes on 19<sup>th</sup> and 21<sup>st</sup> streets and other midtown streets marks a significant change in city policy. "Our mission is to create much more livable commu-

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## Workshop on Green Waste

By Walt Seifert

The Sacramento City Council held a workshop on green waste collection at its Oct. 23 meeting.

The council heard from staff that nearly 50,000 Sacramento residences (out of a total of 120,000 residences in the city) had green waste containers under the city's voluntary program. The city intends to add 20,000 containers a year, so it would take more than three years for all residences to receive a container — if all volunteered. Since the program is voluntary, some residents have returned the containers and the city has to make separate collection runs for them using "the claw" and garbage truck to clear green waste piles.

On behalf of the Green Waste Task Force, a joint effort of the city and the Can the Trash! Coalition, I presented a series of recommendations to the council. SABA has been a leader in these efforts because of the danger and annoyance the piles of yard debris and tree trimmings pose to cyclists. The piles also make it harder to keep streets free of all kinds of debris.

The recommendations included the following:

- Put mandatory green waste containerization on the ballot in June 2008.
- Allow the city council to make future changes in green waste collection policy.
- Provide all residents with green waste containers.
- Provide a choice of container sizes.
- Provide one additional container at no cost.
- Make the containers as distinctive and visible as possible.
- Change garbage containers to a different color.

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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:

- SACOG bicycle/pedestrian advisory committee
- Sacramento Regional Transit Master Plan

### Letters

SABA sent letters to:

- *The Sacramento Bee* on bicycle-unfriendly downtown
- Sacramento City Council on Docks Area Promenade
- Caltrans Director Will Kempton on bike parking at Farmers' Market state building
- *Sacramento Magazine* on green waste piles in city of Sacramento
- City of Sacramento on Mercy General Hospital/Sacred Heart School projects
- Rep. Doris Matsui on Complete Streets

### Other Actions

- Provided valet bike parking at Salmon Festival
- Presentation for Green Waste Task Force to Sacramento City Council
- Celebration of 19<sup>th</sup> and 21<sup>st</sup> streets bike lanes/Complete Streets transformation

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

Pizza and turkey are too much of a good thing. There's no pizza party in December. Happy holidays and happy new year!



## SABA Galactic HQ Moves

SABA moved its posh sub-penthouse headquarters at Breathe California, 909 12<sup>th</sup> Street in downtown Sacramento, down the hall to Suite 116.

More room, same friendly environs  
and still in the same Milky Way. ☼



*President, from page 1*

who went over the hood and slammed into the street. He was transported to UC Davis Medical Center, where he stayed for 24 hours for a battery of tests.

Jack wishes he had names of witnesses to the crash. He was in severe pain at the scene and unable to gather names or business cards of witnesses. Without witnesses, the police report, which consists of statements from the victim and the motorist, can be disputed in court. Witnesses confirm what happened.

Jack recommends that you get copies of all your medical records before you leave the hospital after a crash. Getting copies later is time-consuming and frustrating, especially when you are recovering and probably not very mobile.

Take lots of pictures of your injuries, both initially and regularly during recovery, and your bicycle. Recognize the value of what you're missing during your recovery. In Jack's case, he missed Breathe California's annual Bike Trek fundraiser and several century rides.

Consult with an attorney. Just because you consult with an attorney doesn't mean you have to hire one.

Keep a journal of contacts and events related to the crash including medical appointments, insurance claims, and pain and suffering. Keep track of medical expenses and receipts for purchases or repairs made because of property damage to your bike, accessories, clothing, etc.

Fill out a Department of Motor Vehicles (DMV) form available online that puts the DMV on notice that the motorist was involved in a crash. DMV will suspend the motorist's license if it is determined he did not have insurance.

When you're recovering and not exercising at all or not as much, reduce your food intake to prevent weight gain.

Review your insurance policy to make sure you are adequately covered in case the motorist who hits you does not have insurance. Look into buying an "umbrella" policy to cover expenses.

From SABA's perspective, we can focus on reducing the risk of crashes by encouraging our local governments to follow policies like those in Freiburg.

According to Lauren, Freiburg has five pillars: Promotion of bicycling; traffic constraints; channeling traffic; parking management; and expanded transit. The city has integrated planning, which means it looks at the entire transportation picture rather than separate bicycle and pedestrian master plans. Examples of the city's approach include an "environmental protection pass" that can be used on all transit systems that serve the city and conversion of auto parking to bicycle parking.

Two additional points in closing: Fehr & Peers has been selected by Sacramento County to coordinate the update of the county portion of the City-County Bikeway Master Plan. We are very fortunate to have the enthusiasm and expertise of the Fehr & Peers team, including Lauren, during this very important process.

And, please check out the SABA Web site ([www.sacbike.org](http://www.sacbike.org)) for information about two books (and other tips) with advice on what to do if you're in a crash: *How to Win Your Personal Injury Claim* and *Bicycling and the Law*. ☸



*Green Waste, from page 1*

- Educate residents on grasscycling, mulching and composting. At the conclusion of the workshop, Mayor Heather Fargo directed staff to report back on the costs, actions and schedule necessary to put containerization on the ballot.

The Green Waste Task Force's final report and presentation are on the SABA Web site. Many thanks to task force members Sue Brown, Pat Clark, Jon Coupal, Tony DeRiggi, Terry Kastanis, Freya Marriott and Anne Rudin and to city staff for their assistance. ☸

*Completion, from page 1*

ities," he said.

Chris Morfas, legislative liaison with the Sacramento Metropolitan Air Quality Management District, said that Sacramento must commit itself to more "complete street" projects if it is going to meet more stringent federal and state air quality standards.

Anne Geraghty, executive director of WalkSacramento, called 19<sup>th</sup> and 21<sup>st</sup> streets a "model for the rest of the region." The reduction of traffic lanes and addition of bicycle lanes will result in slower speeds, making the streets safer, she said. And now that bicyclists have designated lanes on the street, they should stay off the sidewalks and no longer pose a danger to pedestrians and disabled individuals.

The transformation of 19<sup>th</sup> and 21<sup>st</sup> streets has been a priority for SABA for many years. Thanks to perseverance by advocates and leadership by the City Council, Sacramentans have two more complete streets. Next target: downtown. ☸



Participants try out new lanes on 19<sup>th</sup> Street to reach the celebration. Photo by Chris Morfas

## Davis Does It Again!

Congratulations to the city of Davis, which was recognized by the League of American Bicyclists last month with a second Bicycle Friendly Community (BFC) platinum designation. The only community in the entire country to achieve this level, the highest level in the League's program, Davis received its initial platinum award in October 2005.

Congratulations are also in order for the city of Folsom, which received its third silver-level designation since 2003. The only other city in the Sacramento region that has applied for a designation is Sacramento, which received bronze honors last year. Leaders of both Folsom and Sacramento have indicated they want to reach the gold level.

Davis is known throughout the country for its commitment to bicycling. Davis was one of the first cities in the United States to actively start planning for and incorporating the bicycle into its transportation infrastructure. This process began in the mid-1960s.

Today, Davis has bike lanes on most of its major streets and 27 different grade separations for bicyclists and pedestrians. The city has been a leader in changing state laws to make bicycling safer, more convenient and pleasant.

Since the BFC program's inception in 2003, 174 communities have applied and 70 have earned a designation. To achieve a designation, a community must have established records in two or more of the following five categories: engineering, education, encouragement, enforcement and evaluation/planning. The League will be switching from a two-year to a four-year recertification cycle. ☼

## Final Outcome on California Bicycle Legislation

Gov. Schwarzenegger signed the following bicycle related bills:

**AB 57 (Soto) Safe Routes to School**

**AB 478 (Wolk) Night Illumination**

**AB 1581 (Fuller) Traffic-actuated signals: bicycles: motor-cycles**

The Safe Routes to School bill extends California's Safe Routes program indefinitely and provides \$52 million over the next two years for bicycle and pedestrian projects near schools. Safe Routes to School grants are awarded based on a statewide competition.

The night illumination bill requires that bikes operating on sidewalks (those sidewalks where bicycling is not prohibited) and bikeways such as bike paths during the hours of darkness be equipped with headlights. The Vehicle Code had previously only required lights when bikes were operated on streets (highways).

After Caltrans establishes standards, the traffic-actuated signal bill will require that upon the first placement or replacement of a traffic-actuated signal, the signal must be installed and maintained to detect lawful bicycle or motorcycle traffic on the roadway. The bill sunsets Jan. 1, 2018.

SABA supported all three of these bills. ☼

## One World, Two Wheels

We don't normally talk about commercial endeavors in the **Squeaky Wheel**, but there are a couple of efforts that are almost pure advocacy.

In fact, Trek's new product for this year, its One World, Two Wheels program, is advocacy. Trek's chief executive officer John Burke said, "This is the industry's greatest opportunity to create a bicycling-friendly world. Cycling is a very simple solution to many complicated problems in the world."

For every helmet sold, Trek is donating \$1 to the League of American Bicyclists' Bicycle Friendly Community Program and, for each full-suspension bike sold, \$10 to the International Mountain Bike Association for trail building projects.

Trek created a new advocacy coordinator position and hired Rebecca Anderson to assist retailers with supporting advocacy at the local level. Anderson said, "I want to change people's minds about riding a bike. I want people to bike those two blocks to get a paper instead of hopping into a car."

Trek will provide retailers with information on promoting advocacy (supporting SABA would be a good beginning move!) and materials to educate consumers about cycling's benefits.

For the kickoff of One World, Two Wheels, retailers at the Trek World conference in August had 1,000 Trek Lime bikes at their disposal for a ride through the streets of Madison, Wis.

Another company, Clif Bar, launched the 2 Mile Challenge at Interbike in Las Vegas. A Clif Bar team has toured the West Coast, including a stop at the Davis Farmers' Market. The 2 Mile Challenge is based on the fact that 40 percent of urban travel in the United States is less than two miles per trip, yet 90 percent of those easily bikable trips are made by car. The Clif Bar folks challenge people to bike instead and fight global warming. You can see their fact-filled promotional video at <http://www.youtube.com/watch?v=Zz3zMzVdIX8>.

We advocates need all the help we can get from the bike industry and retailers to create the cultural change needed to have more people bike. ☼

## Decision on No Burn Days

By Walt Seifert

The Sacramento Metropolitan Air Quality Management District Board approved a plan to limit wintertime wood burning in Sacramento County. Days with heavy particulate pollution will be declared "no burn days." On days with less severe pollution, those with U.S. Environmental Protection Agency-certified devices or pellet stoves will still be able to burn.

The plan starts Dec. 1. In future years, limits will be in place from November through February.

The fine and ultrafine particulates in wood smoke can lodge deep within the lungs and are associated with respiratory difficulties, decreased lung function and cardiovascular disease.

SABA had supported a complete ban on wood burning when pollution levels exceeded standards. ☼



## Member Profile

### Maggie O'Mara

By Ken Gaines

Maggie O'Mara is a licensed professional civil engineer who is employed as a senior transportation engineer at the California Department of Transportation's (Caltrans) Headquarters Design. Maggie is a regular bicycle commuter from her home in Tahoe Park to her office on N Street.

Maggie rides an MTB with city tires for utility, frequently using her preferred mode of transportation for shopping and patronizing her favorite restaurants with her husband, Tom. Maggie is physically fit, but does not ride for recreation, sport or exercise, and would be classified as a true "gutter bunny" (bicycle commuter) by the spandex-clad-crowd on their carbon-fibered, high-tech machines.

Maggie grew up on the north side of Chicago, just a few blocks from Wrigley Field. She retains the familiar Midwestern twang, and doesn't mince words to make a point. She graduated from the University of Illinois at Chicago with a bachelor's degree in political science before moving west to the state of Washington. After returning to the Windy City, she pursued her bachelor's degree in civil engineering and began cycling more as her primary mode of transportation. Maggie's bicycle commute to engineering classes took her 10 miles through the famous downtown Chicago loop on a daily basis. Maggie re-



Maggie O'Mara Photo by Ken Gaines

called that she did not realize how risky the commute was at the time.

Maggie was hired by Caltrans straight out of engineering school in 1988, and has been a dedicated employee ever since. Her first work assignment was in Bishop in the eastern Sierra's scenic Owens Valley. After serving her rotation in Bishop, she transferred to Sacramento. Subsequent work assignments in-

cluded transportation design, encroachment permits, truck operations, traffic safety and freeway operations.

In 2001, Caltrans created a new position for a design specialist in pedestrian and bicycle transportation, and was fortunate to convince Maggie to lateral into the position. Since becoming the design guru for bicyclists and pedestrians, Maggie has played a key role in facilitating a change in the Caltrans' culture toward recognizing bicycling as a viable and necessary mode of transportation to be accommodated.

Maggie described her work as both "fun and frustrating." She finds that being both a professional engineer and a bicyclist allows her to communicate with Caltrans engineers and with the bicycling community as well. She enjoys training engineers to think about bicycling as transportation and to apply the same safety, mobility and user expectation rules to bicycle facilities as they do to motor vehicle traffic. Maggie emphasizes to engineers that bicyclists should not be expected to behave as pedestrians by having to dismount or meet unexpected obstacles in their path of travel.

Although Maggie does not regularly advocate for specific projects in her work, she helps bicycle advocates refine their messages for better communication with Caltrans engineers. Her goal is to "empower the larger non-engineering community" through her efforts in promoting bicycle transportation.

Maggie has been on the cutting edge of bicycle transportation on a federal level as well. She has participated in critiquing and providing input on guidance manuals and policy for American Association of State Highway and Transportation Officials publications. Recently, she attended a three-day pilot workshop sponsored by the Federal Highway Administration and relentlessly commented on omissions and misrepresentations in the class material. Maggie has also provided input to the California Manual on Uniform Traffic Control Devices and the California Highway Design Manual.

Maggie's volunteer advocacy work includes two terms as a city of Sacramento appointee on the Sacramento City/County Bicycle Advisory Committee. She also performed field evaluation and report writing for Safe Routes to Transit and served as team leader of a Central City task force to evaluate how well bicyclists could be accommodated on downtown Sacramento streets.

Maggie's current endeavor is obtaining a suitable dog trailer for transporting her German Shepherd mix to the dog park. Do not expect to see Maggie bicycling on side paths; she absolutely loathes them. ☹

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## Concern over Impact of Growth

According to a survey sponsored by the National Association of Realtors and Smart Growth America, Americans are more concerned than ever about the impact of growth and development on the changing climate. Nearly 90 percent believe new communities should be designed so we can walk more and drive less, and that public transportation should be improved and accessible.

Seventy five percent of those polled said that improving public transportation and building communities that don't require as much driving were preferred long-term solutions for reducing traffic. ☹

## Community College Bike Access

By Walt Seifert

Can local community colleges have as many bikes on campus as bicycle heavyweights such as University of California campuses in Davis, Berkeley and Santa Barbara and the University of Oregon? Well, maybe not. The UC's and Oregon are four-year schools with hordes of students living on campus or nearby. It's a lot tougher to get people to bicycle to a two-year college when students, many of whom are part-timers, commute from a wide geographic area.

Nonetheless, there is certainly potential for more bicycling to our community colleges. It's not just a coincidence that communities in the United States with the highest level of bicycling are college towns. College students generally are young, healthy, willing to try things and often don't have much money. College faculty and staff, being highly educated, astute and independent (like SABA members), are probably more likely to bike commute than other employee groups. Environmental concerns are often important to both groups.

SABA has been working with our friends at WalkSacramento on ways to improve bicycle and pedestrian access to local community colleges. SABA has completed a draft report that evaluates bike access to the four Los Rios Community College campuses: American River, Cosumnes River, Folsom Lake and Sacramento City.

The report concludes that more could be done by both the colleges and the surrounding jurisdictions to make bicycling to the colleges safe, appealing, convenient and commonplace.

The short-term bike parking on the campuses is generally outdated, consisting mostly of schoolyard style "comb" racks. Based on a review of the campus Web sites and discussions, there is a scarcity of resources and management attention devoted to providing for and encouraging bicycling.

All the campuses have access issues. Sacramento City College is cut off from Curtis Park by railroad and light rail tracks, and from West Sacramento by the Sacramento River. American River College has Interstate 80 as a barrier to its north and west. Cosumnes River College is surrounded by high-speed arterials and has Highway 99 blocking safe and convenient connections to the east. Folsom Lake College has limited entry points and is bordered by busy East Bidwell Street.

SABA's report contains model campus guidelines with many ideas that the Los Rios district, or any college campus, can apply. Guidelines cover facilities, education, enforcement and ways to promote bicycling so that more students, faculty, staff and visitors bike to campus.

The report notes that campus automobile parking policies encourage automobile use through subsidies. Students pay only \$30 a semester for parking. Faculty and staff pay nothing. The free parking is available despite the fact that taxpayers' Measure A funds were used to pay for the new Sacramento City College parking garage that cost \$35.2 million to build (\$18,000 per parking space!) plus more annually to operate and maintain. Another parking garage is planned for Cosumnes River College.

For the access problems identified within a radius of two to three miles of each campus, the report makes specific recommendations. Some of the recommended fixes are relatively low

cost, yet could produce substantial improvements. For instance, simply restriping Sutterville Road east of Sacramento City College would create space for bike lanes on the railroad overcrossing. Other fixes would require major investments. West Sacramento is less than a mile and a half from the City College campus, but on the far side of the Sacramento River. Building a bicycle/pedestrian bridge over the river would be a multimillion-dollar endeavor.

In spite of all the barriers to biking identified in the report, racks at Sacramento City College were packed with bikes in early September. Some racks were filled to overcapacity. So it's clear Los Rios students, faculty and staff can and will bike if conditions are right. With more attention and some policy changes, many more campus affiliates would be willing and able to bike.

Thanks to SABA volunteers Tony Powers, Owen Howlett, Mike McCann and Charles McCann for their on-bike evaluations of the campuses and their help with the report.

The draft report is posted on SABA's Web site, [www.sacbike.org](http://www.sacbike.org). If you know of additional problem areas at or around any of these campuses or have ideas on how they can become more bike-friendly, please let us know by dropping a line to [saba@sacbike.org](mailto:saba@sacbike.org). The report will be put into final form in late November and presented to the Los Rios Community College Board at its Dec. 12 meeting. ☸



Sacramento City College quad showing healthy bicycle usage. Photos from SABA report



Sutterville Road and 12th Avenue crossing showing space available for bicycle lanes through restriping.

## Tip of the Month

# Life, the Universe and Everything\*

By David Takemoto-Weerts

Astrophysicist Neil DeGrasse Tyson wrote: “To the scientist, the universality of physical laws makes the cosmos a marvelously simple place.”

While reading this essay recently, I was compelled to draw an analogy to the more mundane realm of traffic laws. Our street networks are finite spaces where specific laws apply. While traffic laws aren’t universal in the sense Tyson writes about, they are at least applicable throughout the state of California. So, as long as one knows and obeys the laws and every other road user does also, the streets can also be “a marvelously simple place.” The analogy breaks down, however, when one remembers that traffic laws are (1) man-made and therefore subject to fallibility, and (2) subject to being disobeyed through ignorance, carelessness or malice.

There are no rogue planets abandoning their established orbits of their own accord. Every action DOES have an equal and opposite reaction, and the Millennium Falcon is only making the jump to light-speed in the studios of Industrial Light and Magic. Perhaps these immutable laws of nature can inspire us to emulate their efficiency, robustness and endurance. If planets could just fall out of orbit on a whim, it would be a big drag for everyone involved. Similarly, every time a cyclist or motorist decides to make up his or her own rule or, more commonly, just chooses to ignore the established order, the potential for chaos—or worse—increases appreciably, if not exponentially.

A quintessential aspect of traffic safety is predictability. In other words, if all drivers are following the same set of rules consistently, everyone can be confident that another driver will not suddenly enter the roadway from a side street and head against traffic or that the cyclist on your tail will stop at the same stop sign you’re halting at rather than colliding with your bike’s backside. That’s why many cyclists feel much safer on roads than on paths. On the street you know that most everyone is obeying the same set of rules and has received at least a modicum of driver training at some point in his/her life. On paths you find joggers, skaters, kids, dogs and a lot of people who seem too ready to acknowledge that there are few if any laws regulating off-road behavior.

Man-made laws will never achieve the logic, consistency and infallibility of the laws of nature. As Tyson wrote, “The miracle of physical laws is that they apply everywhere, whether or not you choose to believe in them. After the laws of physics, everything else is opinion.”

Our daily existence may not experience the constancy of the stars, but we know as surely as the sun will rise tomorrow that our lives as cyclists can only benefit by cleaving to the fundamental traffic laws we share with our fellow travelers. ☹

\*Apologies to Douglas Adams

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

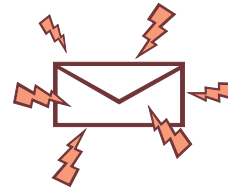
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## Letters to the Editor

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### We want to hear from you!

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

or mail it to: **SABA**

**909 12th Street, Suite 116**

**Sacramento, CA 95814**

Letters may be edited for length or clarity.

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#### Editor

I just wanted to take a moment and say thanks! I just received and devoured the October issue of the **Squeaky Wheel** and thoroughly enjoyed it. I am a bicycle commuter and enthusiast and I have a very strong interest in the “bikeability” of our community. I really appreciate your coverage of local and state issues. The newsletter helps keep me informed in a way that I could not achieve through any other media outlets.

Thanks again for your great work advocating for Sacramento cyclists, and please keep up the good work. I’ll keep my membership dues up.

Jason Wagner

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The at-grade crossing of the Folsom South Canal trail at busy Sunrise Boulevard is still under construction in the city of Rancho Cordova. SABA has expressed its concern to the city that the recently-installed median of this project shown in the photo, specifically the alignment and narrow width of the median refuge, is not safe. We have suggested changes to the project to make it safer and easier to use. Suggestions include expanding the median refuge to a minimum of eight feet to accommodate groups of bicyclists, two-way traffic for bicyclists and families with children in trailers. SABA also wants to discuss locations of the push buttons on the yet-to-be installed traffic signals so they can easily be found and reached by wheelchair-bound travelers, blind pedestrians and bicyclists. Photo by Lea Brooks

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What to do if you are in a crash.  
See page 1

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## Salmon Festival Closes Valet Bike Parking Season

SABA and FABA again parked nearly 1,000 bikes during the Salmon Festival Oct. 13-14. On Sunday, 537 bikes were parked at the Fish Hatchery location, which according to the SABA archives, is a one-day record.

Many thanks to the energetic, cheerful volunteer bike valets.

They were: Donald Bybee, Dave Cassel, Randy Coleman, Ed Cox, Dennis Eckhart, Terry Eckhart, Perry Fletcher, Cindy Hayashi, Rich Howard, Mary Howard, Peter Jacobsen, Dale Johnson, Peter Linker, Douglas Lortsher, Charles McCann, Ivan Rarick, Collin Reeves, Andrea Rosen, Laura Rubalcaba, Walt Seifert, John Webb and Earl Withycombe. ☸



Valet bike parking crew from l to r, Doug Lortsher, Walt Seifert, Terry Eckhart, Randy Coleman, Dennis Eckhart, Ed Cox, Laura Rubalcaba. Photo by Cindy Hayashi



Salmon festival parking compound. Photo by Walt Seifert