



# THE SQUEAKY WHEEL

December 2001

Volume X, Number 12

## SABA Volunteer Service Opportunities

*by Ken Murray*

Want to get more involved with SABA, but not sure what you might want to volunteer for? SABA has an urgent need for the following two service opportunities:

### Newsletter mailer

Service Description: Helps labeling newsletter, oversees sorting for bulk mail (note: labeling and sorting is usually done at the work and pizza party), fills out bulk mail form and delivers to US Postal Service bulk mail center at Royal Oaks or West Sacramento post office. Will involve from two to three hours including time at monthly work party (usually on the second Thursday of the month) and for post office dropping off.

### Reporter

Service Description: This position involves gathering facts and opinions about topical issues, interviewing SABA members, elected officials and others and writing SABA newsletter articles related to cycling issues in the Sacramento area.

Contact either:

Ken Murray at (916) 444-5669 or email [kenmu@worldnet.att.net](mailto:kenmu@worldnet.att.net)

Walt Seifert at (916) 444-6600 or e-mail [bikesaba@pacbell.net](mailto:bikesaba@pacbell.net)

You can also check out the web site at: [www.sacbike.org/volunteers/](http://www.sacbike.org/volunteers/) to view other open volunteer service opportunities that may interest you. ☼

## SACOG Roundtable Outreach

*by Walt Seifert*

You may have seen the Nov. 16, front page Sacramento Bee article describing the Sacramento Area Council of Governments' (SACOG) "preliminary draft" Metropolitan Transportation Plan. The plan allocates the spending of more than \$16 billion in transportation funding over the next 25 years.

In January and February, SACOG will be embarking on an outreach program to gather public comment on the draft plan. The SACOG board is scheduled to adopt the final plan in June, 2002. SABA members are encouraged to make comments on the plan at public meetings or through the SACOG web site.

The Transportation Roundtable, a SACOG advisory group that includes SABA, established regional transportation goals. As they set goals and evaluated transportation options, Roundtable members were extremely supportive of bicycle and pedestrian projects, making such projects the highest in votes showing members "strong support."

The draft plan calls for \$400 million (a little over two per cent of total funding) in assured "Tier 1" funding to be spent on bicycle/pedestrian projects, including a \$200 million set aside of discretionary funds. Another \$500 million is slotted for community design efforts.

While the bike/ped funding share is higher than in the previous MTP, it is

*See Roundtable on page 2*

## SABA and the Traffic Congestion Relief Act

At its November meeting, SABA members decided not to take a position on the PCL Traffic Congestion Relief Act until more members were informed about the pro and cons.

You are encouraged to consider the benefits of the act, the concerns in this "op-ed" piece and to provide some feedback to SABA on your opinions. The entire act can be viewed at PCL's website: [www.pcl.org](http://www.pcl.org).

Only 2 per cent of funding is set aside for bicycle projects. Transit funding is much higher though transit doesn't move any more people than cycling.

Many specific projects are earmarked in the initiative which takes decisions out of the hands of local authorities. Similar "buy-in" processes were used in the past to the detriment of cyclists

Some funding could to projects, like enlarged interchanges, HOV lanes and other road capacity projects that are

*See Congestion on page 5*

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## SABA Actions

SABA members attended the following meetings: Sacramento Transportation Authority board, Sacramento Area Council (SACOG) of Governments Transportation Roundtable, SACOG's Regional Planning Partnership. Sacramento Transportation and Air Quality Collaborative caucus and plenary, Earn a Bike.

SABA sent a letter to Caltrans in support of a Tahoe to Bay Trail planning grant, to SACOG in support of a Safe Routes to Transit planning grant, to the California Secretary of Resources in support of Southgate Recreation's Tillotson Parkway Bikeway, to the Sacramento City Manager on the Haggin Oaks Golf Course Trail, to the editor of the Sacramento Bee on the Cano kids biking to school and to the County regarding the Rock Ridge project near Lake Natoma.

SABA met with Council Member Sandy Sheedy's office regarding the Haggin Oaks Golf Course Trail. ☸

### SABA members Pizza Party--Pizza, Soda and doin' stuff

The next SABA Volunteer Work and Pizza Party will be Thursday, Jan. 10 from 5:30-7:30 p.m. in the SABA Great Valley HQ, 909 12th St.

### NEWSLETTER OF THE SACRAMENTO AREA BICYCLE ADVOCATES (SABA)

Editor:

Steve Mathias

Contributors:

Skip Amerine

Tony Powers

Walt Seifert

SABA was formed in the summer of 1991 improve conditions for bicyclists. SABA members educate the public and government agencies about the environmental and health benefits plus cost-effectiveness of bicycling. The group meets at noon on the fourth Tuesday of each month. For more information, call (916)444-6600.

The newsletter is produced and distributed once each month. If you have an idea, a compliment, a tale of woe or article for the newsletter, contact Lea Brooks, 2013 Roaring Camp Drive, Gold River, 95670, or call evenings at (916)635-9332 by the third Thursday of each month.

## New bike projects approved

On Nov. 8, the Sacramento Transportation Authority (STA) approved State Transportation Improvement Program (STIP) funding for \$163M in transportation projects.

Of the total, \$3.9 million (2.6 per cent) was devoted to the following bicycle/pedestrian projects:

- CSUS Bicycle Master Plan Implementation--\$773K
- Auburn Blvd Enhancements, Sylvan to Antelope--\$1.1M
- I-80 Bike/Ped Crossing--\$500K
- 65th Street Improvements--\$1.5M

The County's I-80 bike/ped overcrossing project is programmed with so-called "4th year funding", which makes it dependent on whether other jurisdictions use their funding in a timely manner.

The City of Sacramento withdrew its \$2.3M Freeport Shores Bike/Ped Bridge project. However, it did not replace it with another bike project, losing the opportunity to gain additional funding.

The controversial Hwy 50 HOV study, opposed by SABA, was approved by a 9-0 vote with two abstentions. City of Sacramento Mayor Heather Fargo and Council member Bonnie Pannell both abstained. Fargo cited her agreement with those who felt the project would harm air quality. Council members Lauren Hammond and Steve Cohn felt the stipulations agreed to for the study adequately projected the city's interests.

The STA board also approved \$3.0M for purchase of the Central California Traction Company right of way. The CCTC tracks run from near Power Inn Road and Fruitridge Blvd all the way to the city of Stockton. The line is no longer in use between Sacramento and Lodi and the right of way could be used for a rail to trail conversion or used for some other transportation purpose.

On November 15, the Sacramento Area Council of Governments approved the STA selections. No further approvals are needed. ☸

## Welcome new members!

Anthony Inc

Irene Castorena

Jerry Lovejoy

Nancy Kays

John Meyer

Margery & Thomas Winter

*Roundtable, continued from page 1*

significantly less than bike projects received in recent federal funding allocations and much less than the seven per cent of trips made by cyclists and pedestrians. It also pales in comparison to the \$5 billion (about 30 per cent of the total funds) slated for transit. Yet only about one per cent of all trips are made by transit.

We will advise when the public meetings on the MTP are scheduled. Information on the plan is available at [www.sacog.org](http://www.sacog.org). ☸

## Traffic Congestion Relief and Safe School Bus Act

The non-profit Planning and Conservation League (PCL) invites SABA members to help pass the largest bicycling funding plan ever proposed in California. PCL is working to pass a ballot initiative in November 2002 that would provide a permanent funding stream of over \$60 million per year for bicycle and pedestrian projects, education, and traffic safety enforcement. This "Traffic Congestion Relief and Safe School Bus Act" initiative would also fund expansion of public transit service throughout the state. All new public transit vehicles and facilities would be bike-friendly, and all new traffic congestion relief projects would be prohibited from reducing bicycle and pedestrian safety and access. PCL asks for your help in making a bike-friendly transportation future in California a reality. Please contact Eddy Moore at (916) 313-4519/emoore@pcl.org.

The TRAFFIC CONGESTION RELIEF AND SAFE SCHOOL BUS ACT is the most significant biking and walking legislation ever proposed in California or in the United States. It would provide over \$60 million per year dedicated to bike and pedestrian purposes-plus another \$130 million per year in bike-eligible funds and major new pro-bike policy provisions, including:

- Permanent allocation of \$16 million per year to a wide range of eligible bicycle activities. All funds in the Act may be used as matching funds to leverage other local, state, and federal funds and most rise automatically with inflation.
- Permanent funding of \$7 million for the state bicycle account.
- Permanent funding of \$20 million per year for Safe Routes to School biking and walking projects.
- Permanent allocation of \$9 million per year for pedestrian safety projects.
- Permanent allocation of \$9 million per year to law enforcement agencies and schools to develop traffic safety enforcement programs that protect bikers and walkers.
- Permanent doubling of the Environmental Enhancements and Mitigation Program, which helps fund bike projects, from \$10 million to \$20 million per year.
- Creation of \$87 million per year Transportation Impacts Mitigation Trust Fund which can be used for bicycle and pedestrian projects, among other purposes.
- All transit and road projects funded through this Act--totaling hundreds of millions of dollars--must not decrease biking or walking safety or access in any way. Grade separation projects solely for bicyclists and pedestrians can be built using a new \$35 million a year account created by the act.
- All transit construction and transit vehicle acquisition funded through this Act--totaling hundreds of millions of dollars-- must accommodate bicycles on vehicles and provide secure parking at stations. For comparison, previous state funding for bicycle projects has run \$4-7

## Ceremony Marks Bike Trail Resurfacing

by Skip Amerine

It was my pleasure to represent SABA at the Oct. 12 ribbon-cutting ceremony that marked completion of the resurfacing of the American River Parkway bike trail.

Board of Supervisors' Chairman Roger Niello gave a short history of the Parkway and bike trail from the 1960s and 1970s to date, and cited SABA as a major player in the last 10 years in moving this project forward to implementation. Other speakers at the ceremony, held at the Lower Sunrise Recreation Area, were Supervisors Illa Collin, Roger Dickinson and Don Nottoli, Ron Suter, director of the Sacramento County Department of Parks, Recreation and Open Space, John O'Farrell, administrator of the county Community Development and Neighborhood Assistance Agency, and me.

The stretch of the bike trail under county jurisdiction is nearly 23 miles long from Discovery Park to Hazel Avenue. The trail under the California Department of Parks and Recreation extends another 10 miles to Beals Point in the Folsom Lake State Recreation Area.

The trail was first paved in the 1960s and 1970s as land was acquired by Sacramento County. The recently completed repairs and overlay represent the first comprehensive resurfacing of the trail since its inception.

The project included resurfacing of 17.6 miles of the bike trail with rubberized asphalt concrete overlay and restoring 3-foot-wide decomposed granite shoulders on each side of the trail. A total of 11,375 tons of rubberized asphalt concrete and 11,520 tons of decomposed granite were installed. The project utilized 38,200 recycled tires (at a rate of 200 tires per mile).

The contractor was Delta Construction, which received nearly \$1.5 million for the work and a plaque from the county. Funding sources included a federal Transportation Enhancement Activities grant (\$1,273,299) and \$234,606 from the Sacramento Metropolitan Air Quality Management District.

When SABA was founded in 1991, one of our top priorities was additional funding for the Parkway to pay for resurfacing, regular maintenance and more rangers. Additional funding has remained a top priority for SABA ever since. Thank you, Board of Supervisors and county parks, for finding a way to reach this milestone.

SABA considers the completion of this project the beginning of a new phase on the history of the Parkway. This new phase will include regular maintenance and more enforcement and education programs so our world-class facility will keep its new shine and be safe.

SABA challenges you to find a better commute or recreational trail: the changing seasons, the wildlife, even the elderberry beetles and the skunks make every day a new adventure. Come on out and see and feel what a great facility and Parkway we have. ☼

*Skip Amerine is SABA's facilities chair.*

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million a year. Proposition 116 in 1990 provided a one-time bicycle allocation of \$20 million. ☼

## From the Chair

Due to a computer crash, the From the Chair column is unavailable this month.

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## Do Golfers Rule?-Part Two

SABA has been rallying support for the planned Haggin Oaks Golf Course Trail, which would run north and south through the course. The trail alignment has been attacked by the City of Sacramento golf staff. The staff claims the trail might disturb golfers.

The trail would connect the north end of Fulton Avenue to Longview Drive and a planned Arcade Creek trail. A future connection to the Roseville Road light rail station is also possible.

SABA, Regional Transit, WalkSacramento and Ridership for the Masses all sent letters of support for the project to the City Manager.

With the help of advocacy colleagues and the California Bicycle Coalition and Thunderhead Alliance listservs, SABA identified more than twenty golf courses around the state and country with bike trails alongside or through them—including Haggin Oaks itself and the Campus Commons course in the American River Parkway.

The photograph below which shows a possible location for part of the trail. ☉

## Sprawl and public health

Doctors and researchers with the Centers for Disease Control and Prevention have found several primary connections between suburban sprawl and public health including:

1. Increases in vehicle miles traveled have resulted in an increase in air pollution and in the incidence of respiratory diseases. Results of a study by CDCP during the 1996 Olympic Games in Atlanta, when vehicular traffic was kept at artificially low levels by city authorities, showed that the peak daily ozone concentrations decreased 28% and peak weekday morning traffic counts dropped 23% percent; at the same time the number of asthma emergency medical events dropped 42% percent.

2. Sedentary living habits contribute to poor health outcomes because they are a significant factor in the incidence of overweight and obesity. Researchers have estimated that as many as 300,000 premature chronic disease deaths each year are due to obesity.

3. Lack of pedestrian friendly features in a community becomes a factor leading to illness and even death. In 1997 and 1998, 13 percent of all traffic fatalities - 10,696 people - were pedestrians.

4. Residential development can pose other health hazards such as the threat to water quality posed by sprawling uncontrolled growth.

Full report: <http://www.sprawlwatch.org/health.pdf> ☉



Possible location for Haggin Oaks Trail

## FABA News

by Tony Powers

Here in the land of expanding spheres (of influence), overflowing cylinders (aka sewer manholes) and redeveloping (railroad) blocks, our focus continues to be keeping up with new construction projects -- trying to fix problems before they get built.

FABA members attended meetings of the Folsom Planning, Architectural Review and Historic District Commissions regarding the light rail extension to Folsom and the widening of Auburn-Folsom Road. The design for the three stations and track in Folsom is nearly complete, and FABA's input has ensured that the needs of bicyclists (and pedestrians) will be addressed on this extension. The Folsom rail trail, which will parallel the light rail tracks through Folsom, will have direct connections to all three stations, and will pass through the heart of the Silverbrook Station at Glen Drive. Street crossings by planned to extend from the Dam Road to a point somewhere between the Placer County line and Beals Point. While the project is currently at the environmental scoping stage, it is scheduled for construction in 2002. Class II lanes and a short stretch of Class I bike trail (to the west of the road) are planned. We will continue tracking this project to ensure that the facilities are designed with due consideration of the needs of cyclists.

At our November meeting, we decided to try to identify potential "Safe Routes to Schools" projects. If you have any suggestions, please contact me at powers@tomatoweb.com.

Sewer Construction along Iron Point Road: We have been told by the city that the sewer district agreed keep the south sidewalk along Iron Point Rd. open during the sewer construction as a detour for cyclists while the on-street bike lanes are closed for sewer construction. This was a suggested compromise to the original detour which required eastbound cyclists to cross Iron Point twice and walk their bikes on the north sidewalk. However, last I checked the "Walk Bikes on Other Sidewalk" sign was still in place. This is both unreasonable and dangerous as it expects cyclists (including students riding to the high school) to walk nearly 1/2 mile around the construction site, which encourages them to ride against traffic.

The Folsom South Canal Trail - a diamond in the rough, soon to be polished? One of the great bicycling secrets in Sacramento is the very existence and status of the Folsom South Canal Trail. This trail, stretching approximately 20 miles south and west from the American River Bike Trail at Nimbus Dam to Rancho Seco, is rarely used, unmaintained, and more than a little unnerving to ride. It follows the partially-built canal which was planned to divert American River water to the east bay, but which was built only as far as the former Rancho Seco nuclear power plant. Because of its relative isolation, especially from residential areas, its lack of scenery, its absolutely constant gentle slope, a truly scary underpass below Highway 50 and Folsom Boulevard, and a variety of obstructions at access points, cyclists have avoided this trail in droves.

But there is new hope for this long neglected trail. The redevelopment of Mather Field has resulted in several major

proposed housing/mixed use developments in the area to the east of the former air base. The developers are interested in building connections from their developments to this trail, and are also reportedly willing to contribute to maintaining the trail. This trail has the potential to become a great commuter route connecting areas of eastern Sacramento County with very high growth potential, including the Aerojet properties along Highway 50. The 50 Corridor Transportation Management Association is coordinating efforts to revive this almost-abandoned trail and has enlisted FABA's help in identifying improvements necessary to make this an attractive, safe and well-used asset. ☼



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*Congestion, continued from page 1*

inconsistent with SABA's positions

The funding for bicycle safety/education to be administered by Dept. of Education and law enforcement. Their commitment and knowledge of bike safety, something beyond bike rodeos and urging helmet use, is questionable.

It's not clear how the statewide increase of \$60M/yr for cycling plays with the Metropolitan Transportation Plan. On a per capita basis, the initiative should mean about \$2M/yr for Sacramento. The draft MTP, already calls for the Sacramento region to get \$16M/yr for bike/ped projects

On the other hand, the ear-marked projects have some goodies for the Sacramento area that could provide additional benefits to cyclists including: RT's Downtown/Natomas/Airport line--\$10M/yr for 4 years. Would provide cyclists all-weather crossing of American River American River Parkway-- \$1M/yr. Includes maintenance and acquisition. City of Sacramento, I-5 decking--\$2M/yr County of Sacramento, Deer Creek Hills open space--\$1.5M/yr ☼

# The Squeaky Wheel - December 2001

## Agenda

### SABA General Membership Meeting

There will be no December meeting.  
Happy Holidays!

### SABA Officers

Chair	Lea Brooks	654-0496 day 635--9332 eve Lea2skip@aol.com	Editor	Steve Mathias	685-3540 eve steve@mathias.org
Vice Chair	Ed Cox	442-7407 day edcox@jps.net	Special Events Coordinator	Vacant	
Secretary	Peter Christensen	874-4886 day 971-3372 eve pchristensen@airquality.org	Executive Director	Walt Seifert	444-6600 bikesaba@pacbell.net
Facilities	Skip Amerine	341-6322 day 635-9332 eve	Webmaster	Brian Lavender	brian@brie.com
Safety, Education, and Enforcement	Your Name Here		Communications		Your name here

SABA Business and Organization members.

Business members with an \* offer SABA members a discount.

- Air Resources Board
- American Lung Association
- American River Bicycles\* (Folsom Blvd.)
- American River Bicycles\* (Riverside Blvd.)
- The Bicycle Business
- Bicycles Plus\*
- Body Concepts
- City Bicycle Works
- Gary Brustin, LLP
- Gregorini & Associates
- Franchise Tax Board
- Hannan Specialties
- The Hoyt Co.
- Inside Publications
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- Ken's Bike and Ski
- Judith Lamare, PHD
- Lambertwebworks.com\*
- Natomas Bike Shop\*
- North Natomas TMA
- Power Inn BTA
- Regional Transit
- REI
- The Rest Stop\*
- Rex Cycles
- Sacramento Air Quality Management District
- Sacramento Bike Hikers
- Downtown Sacramento Partnership
- Sacramento TMA
- Sacramento Wheelmen
- Savoyard Bed & Breakfast\*
- Sierra Engineering
- SMUD
- South Natomas TMA
- UC Davis Transportation & Parking Services

Check The SABA Web: [www.sacbike.org](http://www.sacbike.org)



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