



The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

November 2002

From The Chair Possible Breakthrough for Freeway Interchanges?

By Lea Brooks

The key issue before the South Watt Area Transportation Study (SWATS) Community Advisory Committee Oct. 18 was whether Sacramento Regional Transit light rail tracks should go over or under Watt Avenue to relieve traffic congestion. The committee, of which SABA is a member, voted unanimously to recommend to the Sacramento County Board of Supervisors that the tracks should go over Watt Avenue.

But the issue that generated the most excitement among bicycle enthusiasts at the meeting was the unveiling of an innovative design for separate north and southbound pathways that would enable bicyclists, pedestrians and disabled individuals to travel directly through the interchange at Highway 50 and Watt Avenue in both directions. The pathways would go under the on- and off-ramps and connect to the Watt Avenue Bridge over Highway 50.

If this design proves feasible, it would mean that bicyclists, pedestrians and disabled individuals could travel efficiently and safely through a freeway interchange without risking their lives crossing multiple lanes of speeding vehicles. It would also mean that they would not have to travel miles out of the way to find a safer crossing.

The SWATS project study area encompasses Watt Avenue from La Riviera Drive south to Keifer Boulevard and includes the light rail crossing of Watt Avenue, the intersection of Folsom Boulevard and Watt Av-

Breakthrough, page 3

Sacramento Riverfront Master Plan

By Walt Seifert

Sacramento Mayor Heather Fargo introduced the Oct. 24 Sacramento Riverfront Master Plan workshop, the starting point for an extensive update of a 1994 plan. Consultants, headed by Wallace Roberts & Todd of San Francisco, summarized previous plans and other current planning projects of the area. They described major influences and issues introduced since the 1994 master plan, including construction of Raley Field which had not even been conceptualized at the time.

Community members broke into small groups with the direction to label "fun" areas on riverfront maps. The master plan update will address the following issues:

- Public and stakeholder participation
- In-depth planning of specific riverfront sites including: the PG&E site, the adjacent water intake park, the 'Docks' area and sites on the West Sacramento side: the Triangle amphitheater area and Stone Lock Bluff.
- Examination, development and financial planning of a public loop system around both sides of the river, including new bicycle/pedestrian bridges and development that promotes pedestrian activity.

Further workshops and meetings are planned, with the next being Dec. 4, 6:30-9:30 p.m. at Turner Library or Dec. 5, 6:30-9:30 p.m. at the Sacramento Convention Center. ☸



65th Street Transit Village Approved

By Walt Seifert

In its Oct. 29 meeting, the Sacramento City Council approved the rezoning of land around the 65th Street/University light rail station. The new zoning will create a "college district" marked by denser commercial and residential development in the vacant and already developed land around the station. It's expected that the adopted zoning and resulting development will serve as a model for other light rail stations.

The new zoning is a reflection of Transit Oriented Development ideas, which, in addition to higher densities, call for compact development, greater bike and pedestrian-friendliness, mixed uses and reduced parking availability near stations. Council Member Dave Jones specifically requested that the project plans include improvement of bicycle and pedestrian access at the 65th Street/Highway 50 interchange. He said that national pedestrian/bicycle expert Dan Burden had examined the site and the city's Public Works Department was already at work on Burden's recommendations.

In testimony before the council, California State University, Sacramento, Vice President Robert Jones offered support for the project and said the university had plans for four new buildings on the south end of the campus. The new buildings will increase student housing from 900 spaces to 2,700, which will help accommodate an increase in total enrollment in the near future from 28,000 to 35,000-40,000.

Some nearby residents opposed the project because of concerns about traffic congestion, noise, loss of businesses and parking on their streets. They cited a problem with student parking since the opening of Hornet Crossing bicycle/pedestrian access to campus at 65th and Elvas Avenue. ☸

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

November

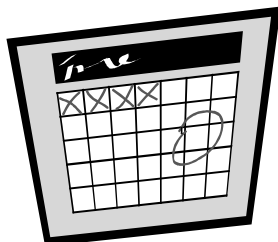
26 SABA General Membership meeting, noon

December

- 4 Sacramento Riverfront Master Plan 6:30-9:30 p.m., Turner Library, West Sacramento
- 5 Sacramento Riverfront Master Plan 6:30-9:30 p.m., Sacramento Convention Center
- 12 SABA Volunteer Work & Pizza party, 5:30-7:30 p.m., SABA HQ

January

- 11 Trail Clean-up, 10 a.m.-noon, Mile 8, American River Parkway
- 10 SABA Volunteer Work & Pizza party, 5:30-7:30 p.m., SABA HQ
- 23 Haggin Oaks Golf Course trail Sacramento City Council, evening session



SABA General Membership Meeting

Tuesday, Nov. 26, noon, American Lung Association, 909 12th Street, Sacramento

- | | | |
|-------|-------|---|
| 11:45 | I. | Pre-meeting mingle, chat and eat. |
| 12:00 | II. | Introductions (Lea Brooks). |
| 12:05 | III. | Executive Director's Report (Walt Seifert). |
| 12:20 | IV. | Central City Streets Project Status Report (Walt, Chris Morfas, Doug Thompson or Ed Cox). |
| 12:35 | V. | SWATS Proposed Bicycle Facilities for the Highway 50 interchange at Watt Avenue (Skip Amerine). |
| 12:50 | VII. | Other business and announcements. |
| 1:05 | VIII. | Adjourn. |

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Dec. 12, from 5:30-7:30 p.m. at the SABA Regional HQ, 909 12th St. We'll be writing letters, stuffing envelopes, eating pizza, and talking about all kinds of wonderfully ethereal bike stuff!



SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative plenary and environmental group sessions
- SACOG Regional Planning Partnership
- SACOG TALL Order forum
- Sacramento River Corridor Floodway Planning Forum plenary and land use sessions
- Carmichael Community Plan Update Transportation Committee
- Sacramento Wheelmen

Letters

SABA sent letters to:

- *Sacramento Bee* on the death of a cyclist

Other

- Parked bikes at Salmon Festival
- Toured bike facilities in Davis

Breakthrough, from page 1

enue, and the Highway 50 interchange at Watt Avenue.

The project proposes to elevate the light rail tracks over Watt Avenue, enhancements to the interchange at Highway 50 and Watt Avenue to accommodate bicyclists, pedestrians and disabled individuals, and a grade separation that would allow through traffic on Watt Avenue to go under Folsom Boulevard. It will be considered by the Board of Supervisors on Nov. 26.

The project would be constructed in phases, with light rail tracks over Watt Avenue and freeway interchange improvements scheduled for construction in 2005. Other improvements, including the grade separation that would allow through traffic on Watt to go under Folsom, may not be constructed until 2025.

SABA is cautiously optimistic about the design that would enable bicyclists and pedestrians to directly pass through the Highway 50 interchange at Watt Avenue. However, we want to learn more about how the design would work and the cost of the improvements. It may be months before we have these answers. We are encouraged that the county presented this design in recognition of a problem that has challenged communities across the country: how do you move massive numbers of vehicles through an interchange and safely accommodate bicyclists and pedestrians?

Bicyclists and pedestrians usually lose the battle, the most recent example being the freeway interchange on Interstate 5 near Arco Area in the city of Sacramento. So kudos to those responsible for this innovative design. SABA looks forward to working with the county to determine if this design will work. ☸



Blair Robertson Back on his Bike

By Lea Brooks

As reported in the September issue of *The Squeaky Wheel*, Blair Robertson was participating in a time trial in Elk Grove on June 30 when he was hit head on by a motorist who was passing another vehicle on a bend on Eschinger Road. Blair, a Sacramento Bee reporter, suffered serious injuries, including a broken neck.

I am delighted to report that Blair not only is back at work, he is back on his bike and riding strongly. He participated Nov. 2 in a ride of recreational and racing cyclists who meet Saturday mornings in Folsom for a brisk pedal to Auburn. His recovery is truly inspirational!

We also extend congratulations to Blair and his new bride, Anne Williams, on their wedding! ☸

Highway 50 Community Advisory Committee

Tom Sheffelin has volunteered to represent SABA's interests on the Highway 50 Community Advisory Committee. If selected, he will join a team of 15-20 people who will be advising and helping scope the environmental document for the U.S. 50 High Occupancy Vehicle Lanes and Community Enhancements, from downtown to Sunrise Boulevard. SABA has an interest in more Highway 50 crossings and safer interchanges. There will be more to come on this topic if Tom is selected and as the committee's work progresses. ☸



Welcome new members!

Hull & Honeycutt Marketing and Design
 Michael Boyd
 David Houghton
 Roger Johnson
 Jim Kagan
 Dorothy Marshall
 Jim McElroy



Welcome back to these returning members:

Jeanne Boyer & Rad Foley

Bike Tour Reflects Davis' Commitment

By Walt Seifert

Bikes everywhere. A traffic signal with a bicycle-only phase. A house demolished to create a key bikeway connection. A \$4.2 million, open, airy bicycle undercrossing of I-80. Campus "traffic circles" that handle 1,000 bikes in a quarter hour. Davis' commitment to cycling is clearly reflected in its infrastructure. Davis makes cycling a priority that guides both community design and transportation spending. These were some of the highlights of an Oct. 21 bike tour of Davis that was organized by the Sacramento Area Council of Government's (SACOG) Sue Teranishi. About 10 people, mostly members of the SACOG Bicycle/Pedestrian Advisory Committee made the tour, hosted by city of Davis bicycle coordinator Tim Bustos. Tourers saw the trails that connect residential cul-de-sacs to open space and schools.



Putah Undercrossing

They learned that Davis has 25 undercrossings of streets and, over the years, has refined its standard undercrossing design by raising street levels above the undercrossings. This not only maximizes sight distances for cyclists, it reduces drainage problems and has a traffic-calming effect. Practical experience also means that Davis is using concrete, not asphalt for trails. Though the initial cost is higher, maintenance costs are much lower, according to Tim. The bicycle signal head, approved only after nine years of effort to change state law, has significantly reduced collisions at a complicated T-intersection that has two streets and two busy campus trails converging. Sue plans to organize additional Davis tours for elected officials and government staff members. ☼



Bikes at junior high school in Davis
Photos by Walt Seifert

Haggin Oaks Decision Delayed

By Walt Seifert

The Sacramento City Council has delayed its consideration of a bike trail through Haggin Oaks Golf Course until Jan. 23. At that time the council will decide whether to proceed with the trail, the No. 1 ranked off-road project in the city, or accede to the objections of the city golf staff. Golf staffers worry that a trail will interfere with operations of their "corporate yard" and that fencing to protect cyclists from golf balls would be unattractive. At a public meeting in September, golfers raised other objections to a trail, saying that cyclists might steal golf balls or ride on cart paths and that cyclists shouldn't be able to use the facility for free when they have to pay. If anyone wants to testify at the council meeting, please contact Walt Seifert at 444-6600 or bikesaba@pacbell.net. ☼



Cyclist Killed

The *Sacramento Bee* reported that a cyclist was killed after being struck by a car on the morning of Oct. 8. John Barr, 40, of Sacramento was in across walk going across 6th Street at 8:15 a.m. when a car turning from Broadway onto 6th hit him, causing fatal injuries. The driver told investigators she didn't see Barr because the morning sun was in her eyes. In an oddity of *The Bee's* report, it mentioned that Barr was not wearing a helmet. The implication was that the victim, not the driver, was at fault. The report also said the Barr did not own a car, a fact with no relevance, but, perhaps, suggesting that if he had been driving the crash would not have occurred. A number of cyclists responded with letters to the editor about the report. ☼

American River Parkway Plan Update

By Lea Brooks

The Sacramento County Planning and Community Development Department is in the initial stages of the American River Parkway (ARP) Plan Update process. It has a contract with the California Center for Public Dispute Resolution to perform a stakeholder assessment and provide county staff with a convening report of its analysis. This report also will recommend a process for the next phase of the update process, the revision of the ARP 1985 Plan. County staff will utilize the information within the convening report for its report to the Board of Supervisors.

Sunny Williams, project manager for the ARP Plan update, will be the guest speaker at SABA's Jan. 28 quarterly potluck evening general membership meeting to explain the process and answer questions. The potluck will begin at 6 p.m. in the American Lung Association's large conference room at 909 12th Street. More details will be provided prior to the meeting.

SABA was involved in the development of the River Corridor Management Plan for the Lower American River, which was endorsed by the participating agencies in December 2001 after a two-year process. This plan, a non-binding agreement between agencies with jurisdiction in the Parkway, provides a technical foundation for the update of the Parkway Master Plan.

During development of the River Corridor Management Plan, a number of issues were identified that will be addressed during the ARP Plan Update. The issue of whether off-road bicycling should be allowed in the Parkway and if so, under what conditions, was included. The 1985 plan limits cycling to the Parkway's paved bike trails.

In the meantime, off-road bicycling enthusiasts have requested that SABA support this activity on the Parkway.

Sacramento County Planning staff has suggested that stakeholders involved in the update process maintain an open perspective on such divisive issues. The update process will address such issues with available technical information, open discussion and with a holistic approach. It will be important to assess the various impacts that proposed policy changes will have on the parkway, decide whether or not to propose the change and include that in a recommended revised Parkway Plan to be approved by the Board of Supervisors, City Council and the state Legislature.

On Oct. 1, I represented SABA at a focus group of existing recreational Parkway users convened by the county to provide comments in preparation for the update. Also present at the meeting were representatives of the Sacramento Wheelmen, Sacramento Bike Hikers, American River Parkway Volunteer Equestrian Patrol, River City Paddlers, Central California Canoe Club, Sacramento County Bicycle Advisory Committee and Buffalo Chips running club.

In addition to off-road bicycling, other issues that the recreation focus group wants addressed include: the use of American Disabilities Act vehicles on the bike trail; better access to the lower Parkway from Discovery Park to Howe Avenue; better recognition of the bike trail as a regional bicycle commuting and recreational asset; better enforcement of current regula-

tions; better directional and interpretive signage; funding sources for operation, maintenance and law enforcement; trail connectivity; illegal camping; and consistency regarding rules and regulations, operation and maintenance, signage and fees.

Off-road bicycling enthusiasts were not included in this focus group since the use is currently not allowed on the Parkway. However, a representative of the off-road bicycling community was interviewed separately by the facilitator with the California Center for Public Dispute Resolution to make sure the county understands the group's specific interests. ☼

TALL Order Draws a Crowd

By Walt Seifert

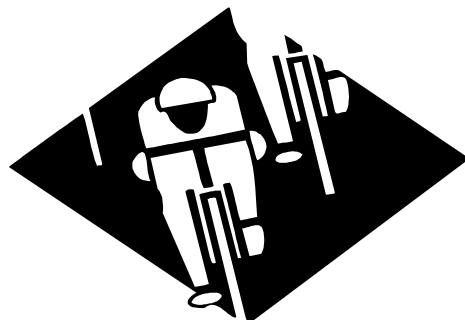
One thousand attendees jammed the Sacramento Convention Center Oct. 18 to hear about the region's future at SACOG's TALL Order forum. If current trends continue, the future doesn't look so good. Sprawling development means that by 2050, people will be driving more each day and spending 160 more hours a year in their cars. Bicycle and pedestrian trips as a percentage of all trips (mode share) will decrease as trip distances increase. Open space will be gobbled up, vernal pools, wetlands, oak woodlands and prime agricultural land lost forever.

The region, like American as a whole, is a lot grayer in the future. As Baby Boomers age, there is a huge jump in the population 55 years of age and older. Yet projections are there will be insufficient housing stock for empty nesters or affordable housing for all. Despite the bleak outlook, forum participants felt optimistic. They recognized that the "base case" scenario for the future can be changed.



The base case put together by SACOG planner Mike McKeever is intended to be used to create a land-use alternative for the next major update of the Metropolitan Transportation Plan. If policy makers get the land use and transportation connection, there's a chance that

cycling and walking trips will grow instead of decline. Infill development and changed community design standards can limit sprawl and help preserve our quality of life. ☼



FABA News

Bicycle Public Service Announcements

By Dave Cassel

Lights! Camera! Bicycle? You bet. Filming recently began on several public service announcements (PSAs) that will be broadcast on Sacramento's public television station, Access Sacramento, and possibly other community television stations throughout the region in the near future. The message being conveyed in the PSAs is: "Bicycling to work or school, it's easier than you think."

Television can be a powerful distribution method in educating the community on a given topic, including bicycle issues. I have volunteered regularly at Access Sacramento for many years. Being a member of both SABA and FABA, I have wanted to film bicycling-related PSAs. The challenge was finding the time. It actually takes quite a bit of work to produce even a 30-second televised spot — from scripting and scouting locations, to actually filming then editing. And you need "talent," or individuals willing to be filmed in front of the camera.

Fortunately, luck intervened at a summer SABA membership meeting when a fellow cyclist expressed the same interest in filming bicycle-related PSAs for broadcast on Access Sacramento. Many thanks go to Kate Ming, a civil engineering student at Sacramento City College for donating countless hours to help get these PSAs off the ground. Kate uses her bicycle as her primary transportation to commute to and from school. Over the last couple of months, we have scripted and have been filming a few PSAs, including:

- Bicycle helmet safety, including a demonstration of how to properly fit and wear a bicycle helmet.
- "He does it, She does it," which is a series of black-and-white still pictures faded in and out with light music in the background. The still pictures have an individual either at his or her office or school with the caption, "He does it" or "She does it." then it fades to a still shot of the same individual in some bicycling-related activity.
- A close up of an individual gradually getting frustrated while being stuck in traffic. After listening to the radio announcer mention bicycling to work would mean not getting stuck in traffic, the spot would fade into the individual imagining him or herself biking to work.
- "You can do this, or you can do this." This is a simple PSA that will show an individual commuting on the bike trail or road (you can do this), then it will fade into some gridlock traffic (or you can do this) complete with the sounds of bicycling (birds, fellow cyclists, quiet, etc), vs. gridlock traffic with horns and engine noise, etc.

FABA, page 8

News from America Bikes

America Bikes is the effort to convince Congress to include a good bicycle and pedestrian provisions in the 2003 reauthorization of the federal transportation funding bill (aka the renewal of TEA-21 or TEA-3).



Elections

Find out what Congressional candidates said about bicycling! More than 125 candidates responded to a survey by America Bikes (see <http://americabikes.org/surveys.asp>). So far, 86 percent of respondents "strongly agree" that transportation

choices such as bicycling and walking are important to their communities. Ninety-one percent support a Safe Routes to School program. When asked if investments in new and existing road and transit facilities should accommodate safe bicycling and walking, 76 percent strongly supported the idea, and another 21 percent somewhat supported it.

What Does Everyone Want?

On Sept. 19, the House of Representatives asked the major players in reauthorization to outline their priorities. Most testifiers agreed that the current structure of the legislation is working. Most of the highway folks focused on the need for more money and suggested a variety of strategies, including raising the gas tax or borrowing against future revenues. They also focused on "streamlining" of environmental reviews so projects can be built more quickly. The Surface Transportation Policy Project included America Bikes's legislative priorities in their testimony. Read it at <http://www.house.gov/transportation/highway/09-19-02/09-19-02memo.html>.

Industry and Advocacy Together at Interbike

Many representatives from the bicycle advocacy community traveled to Las Vegas in early October for the big industry trade show. Advocacy was a hot topic as the industry and advocates join forces to get more people on bikes. Bikes Chair Elissa Margolin (also the executive director of the League of American Bicyclists) was named "cycling's woman of the year" and America Bikes board member Gary Sjoquist (also of Bikes Belong and Quality Bicycle Product) was named "individual advocate of the year."

How You Can Help

Join the America Bikes team by visiting its Web site at <http://americabikes.org>. America Bikes is building a sophisticated database so it can inform and mobilize supporters quickly. ☸

Guest Column: County Bikeways

By Bob Ireland

Bob Ireland is the alternative modes coordinator for Sacramento County.

Bikeways in the unincorporated area of Sacramento County and related activities are handled by the Office of the Alternative Modes Coordinator, which is part of the Planning and Programs section of the county Department of Transportation (SacDOT). Alternative Modes is staffed by me (an associate civil engineer), an assistant engineer and a senior engineering technician. Other areas of responsibility of the office include rural transit, pedestrian activities and disabled access issues.

The base source of funding for bikeway and pedestrian programs is the Local Transportation Fund, whose allocations are derived from a quarter cent of each retail sales tax dollar collected statewide. Project-oriented funds come from Measure A, a half-cent sales tax passed by Sacramento County voters in 1988, and various grant sources, including but not limited to the Bicycle Transportation Account, TEA and TEA 21, and the Safe Routes to School grant program.

Bikeway facilities are also constructed as part of many road-widening and corridor enhancement projects when those projects occur on roads included in the Bikeway Master Plan.

Recently completed projects:

- Panama Avenue from Stanley Avenue to Palm Drive - Widened, installed Class II bike lanes.
- Hollister Avenue from Lincoln Avenue through the intersection of Fair Oaks Boulevard - Widened, installed bike-accessible traffic signal push-buttons, installed Class II bike lanes.
- Franklin Boulevard from Fruitridge Road to Francesca Street
- Joint project with city of Sacramento, installed Class II bike lanes.
- Illinois Avenue from Madison Avenue to Greenback Lane - Widened, installed Class II bike lanes and various other Safe-Routes-to-School-related pedestrian improvements.
- Beech Avenue from Pershing Avenue to Greenback Lane - Installed Class II bike lanes.

Projects currently under development:

- Sacramento Northern Railway Bike Trail Extension, M Street to U Street in Rio Linda - purchase right of way, install Class I bike trail, construction of Visitor's Center at M Street.
- Franklin Boulevard from Francesca Street to Elk Grove Boulevard - Install Class II bike lanes.
- Stockton Boulevard from Elsie Avenue to Elk Grove

Boulevard - Intermittent widening, install Class II bike lanes.

· 28th Street from Elkhorn Boulevard to U Street - Widen and install Class II bike lanes.

· Sunset Avenue from Hazel Avenue to Main Avenue - Install Class II bike lanes.

· Hickory Avenue from Greenback Lane to Oak Avenue - Widen and install Class II bike lanes.

· Countywide Class II bike lane striping project - Stripe and sign approximately 80 miles of Class II bikeways at various locations throughout the county on streets included in the Bikeway Master Plan that do not require any additional widening.

Last year, SacDOT joined the Air Quality Management District, the city of Sacramento, SABA and others to make an interactive map of biking facilities available on the internet at www.bikewaymap.com. SacDOT is currently working to place the Sacramento City/County 2010 Bikeway Master Plan on our Web site at www.sacdot.com, and should have Volume 1 available by year's end. ☸

20/20 by 2020

Is your vision for the future a perfect 20/20? SABA affirmed its vision is 20/20, with an extra 20 thrown in for good measure. SABA is one of the stakeholders in the Transportation and Air Quality Collaborative, a five-year long effort within Sacramento County attempting to reach agreement on two contentious and strongly related subjects. Collaborative members have been assigned to one of four groups: environmental, business, government and community.

Each group has been working on "issues and interests" statements — what they want out of the collaborative process and the reasons why. At the October potluck meeting, SABA members, while offering some comments, concurred with the environmental group's issues and interests statement. The statement calls for dramatic changes in how people travel. Mode share goals of 20 percent are set for cycling, walking and transit by the year 20/20. That's 20 percent EACH. Compared to current levels of 3 percent for cycling, 4 percent walking and less than 1 percent for transit, raising the bar to 20 percent for each of the modes will require tremendous changes in how much transportation funding we need, how we spend transportation dollars and how our communities are designed.

SABA has had a goal of having 10 percent of trips in our area made by bike. In the United States, perhaps only Davis reaches this level of cycling. Around the world, areas in Germany, Denmark, the Netherlands and, of course, China have levels of cycling exceeding 30 percent or 40 percent. You can see all the issues and interests of the environmental group at the Collaborative's Web site at www.sactaqc.org. ☸

SABA Business and Organization Members

Business members with an * offer SABA members a discount.

- Air Resources Board
- American Lung Association
- American River Bicycle* (Folsom Blvd.)
- American River Bicycle* (Marconi Ave.)
- American River Bicycle* (Riverside Blvd.)
- American Warp Drive
- The Bicycle Business
- Bicycles Plus*
- Bob's Cycle Center
- Body Concepts
- City Bicycle Works*
- Davis Bike Club
- Downtown Sacramento Partnership
- Fehr & Peers Associates
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- Inside Publications
- Judith Lamare, PHD
- Ken's Bike & Ski
- 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

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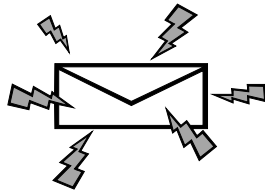
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Letters to the Editor

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



FABA, from page 6

These are just a few of the bicycling-related PSAs currently being filmed, and others are in the idea stage. Please look for them on Access Sacramento, channels 73 +74. I want to specially thank those who have already volunteered to be filmed for the PSAs in development. Please send me an e-mail at djc4@att.net if you would like to help us out in any way, including being filmed bicycling down the road. ☸

Re: Central City Biking

Dear Editor:

Lea Brooks' outstanding October article highlighted the crisis facing bicyclists in the central city. These three-lane, one-way streets function as expressways that make high-speed travel convenient for freeway-bound suburbanites but diminish the safety and quality-of-life of residents, bicyclists and pedestrians in those neighborhoods.

Imagine how nice it would be travel on streets such as 19th/21st, P/Q, 9th/10th, etc., if the streets were two-way with bike lanes! A SABA committee is working with the city and interest groups in the affected communities to maximize the benefits to bicyclists of a City study regarding restoration of some of the central city streets back to two-way operation. If you'd like to help, contact me at Chris.Morfias@CalBike.org or 444-3231.

Chris Morfias

NO EXIT © Andy Singer

AUTOMOBILES:

