Sacramento Area Bicycle Advocates
SABA
Making Sacramento a cycling capital

The Squeaky Wheel

www.sacbike.org | Newsletter of the Sacramento Area Bicycle Advocates | July 2002

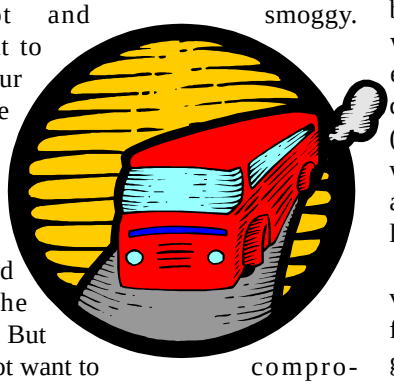
From the Chair
Regional Transit and Smog

by Lea Brooks

The temperature was inching toward the century mark and the Sacramento Metropolitan Air Quality Management District had issued a smog alert just before I began writing this column on June 30.

It was a Sunday afternoon. I rode my bike in the foothills early in the morning in anticipation of sweltering afternoon temperatures and filthy air. Unlike a workday, I did not face riding home from work when air pollution is at its most unhealthy levels.

Bicycle commuters face a dilemma when it's hot and smoggy. You want to pedal your smog-free machine to be part of the solution and not the problem. But you do not want to compromise your health. I don't enjoy riding in really hot weather, but it's the smog - not the heat - that really bothers me.



On days when the air is not fit for breathing, one choice available to some cyclists is combining your trip with public transit. In my case, I sometimes take the Sacramento Regional Transit (RT) light rail train home to reduce exposure to the pollution.

In May, RT took a huge step to accommodate its customers who want to combine transit and cycling by eliminating peak-hour restrictions on light rail trains. It also doubled the maximum number of bikes allowed on

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Good News from City of Sacramento

Prompted by the visit of pedestrian expert Dan Burden, the city of Sacramento has made a significant policy change that benefits cyclists. For existing streets, the city now may narrow travel lane widths to 10 feet.

The additional width gained may be allocated to an existing bike lane or a buffer lane would be created between the travel lane and parking lane. Other changes will help pedestrians. At signalized intersections on existing streets, the city will be installing marked crosswalks on all approaches (unless determined by the traffic engineer to be unsafe) and installing 24-inch limit or "stop" lines seven feet before the crosswalk. In nine months, city staff will also be updating the street standards to eliminate rolled curbs in favor of vertical curbs, require all street sections to have offset (separated) sidewalks, revisit minimum street width for local residential and collector streets and reduce travel lane widths and increase bike lane and sidewalk widths.

Thanks go to Mayor Heather Fargo for inviting Burden and to the City Council and staff for making the changes. Perhaps other local governments will follow the city's lead. ⊛

SACOG Identifies Priority Projects

The Sacramento Area Council of Governments (SACOG) recently selected 20 regional priority projects. Priority projects are those that affect more than one jurisdiction, have a good probability of getting funded and have some element that can be accomplished in the next year.

Regional bike projects on the list include crossings of barriers such as rivers and highways and continued work on a regional trails network.

Other regional priority projects are:

- I-80 Corridor Plan implementation,
- Intelligent Transportation System planning and deployment,
- Light rail extension studies,
- Placer Parkway,
- Central California Traction Company right of way preservation,
- U.S. 50 corridor and
- The Sacramento Emergency Clean Air and Transportation (SECAT) program - which provides money to truckers to replace heavy duty diesel trucks and engines with newer equipment.

Find more information on the projects at www.sacog.org ⊛

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This space reserved for a mailing label with *your* name on it. Join us! A membership application is available at www.sacbike.org and most bike shops.

SABA Mission

To make cycling in the Sacramento area safe, convenient and pleasant. To have more people cycling for transportation so we have healthy air, healthy citizens and healthy communities.

SABA meets the fourth Tuesday of each month, usually at noon, but once every three months at 6:00 p.m. For more information call us at (916) 444-6600, or e-mail us at bikesaba@pacbell.net.

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7:00 p.m. the third Thursday of the month. For more information call Chapter Chair Tony Powers at (916) 353-1745 or e-mail them at faba@tomatoweb.com.

The Squeaky Wheel

The newsletter is produced and distributed once each month. If you have an idea, a compliment, a tale of woe or an article for the newsletter, contact Lea Brooks, 2013 Roaring Camp Drive, Gold River 95670, via e-mail at lea2skip@aol.com, or call evenings at (916) 635-9332 by the third Thursday of each month.

SABA/Community Calendar

July

20 American River Parkway Cleanup, 10 a.m. at the Mile 8 signpost (about a quarter of a mile east of the Guy West Bridge)

23 SABA General Membership meeting, evening potluck

August

6 Sacramento County Board of Supervisors considers off-leash policy for American River Parkway

15 SABA volunteer pizza party, 5:30-7:30 p.m., SABA HQ

27 SABA General Membership Meeting, noon, American Lung Association conference room

SABA General Membership Meeting

Tuesday, July 23, 6:00 pm, American Lung Association conference room, 909 12th Street.
6:00 I. Potluck and introductions.
6:45 II. Executive Director's Report and short business meeting (Walt Seifert).
7:00 III. Guest speaker: Bob Ireland, County of Sacramento Alternate Modes Coordinator – status of bike projects in Sacramento County.
8:00 IV. Adjourn.

SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative environmental interest group, plenary and indicator working group sessions
- SACOG Regional Planning Partnership
- HQ Caltrans on establishing a fleet of office bikes
- Air Resources Board executive officer
- CSUS Access project.

Letters

SABA sent letters to:

- The city of Sacramento with additional signed petitions supporting the Haggin Oaks Golf Course Trail.
- The Sacramento Bee on "tilted 3-wheelers."
- Sacramento City Council thanking them for the city's changed street standards and striping policies.
- SACOG with comments on the Draft Environmental Impact Report for the Metropolitan Transportation Plan.

Testimonies

SABA testified before:

- The Sacramento City Council on two-way restoration.
- The Sacramento Board of Supervisors on the Hazel Avenue corridor.

Other Actions

- Presented information about advocacy efforts at the Sacramento Bike Hikers' meeting. ⊛

RT, from page 1

each light rail car, except the first car, from two to four. SABA commends RT for changing its policy.

More improvement is needed, however. Since night and weekend light rail trains usually have only one car, only two cyclists are allowed to board. From personal experience and anecdotal information, many of the train drivers and security personnel allow more than two bikes on these trains. But the practice is subjective and inconsistent.

The RT policy has long been an irritant to me personally because I avoid driving if at all possible. My husband, Skip Amerine, and I often attend meetings in downtown Sacramento that last into the late evening. While the morning commute by bike is no problem, we face a challenge getting to our home in the suburbs because we don't want to pedal 20 miles home late at night. Since there are two of us, the chance of us both getting on a light rail train is so unpredictable that we end up driving downtown or to the Mather Field light rail station without our bikes.

On June 11 - a Tuesday - after the monthly Sacramento City-County Bicycle Advisory Committee meeting, I made arrangements with RT for Skip and me to board the 8:17 p.m. train leaving from the Alkali Flat station. These are our observations:

Alkali Flat: The train arrived on time and already had two bikes on board. Without the earlier arrangement, we would not have been allowed to board. Half of the seating on the single-car train was still available.

Cathedral Square: One of the other cyclists on the train got off, leaving three bikes on board.

St. Rose of Lima Park: A lot of pedestrians boarded, leaving standing room only.

8th and Capitol: One cyclist got off, one got on.

8th and O: More pedestrians got on.

13th Street: Two young men about junior high age on bicycles tried to board, but were not allowed.

16th Street: One male bicyclist who wanted to board was turned away.

23rd Street: Two male bicyclists who wanted to board were turned away.

29th Street: It was difficult to tell because of all the pedestrians getting off and on, but two or three male cyclists who wanted to board were turned away.

39th Street: Two young men, also about junior high age, on bicycles were not allowed to board.

48th Street: One male bicyclist was allowed to board, which meant four bikes on board. He begged to board, explaining that he was not allowed to board the previous train and that his ticket was about to expire.

59th Street: One male bicyclist begged to get on board, explaining that he had not been allowed to board two previous trains. He was not allowed to board.

65th Street: Two male bicyclists were not allowed to board.

Watt/Manlove: Another male cyclist was allowed to board after some of the other passengers (without bikes) got off, bringing to five the total number of bikes.

All five cyclists got off the train at Mather Field. At least five bicyclists were waiting to board at Mather for the trip downtown.

On the positive side, RT recognizes that it is not meeting the needs of cyclists on its night trains and is willing to listen to suggestions for improvements. Additional surveillance trips are scheduled so accurate counts of how many cyclists are not allowed to board can be made.

With light rail extending to Folsom in a couple of years, the demand for bicycles on board will only increase. While Skip and I have a car and a transportation choice, many of the individuals we observed depend on their bicycles and RT for transportation.

The goal is to eliminate the unpredictability of combining your bike commute with public transit. Who knows the number of potential customers out there if there was a guarantee that you could board the train with your bicycle. ⊛

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Aug. 15 from 5:30 to 7:30 p.m. at the SABA Canton HQ, 909 12th St. We'll be writing letters, stuffing envelopes, and talking all kinds of truly neat bike stuff!

Tip of the Month
Serial Number is Key to Recovering Stolen Bikes

by David L. Takemoto-Weerts

How many times have you seen a notice on your bike club's e-mail list from an upset fellow cyclist pleading for everyone to look out for his or her stolen bike? Typically, the victim describes the bike in excruciating detail, down to the number of wraps of handlebar tape and the brand of grease used on the bearings. But rarely does the distraught individual include the bike's serial number!

Think about it. If you had read about a stolen bike and happened to come across one that sort of matched the description, wouldn't you want to be able to confirm that it's the bike reported as stolen? The fact that people often don't include the serial number tells me that they either haven't recorded it or they just haven't thought about its value.

That number, or a personally engraved number, is the only way to really verify ownership. So, if you haven't done so already, find the number, write it down along with the basic bike description (take a picture, too!), slip it into a Ziplock baggie and tape it on the inside wall of your refrigerator (San Francisco Bicycle Coalition's idea: "Refrigerator Registration"). And if the bike is stolen, be sure to report it to the police. ⊛

David L. Takemoto-Weerts is the bicycle program coordinator for the University of California, Davis.

Tower Bridge to Close Temporarily

by Walt Seifert

The California Department of Transportation (Caltrans) will be closing the Tower Bridge for several months starting sometime in September (after the River Cats' season is over), so the structure can be repainted. Automobile traffic will be detoured to the Pioneer (Capitol City Freeway) Bridge over the Sacramento River. Bicycle and pedestrian traffic will be detoured to the I Street Bridge.

The I Street Bridge currently is not very good for cyclists. This is an opportunity to make it better, not only for the cyclists forced to use it during the time it is a detour, but permanently. West Sacramento continues to grow and, in fact, new housing is under construction at the very foot of the bridge on the West Sacramento side.

No room to share on I Street Bridge.
Photo by Walt Seifert

Heading east on I Street. Freeway on-ramp or bike route?
Photo by Walt Seifert

If you have suggestions for improvements to the I Street Bridge or other ideas (someone suggested providing ferry service for cyclists and pedestrians during the Tower Bridge closure), please let me know. We need to make proposals to Caltrans as soon as possible so changes can be planned and implemented by September. Proposals could include signage, bike lanes, reduced speed limits, etc. Provide your ideas to me at 444-6600 or *bikesaba@pacbell.net*. SABA will arrange a meeting of interested parties and present its suggestions. ⊛

SABA Moves Toward Incorporation

by Walt Seifert

At a June 15 retreat, 11 SABA volunteers discussed issues related to incorporation. Participants considered board size and composition, meeting frequency, defining the geographic coverage of SABA, and SABA's mission and vision statements.

SABA's incorporation as a 501(c)(3) nonprofit has several advantages: greater ability to receive grants, tax deductibility of donations, lower postage rates and liability protection. Some progress was made on the issues - board size was set at a minimum of seven. A consensus was reached to hold 12 meetings a year, the breakdown of board meetings open to everyone and membership meetings to be determined by the board. There was unanimous support for an annual banquet. Additional work needs to be done before final decisions are made. We'll be looking for feedback from members as we progress.

Look for draft SABA bylaws and articles of incorporation to be posted on the SABA Web site (www.sacbike.org).

A big thank you to our volunteers: Skip Amerine, Lea Brooks, Tim Bustos, Ed Cox, Anne Geraghty, Stu Gluckman, Aron Livingston, Ken Murray, Beverly Taylor and John Whelan. Tony Powers provided many thoughtful comments, but at the last minute was not able to attend the retreat. ⊛

Bonus Tip of the Month
It hurts to say goodbye…

by Liz Strauss

I have had three bicycles stolen since I moved to California in 1992. I guess when you think about it, that's not bad: three bikes in ten years. You might be wondering how many bicycles I actually have…but I can't tell you that because you might steal them. Just kidding.

But seriously, I take responsibility for the theft of these bikes. No, I didn't leave them unlocked but I might as well have. I just didn't secure them in a way that would make a thief move on to an easier target. It's important to know how to lock your bike correctly if you want to keep it for a while.

My first bike was stolen in my freshman year at UC Davis. It was a General Pro Shadow mountain bike, brand new. I left it attached by only the front wheel to the bike rack outside my dorm, and went to San Francisco for the weekend. When I returned, the wheel was there but the bike was not. At UC Davis, they implore you not to bring a new bike to school. They cite statistics about thefts. The campus is a veritable field of dreams for bike theft: when you bring them, they will come.

My second bike was stolen out of my garage in Sacramento two years ago. It was a Cannondale mountain bike and I loved it. It was locked with a Kryptonite NY lock motorcycle chain. Two inch square steel links. But locked only to itself. The thief came in through a window and somehow managed to pass the bike back out the window, most likely removing everything that wasn't locked with the chain first. The thief must have spent half an hour in my garage … with my two dogs sleeping soundly nearby. I'm sure somewhere there's a Cannondale frame and back wheel rotting (but not rusting, that's aluminum!) in an abandoned field.

About a month ago, the third bike was stolen. A Specialized Crossroads Hybrid. Light blue with customized handlebars and a brand new seat. Have you seen it? It was locked appropriately to an outdoor bike rack downtown - with a thick Kryptonite cable lock. Thieves can cut those like butter, by the way. I underestimated the value of this bike and the appeal of that name branding, "Specialized."

So, do you know how to keep your bike from getting stolen? First of all, reconsider the value of your bike. It may look crappy, but if it's easy to steal it will get taken. The real question is, will you be sad when your bike gets taken? Will you tell people, "I can't believe that old Schwinn got stolen! I loved riding it to work even though the pedal was held on with a zip-tie." A U-lock is your first line of defense. Yes, it can get pried apart with a car-jack. But that isn't likely. A cable, no matter how thick, can be cut. Did you know (potential thieves cover your eyes) that you can easily cut a heavy duty airline cable with a hammer and chisel! Yeah, that's what the guy at Hollywood Hardware taught me when cutting me a piece of that cable. He cut that cable with one big hit of the hammer. So, if you use an aircraft cable lock, elevate it somehow so a thief can't get it flat enough to cut. Better, use a U-lock and a cable lock. You don't like to carry a U-lock because it's too heavy? Leave it attached to the bike rack. Lose three pounds to make up for the weight of the lock. Think of how carrying the extra weight of the U-lock will help you lose weight! If your main concern is spending $30-$100 for a bike lock, think of how much you are saving in gas, parking, bus passes or the purchase of a new bike.

Now, you've got the U-lock. Some racks are tricky. Bike "pods" are useless. Those little concrete bowls you put your front wheel into? Avoid at all costs. Look for something you can lock the bike to with the lock around the front wheel and frame. Sometimes I see bikes placed over a bar and the lock connecting the front wheel to the bar. This person didn't consider how easy it is to steal the bike once the front wheel is removed. Worried about your rear wheel with a quick release? You have a few choices. You can buy a skewer that replaces the quick release with an Allen bolt. You can use a cable lock just for attaching the rear wheel to the U-lock. Or, you can remove your FRONT wheel and run the U-lock through the frame, rear wheel, pole or bike rack and finally your detached front wheel.

Also, electrical tape and stickers fool no one. It's not hard to read those little letters, "Shimano XTR."

The last point I would like to make is that there are some things we can't control. Parking a bike in the same location all the time allows a thief to work out a plan for stealing your bike. If you work somewhere without indoor or secure parking and you have to leave your bike in a public rack, even a U-lock might not save your nice bike. The very best protection for any bicycle is to be locked indoors or in a bike cage or locker or to be with you. Let SABA know if your employer doesn't provide good, secure and accessible bicycle parking. We can try to work together so you never have to say goodbye… ❀

Using a U-lock.
Photo by Walt Seifert

Guest Column

Folsom Is Expanding its Bikeways

by Jim Konopka

It's exciting to announce that the city of Folsom held its first monthly meeting of the 50 Corridor Bicycle Advisory Group on June 21. The attendees included representatives from El Dorado Hills, the city of Folsom, California Department of Transportation (Caltrans) and the Folsom Area Bicycle Advocates (FABA). This group was formed to provide a forum for cyclists to express their needs during the planning process and to coordinate planning activities between jurisdictions.

With all the new development along the Highway 50 corridor, it's vital that cyclists' needs are addressed in existing and planned transportation plans. An outcome of the first meeting was to come up with a regional bikeway project that benefits several jurisdictions. One example was bicycle access along the Green Valley Road corridor between El Dorado Hills and Folsom. This coordinated effort would improve our chances in competing for funding opportunities.

Special Events

On May 16, the second annual Folsom Bike to Work Day was held in coordination with the statewide Bike to Work Day. This year's event was a coordinated effort with the Highway 50 Corridor Transportation Management Association, HDR Engineering, Lake Natoma Inn and the city of Folsom. As was done in downtown Sacramento, a celebration luncheon was held at City Park to reward cyclists for their efforts. It was hosted by KXTV (Channel 10) anchor Cristina Mendonza. The event was a big success, with more than 200 cyclists attending the lunchtime event. One highlight was the raffling off of a $3,000 tandem bike donated by Bicycles Plus.

Status of Projects

The city has been successful over the last three years in securing funding for several Class I bikeway projects. The Parks and Recreation Department has received more than $3.5 million in grant funding to complete important segments of three regional trail systems:

1. Humbug-Willow Creek Trail
2. Folsom Parkway Rail Trail
3. Oak Parkway Trail

One other significant project for which the city secured funding through the federal Transportation Equity Act (TEA 21) grant program was the design and construction of a bike/pedestrian overcrossing at East Bidwell Street along the Humbug-Willow Creek Trail. We have just started the environmental work for the project and construction is scheduled to begin in late 2003. This project will provide a much-needed grade separated crossing for cyclists and pedestrians over East Bidwell Street.

The city has three Class I bike trail projects scheduled for construction this summer along the 15-mile Humbug-Willow Creek Parkway Corridor. These projects will complete another four miles of trail and help us move closer to completing this important regional bikeway and finally make connections to the Lake Natoma Trail and Folsom Lake.

If you have any questions regarding bikeways in Folsom, please contact me at 351-3516. ⊛

Jim Konopka is the trails development coordinator for the city of Folsom.

SABA Comments on Transportation Plan

SABA submitted 10 pages of comments on the Draft Program Environmental Impact Report for the Metropolitan Transportation Plan (MTP) for 2025. The comments went to the Sacramento Area Council of Governments which is responsible for the plan.

SABA said the Draft Environmental Impact Report (DEIR) did not analyze reasonable alternatives to the draft MTP. In addition, the DEIR did not analyze several inevitable impacts of the plan. One is the impact on the human environment from traffic collisions. The second is the impact on global warming (most of the gases contributing to global warming from the U.S. come the burning of fossil fuels for transportation use).

SABA suggested 17 additional ways to offset these impacts and the plethora of other impacts that the DEIR concluded could not be reduced below a significant level. Significant impacts are impacts that can not be reduced to less than significant levels even though many steps, called "mitigation measures," may be proposed to protect the environment. A partial list of the significant impacts of the MTP include: loss of open space, noise exposure, increased impervious surfaces, contamination of water resources and disruption to communities.

As an example of the effect parking supply has on impervious surfaces, SABA cited a study from San Antonio, Texas. San Antonio is expected to have similar growth to the SACOG region. Population in San Antonio is projected to grow by nearly one million people by the year 2025. In a study of parking requirements for Bexar County, expert sources suggested that 4 to 8 parking spaces are needed for each additional motor vehicle. Basing projected growth in the number of motor vehicles on the existing average of .789 motor vehicles per capita, the study found – using conservative estimates of 5 parking spaces for each additional motor vehicle and 350 square feet per parking space (based on estimates of 320-400 square feet per space including driveways and aisles) – that 1 billion square feet or 49.5 square miles of additional parking spaces would be needed by 2025. At a low end cost estimate of $5,000 per parking space, the projected costs of the new spaces would be $19.7 billion, comparable to the cost of all the transportation projects in the MTP itself.

As the study noted, the nearly 50 square miles of parking would be the equivalent of paving over all of the military bases, all of the parks and all of the golf courses in the area.

By the time you read this, SACOG's Board will, on July 18, have been asked to certify the final EIR. The final EIR consists of the draft EIR, the comments received and the responses to those comments. Legal action can be taken if the Board improperly certifies an Environmental Impact Report.

SABA's complete comments can be seen on the SABA Web site (www.sacbike.org) by clicking on Advocacy, then Letters. ⊛

Pro Bike/Pro Walk

The 12th International Conference on Bicycling and Walking, also known as Pro Bike/Pro Walk 2002, will be held in St. Paul, Minnesota, from September 3-6.

The program will reflect the growing broad base of interest in and support for walking and bicycling as key elements of livable communities.

The National Center for Bicycling & Walking's Pro Bike/Pro Walk biennial conference series typically attracts an international gathering of more than 600 bicycle and pedestrian program specialists, advocates and government leaders committed to improving conditions for bicycling and walking. Conference participants include federal, state and local agency staff; engineers; planners; transportation officials; educators; public health specialists; park and recreation managers; and advocates who range from executives of international organizations to lay people with an interest in improving the quality of life and health in their community.

Pro Bike/Pro Walk 2002 is organized by the NCBW in cooperation with the Pedestrian and Bicycle Information Center. The program for the conference is developed in association with AmericaWalks, the Thunderhead Alliance, the Association of Pedestrian and Bicycle Professionals (APBP), the League of American Bicyclists (LAB) and various other organizations and professionals. The Pro Bike/Pro Walk program includes seminars on bicycle and pedestrian facility planning, design and engineering, promotion and encouragement programs, public health and physical activity, education and safety research and programs, effective advocacy techniques and trails and greenway development. Special training sessions for advocates and professionals are frequently offered before and after the conferences. These training sessions and concurrent meetings of related groups will take place during the conference and on September 7.

More information is available at http://www.bikefed.org/conference.htm. ⊛

SACOG Notified of Transportation "Lockdown"

From the SACOG Regional Reporter

SACOG was notified in May by the U.S. Department of Transportation Federal Highway Administration (FHWA) that after Dec. 31, 2002, a new air quality model and updated data will be required when preparing future conformity determinations. In order to incorporate the new data and model, a new State Implementation Plan (SIP) must be prepared for our non-attainment air basin region.

If a new SIP is not prepared, a "lockdown" of most projects in the Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) will occur after Dec. 31. A "lockdown" means that SACOG and local agencies will be unable to make any project amendments or additions, that require a modeling analysis, to the MTP or MTIP after that date. The only exceptions to this "lockdown" are exempt projects, such as road maintenance, bike paths and pedestrian walkways.

This outcome is a result of a ruling by the federal agency that future transportation conformity analyses for compliance with the Clean Air Act must use the latest planning assumptions and a new air quality model (EMFAC2001) when preparing conformity determinations.

SACOG is working with local air districts and Caltrans to identity funding and a schedule to complete a new SIP.

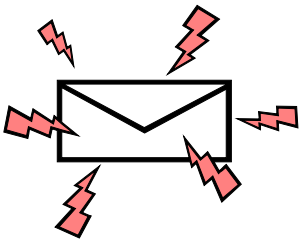
The current emissions model (EMFAC7F), however, was designed to be used with the 1994 State Implementation Plan (SIP), developed by the Sacramento region's air quality districts. The updated model will not function properly unless used with an updated SIP. Due to a lack of a currently active SIP update process, the Sacramento region may not have new emission budgets with which to make conformity determinations again until 2006 or later.

The MTP 2025, scheduled to be adopted by the SACOG Board at its July meeting, must be revised in 2005. The new MTIP, scheduled to also be approved by the Board in October, must be revised in 2004. Changes to the MTP and MTIP from January 2003 through July 2005 will be limited to those that are exempt from conformity, or that do not affect the regional conformity analysis (such as schedule changes and cost changes). After July 2005, only exempt projects will be allowed to proceed to construction. ⊛

Letters to the Editor

Don't forget that we want to hear from *you*! Letters may be edited for length or clarity.

Preferably e-mail it to:
bikesaba@pacbell.net
or put it in an envelope to:
SABA
P.O. Box 1295
Sacramento, CA 95812-1295



Welcome new members!

Carl Aamodt
Brett Budolfson
Cari Butler
Duncan & Andrea Coldwell
Davis Bike Club
Rose Dulay
Anthony Eggert
Jeremy Endsley
Perry Fletcher
Andrew Fourney
Joshua Frost
Sue Fry
Bill & Mary Fuhs
Bill Fuller
Jeffrey & Sandra Granett
Dino Grassini
David Kennedy
Linda Krugman
Robert Leonard
Bob Schnetz
John Wright
David Zierten

SABA Receives Training Funds

The California Bicycle Coalition (CBC) is presenting SABA with a $440 training grant. The funding will cover the cost for SABA volunteers Brett Budolfson and Sue Fry, respectively, to attend a four-day grant writing course and a workshop on making fund development part of the strategic plan. The training will be provided by the Nonprofit Resource Center.

Other bike advocacy organizations across the state also received grants from CBC made possible by the California Department of Health Services Physical Activity and Health Initiative:

Sonoma County Bicycle Coalition: $1,000 for executive director, grant writing and leadership training.

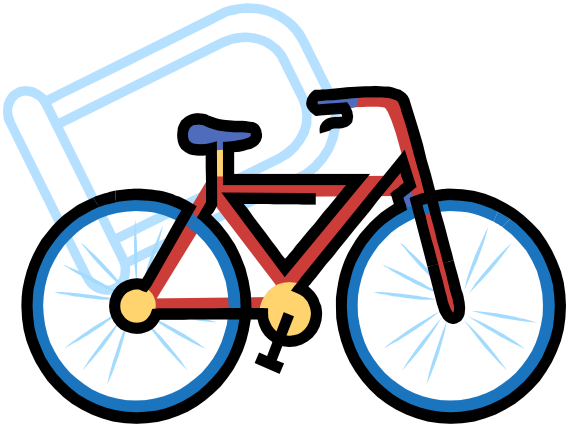
San Luis Obispo County Bicycle Coalition: $340 for a grant writing course.

Bicycle-Friendly Berkeley: $845 for grant writing, Pagemaker, fundraising and environmental law training.

Los Angeles County Bicycle Coalition: $500 for leadership development and board training.

San Diego County Bicycle Coalition: $525 to certify three SDCBC members as League Certified Instructors.

Cow Country Cycling Club: $350 to certify two CCCC members as League Certified Instructors. ❂



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*
- Bob's Cycle Center
- Body Concepts
- City Bicycle Works
- Davis Bike Club
- Downtown Sacramento Partnership
- Franchise Tax Board
- Gary Brustin, LLP
- Gregorini & Associates
- Hannan Specialties
- The Hoyt Co.
- Inside Publications
- 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
- Sacramento TMA
- Sacramento Wheelmen
- Savoyard Bed & Breakfast*
- Sierra Engineering
- SMUD
- South Natomas TMA
- UC Davis Transportation & Parking Services