

# Changing Gears

The Davis Bike Club Newsletter-

November 2009-



## Holiday Dinner and Elections

It's that time of year again. Please plan to attend the Davis Bike Club Holiday Dinner and Election of New Officers. The event will be held on Tuesday, December 15, 2009 at the Davis Senior Center on 6th and A Streets. Talktales (come and share yours with old friends) will begin at 6:30. Dinner, a wonderful Mexican Fiesta put on by Maria's Tacos and Catering of Sacramento will begin at 7:00. Soft drinks will be provided. Please bring your own adult beverages. Election of new officers will follow the dinner. There will be dinner music by a local group but no dancing. You must be a club member but you may bring a guest. We are asking that you bring a contribution of food or cash for STEAC to provide a meal for less fortunate neighbors.

Date: Tuesday, December 15, 2009 Time: Talktales- 6:30pm, Dinner- 7:00pm

Place: Davis Senior Center, 6th and A Streets For reservations, please sign up at the following web site: <[http://www.seadogdesigns.com/dbc/2009\\_holiday\\_party](http://www.seadogdesigns.com/dbc/2009_holiday_party)> -Alan Hill ☐

## Thanks For This Year's Foxy's

Hi folks- Another year, another seemingly successful Foxy's. I have nothing but gratitude for all the volunteers who make it a success. Yes, I do some things, but it is the efforts of 100(?) other people who make it run. In no particular order and with profound apologies for forgetting anyone, thank you to The Masters Race team for 14 hours of great tasting volunteer work. Robin Rolles, Jason Brasel, Jason Eiserich, Lee Millon, all the familiar faces, it's a great club to work for.

-continued on page 2

## The Prez Sez- DBC is Getting a New Look

As you can see from the top of this page, DBC is getting a new look. At the October Board of Directors meeting, the Board voted to approve a new logo for DBC. Earlier this year the Board sent out a RFP for the logo development to four local designers. We received three bids and the bids were evaluated by a three-person committee (Stu Bresnick, John Whitehead, and Dean Albright). Their findings and recommendations were presented to the Board in March and the board approved the selection of Scott Alumbaugh as the most responsive and most qualified designer.

-continued on page 2

## Can you take it? The Tour D' Bakery

Thirteen riders set off from Davis on Sept 22 for the start of the 3rd annual Tour D' Bakery. Fortified with still warm from the oven blueberry muffins (thanks Leo!) and pastries from Ciocolat on B St, the riders started the tour at 8AM, heading out familiar roads to Winters, Monticello Dam, and Moscowite. More pastries were consumed at a rest stop at Markley Cove, followed by a bigger snack at Lake Hennessey, where we met DBC Hill ride leader, Deb Ford.

-continued on page 2

## Fifth Street redesign with bike lanes moving ahead!

On September 8, the Davis City Council voted 5-0 in support of changing the 10 blocks of Fifth Street through downtown between B and L Streets from two lanes in each direction, to one in each direction, plus bike lanes and a center turn lane. The bike lanes also would extend to A Street. This was the culmination of a hard fought battle spanning six years. The DBC board voted twice in favor of the proposal: once in 2003, and once in August of this year. However, it was not clear that the board would vote in favor when I attended their July meeting.

-continued on page 2

Ride Calendar	pg 3
Ride Descriptions	pg 4, 5
Emergency Phone Numbers	pg 6
Club Contacts and Info	pg 6

## Calendar

General Club Meeting  
Mon. November 2, 7 pm  
Senior Center, 6th & A St.

Board Meeting  
Mon. November 9, 7pm  
Tandem Properties

Ride Schedule deadline  
Thu., November 15

Newsletter deadline  
Tue., November 20  
Midnight



November General Meeting:

Monday, November 2, 2009  
6:30 Chatter, 7:00 Meeting starts,  
Speaker: Leo Rainer of Davis Bicycles!



### New Members

L Clemens  
Marsha Gibeling  
Ken Hiatt  
Craig Ingui  
Will Jewell  
Thomas Kellner  
Dillon Osleger  
Bil Paul  
Nathalie Pham  
Benjamin Sherrill  
Jeff Waybright

## The Prez Sez -continued from page 1

...Scott proceeded to develop ideas to meet the DBC criteria and several alternative design concepts were reviewed by the Committee and several other club members. Based on their comments, a final design concept was proposed and presented to the Board at their meeting in October. The Board voted to adopt the design as the new DBC logo. At the January DBC meeting, the logo development process and the new logo application guidelines will be presented by Scott.

Why did we do this? The motivation was a give DBC a unique "branding" that could be used on all of our printed materials and clothing, giving us a consistent and identifiable look. Further details of the background for this step will be discussed at the January meeting. If you have any questions or comments please come to the club meeting in January.

-Stu Bresnick □

## This Year's Foxy's -continued from page 1

Rest stop captains: Bruce and Jennifer Wilson, Denny Burnham, and Diane Richter and Amy Rafferty and Celestine Caphart. Can you imagine the stress of the rangers trying to close the park while you're running a rest stop? Diane and Amy are champs. Dave Joshel and Alan Hill did the water stop and Dave also helped with shed duties and organization and shed runs. Paul Guttenberg helped with food ordering and rode bicycle SAG. Bruce and Marilyn Dewey and the band of early AM registration folks. Dave Nishkawa and the radio/SAG guys. They set up, do the job and take care of me. John Whitehead and his crack team of course marking volunteers. Thanks to the storm, they did the course, twice! Truly above and beyond the call. Eric Senter organized corner marshalls, a highly visible essential perhaps under appreciated duty. Scott Alumbaugh organized the riding SAG and I hear there was a good amount of help needed this year; that's the DBC, helping riders on the road. John Licatesi ran the swap and I never gave it another thought. Last, Susan Gishi and Barbara Anderson who whizzed through the spread sheets and kept communication going during the almost daily questions from folks about Foxy's. Day of Reg went great, even with me throwing out a few curve balls in the last couple days. Thanks to Robin Neuman who just inspires by leading the DC, a task, I can't imagine (2-3X the rest stops!)

Thanks again for a successful Foxy's, -John Hess □

## Tour D' Bakery -continued from page 1

... After that final snack, we headed off to the Silverado brewpub for lunch, followed by arrival into Calistoga.

Day 2 saw the riders leave Calistoga and head to the Downtown Bakery and Creamery in Healdsburg. After a light breakfast, the ride was the perfect distance to a very nice

snack with coffee. In Healdsburg, Hall of Famer Jacquie Phelan joined the tour. We all had a nice picnic at Korbel and then some us stopped at Stumptown brewery for a taste of Ancient Ale <<http://www.wired.com/wiredscience/tag/stumptown/>>. After that, we remembered a tough climb to Occidental, but since it wasn't 100 degrees and it was later in the day, we had more shade and a nice ride. It was hot enough to jump into the unheated pool and everyone had a nice time cooling off. That evening, folks split up for dinner; we went to Barley and Hops for appetizers and beer followed by dinner.

Day 3 started cool and foggy, with Jacquie giving an impromptu lecture and demonstration on how to do a track stand. We left Occidental, found the bakery in Duncans Mills for snacks and then headed for the coast on our way to Pedaluma (adopted spelling thanks to Jacquie). No more bakeries this day, but a good lunch at Valley Ford. After this, on our way to Pedaluma, Jacquie turned right to head home. We had a nice tailwind into town, found the motel and after relaxing by the pool, walked to the new Lagunitas Beer garden for a very casual dinner.

Day 4 was the Pièce de Résistance. From Pedaluma to Tomales for the Tomales Bakery. Then, onto Point Reyes Station for the Bovie bakery and then Emporio Rulli for lunch. Tough condition to keep riding. Luckily, just a couple miles away was the ferry to SF and the last night on tour. We found a small french restaurant and celebrated the end of the tour with local champagne. The next day, BART and Amtrak took us back to Davis and back to the real life. -John Hess □

## Fifth Street redesign -continued from page 1

... Putting bike lanes on Fifth Street, the only thoroughfare in Davis that doesn't have them, has never been a central concern to DBCers -- not in terms of being able to ride on Fifth Street across town, anyway. The plan's purpose is mainly to calm car traffic and make the street safer for cyclists and pedestrians crossing it, and to reduce the potential for collisions between cars. Bicycling organizations generally support better and safer bicycle facilities that encourage more people to ride. But this proposal for fewer car lanes was met with strong opposition, and had many skeptics, both cyclists and non-cyclists.

The proposal, which is part of the General Plan for the City of Davis, was championed by the Old North Davis Neighborhood Association (ONDNA), representing the area just north of Fifth Street and the downtown area, and especially traffic expert and resident Steve Tracy who is active in the association. They brought it to the city council in October 2003. The city considered it during the ensuing two and a half years, and then put the proposal on indefinite hold.

-continued on page 7

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Sunday No Drop 11:00am	2 Dr.John's Early Bird Special* occasional, see decription- Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	3 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	4 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	5 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	6 Dr.John's Early Bird Special* see decription- Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	7 Saturday Coffee and a Roll 8:00am
8 Sunday No Drop 11:00am Capay Valley Cruise* 9am	9 Dr.John's Early Bird Special* see decription- Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	10 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	11 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	12 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	13 Dr.John's Early Bird Special* see decription- Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	14 Saturday Coffee and a Roll 8:00am
15 Sunday No Drop 11:00am	16 Dr.John's Early Bird Special* see decription- Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	17 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	18 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	19 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	20 Dr.John's Early Bird Special* see decription- Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	21 Saturday Coffee and a Roll 8:00am Lake Solano Loop 8:30am
22 Sunday No Drop 11:00am	23 Dr.John's Early Bird Special* see decription- Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	24 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	25 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	26 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	27 Dr.John's Early Bird Special* see decription- Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	28 Saturday Coffee and a Roll 8:00am
29 Sunday No Drop 11:00am	30 Dr.John's Early Bird Special* see decription- Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am		Note the new terrain numbers below. Ride Leaders should update their descriptions to include these.		Dr. John's Early Bird rides <b>do not</b> take place every Monday and Fri- day. They are sched- uled by appointment. See description-	

Unless otherwise specified, all rides begin at the Starbucks, 2038 Lyndell Terrace, (38.562 Lat; 121.768 Long) across from Sutter Davis Hospital in West Davis. Rain will cancel any ride. If in doubt, call the ride leader. If you would like to lead a ride, please contact John Seabury, Ride Calendar Master. Location of starting points for rides beginning elsewhere will be stated clearly in the ride description. Coordinated transportation to these starting points, if necessary, will be made by the ride leader. **Announced ride time is the time at which the ride starts. Come early to sign in and get maps and/or pre-ride instructions.**

### New terrain numbers!

#### Terrain:

1. Flat
2. Rolling (Lake Solano, Pleasants Valley)
3. Moderate Climbs (Gibson, Steiger)
4. Steeper Climbs (Cantelow, Cardiac)
5. Steep, sustained climbs ((Mix Canyon, Cobb)

### Lead a ride!

Leading a Club ride is a great way to highlight a unique ride you've done and to share it with other Club members.

Contact: [dbcridecal@gmail.com](mailto:dbcridecal@gmail.com)

### Pace/Speed (on level road)

1. Leisurely/Relaxed (< 10 mph). For families, children, buggers; waits.
2. Tourist (9 to 12 mph). Stops as needed; waits for stragglers.
3. Moderate (12 to 16 mph). Solid riders; regroups every 45 min.
4. Brisk (16-18 mph). Experienced; no obligation to wait.
5. Fast (19-21 mph). Strong riders; few stops; no obligation to wait.
6. Strenuous (21 mph & faster). Very strong riders.

# Regularly Recurring Rides

\* Asterisked rides have a starting location other than Starbucks  
Consult ride description for location.

## Sunday No Drop

Sundays, 11:00 am T1/P3-4/34 mi

Alan Hill, 530-792-8900 or <arhill8711@aol.com>

No one is dropped intentionally. Come out and play if you can maintain a pace of 14-16 mph. Ride stops in Winters for coffee or brunch and a visit to the new Winters Farmers Market before returning via Putah Creek Road to Davis. This is a good first group ride with the club. NOTE LATER START TIME FOR THE WINTER!

## Monday at Morrison's (faster) [Ed Martin Series]

Mondays, 9:00 am T1/P4-5/35 mi

Barry Bolden, 530-297-5123 or <boliverb@dcn.org>

Following country roads north to the scenic town of Yolo, then returning to Morrison's Deli in Woodland to meet the slower group for a beverage, snack and lively conversation before returning to Davis.

## Monday at Morrison's (slower) [Ed Martin Series]

Mondays, 9:00 am T1/P2-3/24 mi

Dan Cucinotta, 530-756-1711 or <scucher@comcast.net>

Following country roads, a shorter ride that will meet up with the faster group at Morrison's Deli in Woodland at around 10:30 am before returning to Davis.

## Dr. John's Early Bird Revival\*

Mon Fri, Time varies 6:00-7:00 am

T1/P3/10-20 mi

John Whitehead, 530-758-8115 or <jcw@dcn.org>

Meet at Starbucks-by-the-Hospital. This ride occurs sporadically to fit in a workout before work. Office hours (start time) and route vary. Call for an appointment.

## Mocha Joe's Country Loop [Ed Martin Series]

Tuesdays, 8:45 am T1/P3/35 mi

Paul Grant, 530-756-3610 or <pwgrant@mac.com>

Ride past the fields and orchards to the west and south before enjoying a treat at Mocha Joe's in South Davis. A slightly slower pace than the ride beginning at 9:00.

## Mocha Joe's Country Loop [Ed Martin Series]

Tuesdays, 9:00 am T1/P4-P5/39 mi

Phil Coleman, 530-756-4885 or <pkcoleman@comcast.net>

Ride past the fields and orchards to the west and south before enjoying a treat at Mocha Joe's in South Davis.

## Solano Baking Company [Ed Martin Series]

Wednesdays, 8:45 am T1/P3/35 mi

Dan & Sharon Cucinotta, 530-756-1711 or <scucher@comcast.net>

Ride south to Dixon past orchards and fields, relax at Solano Baking Company in Dixon before returning to Davis. A slightly slower pace than the ride beginning at 9:00

## Solano Baking Company [Ed Martin Series]

Wednesdays, 9:00 am T1/P4-P5/39 mi

Phil Coleman, 530-756-4885 or <pkcoleman@comcast.net>

Ride south to Dixon past orchards and fields, relax at Solano Baking Company in Dixon before returning to Davis.

## Women's Wednesdays\*

Wednesdays, 9:00 am T1/P4/20-30mi

Marilyn Dewey, 530-753-9188 or <deweys@hotmail.com>

Meet in front of Wheelworks, 3rd and F Streets, for an easy 1 to 2 hour ride to improve skills and fitness in a low-key, fun environment.

## Steady Eddy's [Ed Martin Series]

Thursdays, 8:45 am T1/P3/30mi

Ride Leader TBD (Volunteers welcome)

Ride along Putah Creek Road, enjoy the atmosphere and conversation at Steady Eddy's in Winters before returning to Davis. A slightly slower pace than the ride beginning at 9:00

## Steady Eddy's [Ed Martin Series]

Thursdays, 9:00 am T1/P4-P5/34 mi

Phil Coleman, 530-756-4885 or <pkcoleman@comcast.net>

Ride along Putah Creek Road, enjoy the atmosphere and conversation at Steady Eddy's in Winters before returning to Davis.

## Winters Dinner Ride\*

Thursdays, 6:00 pm T1/P3/30mi

Paul Grant, 530-756-3610 or <pwgrant@mac.com>

Meet on the Russell Blvd. bike path at Lake Blvd. Now that June is behind us, we'll need to remember to bring our lights and be sure the battery is fully charged. Come out on this easy-going dinner ride to Winters. Expect friendly conversation. No-one will be left behind!

## Vacaville Rolling Hills [Ed Martin Series]

Fridays, 8:00 am T3/P5/60mi

Larry Burdick, 530-753-7591 or <larryburdick@netzero.net>

Ride with 'The Legend' through the rolling hills to and from Vacaville. Enjoy the goodies at Vacaville's Heritage Cafe

## Napa/Bay Area/Sierra Hill Climbing\*

Fridays, 9:00-ish am T5-6/P-3/30-50 mi

Deb Ford, 707-224-2288 or <napaford@aol.com>

Relaxed, worth-the-drive rides that feature hill climbing around Napa Valley and the Bay/Sierra area. Designed for cyclists (especially women) who want to improve their climbing skills on

## Regularly Recurring Rides

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supportive, non-competitive rides. Beautiful back roads, frequent regrouping (no drop), perfect weather ;-), and challenging fun are guaranteed. Details of route, meeting place, and meeting time are announced each week on the DBC listserve (or send an email to the ride leader). PLEASE RSVP, so the ride leader knows whether to wait for you. (Occasionally, these may turn into mini overnight/weekend tours; watch for postings.)

### Ride around the Town\*

Fridays, 10:00 am T1/P2/15-18 mi  
Dutch Martinich, 530-756-8234 or <dmartinich@att.net>  
Ride starts in front of Vet's Memorial Auditorium at 14th and B Streets. Route changes weekly but always includes portions of the citywide greenbelt system and the City of Davis bike route. Ride often finishes in the downtown area and stops for refreshments if riders are interested. Contact leader if in doubt about the weather.

### Saturday Coffee and a Roll

Saturdays, 8:00 am T1/P5/30 mi  
Gary Button, 916-454-1679 or <1fastbiker@sbcglobal.net>

## Non-Recurring Rides

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### Capay Valley Cruise\*

November 8, Sunday, 9:00 am  
T3/P3-4/55 mi  
Joe Lynch, 530-304-8471 or <joelynych@wavecable.com>  
Meet at the open north parking lot at the Cache Creek Casino, just above the gas station. You're invited to a ride up the Capay Valley/Rumsey Canyon along the Cache Creek. 55 miles, out and back along Highway 16, climbing up to the turnaround point at Highway 20. This is a portion of the Davis Double, often ridden in the dark, so if you want to see what you're missing, come on out. Not very steep, with maybe 1500' of climbing over a long distance. Water should be available at county parks along the way, with food at the casino after if you're interested. Frequent regroupings and no drops. Rain cancels.

### Nostalgia Corner

Technical guru, Fred DeLong answered reader's questions in Bicycling! Magazine for many years from 1970 on. Many of these were collected in the book, "Bikelopedia" published in 1976. Here's a sample from those simpler (equipment-wise) times-

#### Why 15 Speeds

*I have heard a lot about 15-speed bikes. Are they better for touring than ten-speeds?*

A 15-speed can be made with wider ratios and closer gear spacing, a definite advantage. But not all 15-speeds are so fitted.

*How come I never, but never, see anybody riding a 15-speed bike? I see hundreds of cyclists every day, but 15-speed bikes seem nonexistent. Are they really that rare? Why?*



\* Asterisked rides have a starting location other than Starbuck's. Consult ride description for location.

Coffee and a Roll is a fast paced (P-4/5) Saturday morning sojourn. We regroup along the way and in Winters where we discuss options for extending the ride to Cantelow, Cardiac, or just around Lake Solano. Sometimes we split into two smaller groups when a consensus can't be achieved. Following this extension, we reconvene at Steddy Eddies for refreshment and conversation before returning to Davis via Putah Creek Road. Those who wish to participate, sprint for signs. This is a good ride for sharpening your skills. If you are in shape or want to get in shape, this is an excellent opportunity for an enjoyable ride! With our early morning start, we often cover 50 or 60 miles before returning to Davis around noon.

### 3rd Saturday (except May, October)

Nov. 21, Third Saturday, 8:00 am T1-T5/P4/62 mi  
David Joshel, 510-717-5133 or <davidjoshel@hotmail.com>  
Ride together as a group. Putah Creek, Pleasants Valley, Cantelow, Gibson, Steiger Hill. We'll climb Cantelow in both directions after making a loop on Gibson and Steiger. Optional break in Winters on the return leg.

\* Asterisked rides have a starting location other than Starbuck's. Consult ride description for location.

### Lake Solano Loop

November 21, Saturday, 8:30 am  
T1-3/P3/45 mi  
Julie Sly, 916-201-2790 or <Juliesly@aol.com>  
Start at Starbuck's, ride to Winters and around Lake Solano, with a food/rest stop at Steady Eddy's in Winters before returning to Davis. Option for more miles if the group wants to continue up Pleasants Valley Road to Cantelow Road before returning to Winters. NOTE START TIME CHANGE - IT'S NOW GETTING INTO FALL AND WE CAN SLEEP IN A BIT!

Shifting technique for 15-speeds is more precise; adjustments, also; thus manufacturers and dealers shy away from them. At last count my family alone had ten in operation, as we have learned to use them properly and make use of their advantages. Wider range chainwheels and free-wheels are now marketed on ten-speeds, making 15-speeds less necessary.

## Fifth Street redesign -continued from page 1

Dan Burden, the national traffic calming expert, recently expressed his keen interest in the Fifth Street project to our groups and is very excited about our progress. He noted the much higher numbers of people in the audience who biked at his Davis presentation, compared to the many other communities he has visited.

Thanks to all club members who wrote letters in support, and attended city council meetings during our six-year campaign! Watch for updates on this project in the coming months.  
-Russell Reagan ☐



A typical Fifth Street "Squeeze"  
photo by Russell Reagan

## Emergency Phone Numbers

### Yolo County

Davis City Police: 530-758-3600

Davis Fire: 756-3400

UC Davis Police: 530-752-1230

UC Davis Fire: 530-752-1234

Winters Police: 530-795-4561

Winters Fire: 530-666-661 (Yolo dispatcher)

911 Yolo County 530-668-8920

Yolo Animal Control: 530-668-5287

### Sacramento county

American River Parkway 916-875-PARK

(7am to late eve, otherwise Sac. County).

Sac. County emergency dispatch 916-875-5000.

### Solano county

Dixon Police & Fire: 707-678-7080

Vacaville Police: 707-449-5200

Vacaville Fire: 707-449-5452 (or 5200)

911 Solano County 707-421-7090

Solano County Animal Care Services

Telephone Service: 8:30am to 6pm Monday through Friday

only: Call 707-784-1356 All other hours and County Holidays:

Sheriff's Dispatch 707-421-7090

## Online with the DBC

**Club web site:** <[davisbikeclub.org](http://davisbikeclub.org)>

**Newsletter Photo Supplement:** <<http://gallery.dbcnewsletter.org/main.php>>

**Race team:** <[dbc Raceteam.org](http://dbc Raceteam.org)>

**Double Century:** <[davisbikeclub.org/ddc/2009/index.htm](http://davisbikeclub.org/ddc/2009/index.htm)>

**Fall Century:** <[davisbikeclub.org/foxys/2008/index.htm](http://davisbikeclub.org/foxys/2008/index.htm)>

## Memberships

Davis Bike Club membership applications are available

as .pdf files on the club web site's membership page:

<<http://www.davisbikeclub.org/membership.htm>>

Dues are as follows:

1-year: \$20 single, \$30 family

3-year: \$50 single, \$75 family

5-year: \$80 single, \$120 family

Race team add-on: \$20 per racer per year

## Club Contacts:

Mail Address: 610 Third Street, Davis, CA 95616

Web Site: <[davisbikeclub.org](http://davisbikeclub.org)>

### DBC Board of Directors

#### President

- Stuart Bresnick  
- 530.756.0420  
- [addy@omsoft.com](mailto:addy@omsoft.com)

#### Vice President

- Alan Hill  
- 530.792.8900  
- [arhill8711@aol.com](mailto:arhill8711@aol.com)

#### Treasurer

- Marnelle Gleason  
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#### Recording Secretary

- Carolyn Regan  
- 530.750.1005  
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#### Corresponding Secretary

- Marlene Hanson  
- 530.662.0638  
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#### Quartermaster

- David Joshel  
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#### Safety Director

- Phil Coleman  
- 530.756.4885  
- [pkcoleman@comcast.net](mailto:pkcoleman@comcast.net)

#### Race Team Director

- Robin Rolles  
- 530.383.3187  
- [robin.rolles@wavecable.com](mailto:robin.rolles@wavecable.com)

#### Ride Calendar Coordinator

- John Seabury  
- [dbcridecal@gmail.com](mailto:dbcridecal@gmail.com)

#### New Web Site Coordinator

-Scott Alumbaugh  
- [sea@seadogdesigns.com](mailto:sea@seadogdesigns.com)

#### Director-at-Large

**Double Century** - Robin Neuman  
- 530.758.1917  
- [roknrobin2@aol.com](mailto:roknrobin2@aol.com)

**Director-at-Large Foxy's Fall Century** - John Hess  
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- [johnfhess@comcast.net](mailto:johnfhess@comcast.net)

**Director-at-Large Ultra Cycling Events** - Paul Guttenberg  
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#### Membership Director

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#### Public Relations Director

- John Whitehead  
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#### Philanthropy Director

- Milt Blackman  
- 530.756.5540  
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#### Web Site Contact

-Dan Shadoan  
- [djshadoan@ucdavis.edu](mailto:djshadoan@ucdavis.edu)

#### Photo Supplement Host

-Steve Macaulay  
- [macaulay.steve@gmail.com](mailto:macaulay.steve@gmail.com)

## Fifth Street redesign -continued from page 1

...In an article in Changing Gears in March 2007, I remarked that the city's failure to embrace the proposal was partly because bicycle advocacy was "not happening" in Davis during those years. Then in 2007, we founded the Davis Bicycles! advocacy organization (DB!).

In June 2008, the Davis City Council directed the Public Works and Planning Departments to revisit the Fifth Street issue, due to the high frequency of accidents in the 10 blocks. City staff came back with a timeline for a process to collect community input on the Fifth Street Corridor, and then consider alternatives presented by staff. Public outreach occurred in the Fall, and staff presented three options to the public and the City Council in May of this year.

It was clear all along that downtown business owners were very opposed to reducing the number of car lanes. I felt that we would not succeed until we made the case to skeptics that the redesign would be a "win-win" and not cause traffic problems that they feared. It was apparent to some of us that opponents would not take our arguments for the redesign seriously until city staff agreed with us, and presented similar arguments for the redesign. (Likewise, some DBC board members wanted to hear it from city staff that traffic flow problems and spillover to Eighth Street would not result, when I brought it to the board in July this year.)

But city staff did not give any clear recommendations for any of the alternatives they presented. This was consistent with a long-standing pattern: our city government seemed fixated on keeping the issue on hold, prolonging the indecision with a very lengthy process. But in one respect, it wasn't as bad how things played out 3-5 years earlier, when Public Works staff opposed the redesign outright.

On March 6 of this year, on the invitation of ONDNA, we had a national expert on street narrowing and traffic calming come to town to speak. Dan Burden has been recognized by Time Magazine and the League of American Bicyclists as one of the most influential in the field of urban planning and making cities more people-friendly. He made a particularly compelling case for the Fifth Street redesign to a crowd of Davisites in the community chambers. His presentation documented several examples where it had been tried and accident rates dropped dramatically. The business climate improved, and property values increased as a result of better bike and pedestrian access.

Under the city's timeline, a decision on a specific project alternative could occur circa Fall of this year. The timeline was laid out last year before we knew that federal stimulus funding would become available for such projects. Our resident expert realized that the timeline was slipping, and the city needed to accelerate the process to make a decision in favor of the redesign in order to take advantage of the new federal funding. Using city redevelopment funds for this pro-

ject had been steadfastly opposed by the business community.

In July, city staff recommended against including the Fifth Street project in the city's application for the funding program. In response, we successfully lobbied the city council to include the project in the application anyway. Next the DBC board and others were asked to write letters in support of the project for the application. Due to the timing of the request, the board held a vote by e-mail on whether to write the letter. The vote was 12 in favor, with one abstention.

During August, DB! and ONDNA set up an information table every Saturday at the Farmers Market, and we worked the crowd at the market twice a week with our petition to the city council asking them to support the redesign. We also set up a Facebook page and an online petition. After the downtown business association presented their petition with about 400 signatures against the redesign in June, we decided we needed to get at least 1000 signatures. Our total that we presented to the city council ended up at over 2500.

At this time, my conversations with people about our proposal seemed to go much more favorably than they did in the past. One of the letters in the Enterprise exemplifies how the tide had turned: "I'm one of those people who was immediately against 're-striping' Fifth Street when I first heard about it. I mean, it seemed so obvious that reducing the roadway from four lanes to two would have to delay auto traffic. How could it not? But then I saw ... [Dan Burden's] Fifth Street Design Workshop ... and that completely turned me around. I now understand that it's really faster to have three lanes instead of four. Plus it's safer for everyone — cars as well as bikes and walkers. The key for me was realizing that with our current Fifth Street we don't actually have clear straight-through lanes. ... In a 'road diet' plan, each main lane is truly a through lane and drivers there can just go straight ahead — no delays or swerving. Both left-turning and right-turning cars move out of the through lane before turning, making traffic flow much smoother...."

The city council voted in September to "endorse" the redesign plan, a prerequisite to be eligible for the federal stimulus funding. As of press date, we are still waiting for the decision on whether the project will receive funding. Some design details need to be addressed to ensure that it will live up to its promise, and we are hoping to work constructively with the local business groups that opposed it.

"Institutional inertia" seems like a perennial problem. Environmental clearance may take many more months than we anticipated. Therefore, it may be more than a year before we see the project finished, or even the beginning of construction.

-continued on page 6



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