



The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

April 2003

From the Chair Minimum Standards Needed for State Offices

By Lea Brooks

Last May, SABA presented one of its Bicycle-Friendly Awards to Equity Office Properties, the owner of Wells Fargo Center in downtown Sacramento, for providing high quality bike lockers and locker room facilities to support the employees who pedal to work and to encourage others to try.

Geno Alarid, a customer service coordinator for Equity Office Properties, explained that his company considers the employees who work in the building its "customers," and provides the amenities to bicycle commuters to meet their needs. Bike commuters must ride at least three days a week to get a locker, which is free. The building also has fitness centers and a swimming pool to encourage employees to stay physically fit and healthy.

Many SABA members work at the California Environmental Protection Agency building at 1001 I St. in downtown Sacramento, which encourages and supports bicycle commuting by providing secure bicycle parking and showers. Commuters who ride three or more days a week can be assigned a permanent clothing locker for free.

In marked contrast to these sterling examples in the private and public sector is the California Department of Health Services (DHS), where I have worked for the past five years. Despite its stated mission to protect public health, especially through prevention, DHS' administration is indifferent to bicycle commuters.

Beginning this spring, hundreds of DHS employees at worksites throughout the Sac-

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Central City Two-way Restoration Update

By Walt Seifert

City of Sacramento staff is recommending that the City Council authorize that the following streets segments be further analyzed for restoration of two-way traffic:

- J Street from 29th Street to Alhambra Boulevard
- L & N Streets from 16th Street to 29th Street
- P & Q Streets from 16th Street to 29th Street
- 3rd Street from I Street to J Street

19th and 21st Streets for H/I to W streets are recommended for change from three lanes one-way to two lanes one-way. The decision on how these streets would be striped has not been made. It could be with one bike lane on each street or two bike lanes on each - with one being a contraflow lane. Dropping a full traffic lane will make 11 feet of roadway width available for other use.

As SABA's representative at a recent stakeholder's meeting, I expressed disappointment that more of the recommendations were not in the most central part of the central city. I also said that two-way restoration (rather than going from three lanes to two lanes) on 19th and 21st Streets would have greater likelihood of slowing traffic than keeping multiple lanes in the same direction.

I asked whether 5th Street could be added to the list. Hector Barron, city supervising engineer, said that could be looked at. Conversion of 5th appears technically feasible. While there was no opposition during the study for conversion of 5th, Barron said there was no strong support either.

However, there was much welcome strong support among most of the gathered stakeholders for bike/pedestrian improvements,

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Central Valley Fun in the Country

By Jim Collins

The Central Valley Rails to Trails Foundation (CVRTF) will hold its annual Fun in the Country day on Sunday, May 18 at the spectacular Desomer Standardbred Racehorse facility in Wilton. All activities will help educate the public on modes of transportation, including bicycles, that will be available on the proposed Central Valley Rail Trail located less than a half mile from the Desomer stable. The event is open to the public.

Cyclists, hikers and equestrians from throughout the Sacramento area will have a unique opportunity to visit this working stable and participate in sports activities and other events designed for kids and adults alike. Activities will include a stallion parade, bike and horse demonstrations, obstacle course competitions and running races.

Proceeds will fund the work of the Central Valley Rails to Trails Foundation, a coalition of organizations, businesses, community leaders and residents in south Sacramento County who are committed to the goal of utilizing the Central California Traction corridor (CCT) for alternative transportation and recreation purposes. The Foundation is spearheading the effort to convert the 100-foot-wide rail corridor into a trail to link the city of Sacramento with the rural southern portion of Sacramento County and northern San Joaquin County, providing a safe location for hiking, biking and equestrian activities.

Union Pacific and Burlington Northern & Santa Fe formed the Central California Traction Company in 1905, providing commuter and freight service between Stockton and

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SABA Mission

SABA represents bicyclists. Our aim is more and safer trips by bike.

SABA Vision

Bicycling for everyday transportation is common because it is safe, convenient and desirable.

SABA 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 saba@sacbike.org.

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

This 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

April

- 22 SABA General Membership Meeting and potluck, 5:30 p.m., American Lung Association
- 26 Earth Day, California State University, Sacramento, 11 a.m.-5 p.m.
SABA Trail Clean-up, Mile 8, 10 a.m.-noon

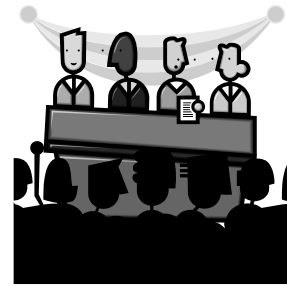
May

- 8 SABA Volunteer Work and Pizza Party, 5:30-7:30 p.m., SABA HQ, 909 12th Street
- 15 Bike to Work Day Bike Fest at CalEPA Building, 1001 I St., 11 a.m.-1:30 p.m.
Clean Air Ride Around the Capitol, 12:30
- 20 Central City Two-way Conversion hearing Sacramento City Council, evening session

SABA General Membership Meeting

Tuesday, April 22, 5:50 p.m., American Lung Association, 909 12th Street, Conference Room, Sacramento.

- 5:30 I. Segway Demonstration (Marty Hanneman, City of Sacramento traffic engineer)
- 6:00 II. Potluck and Introductions (Lea Brooks)
- 6:30 III. Segway laws and what they mean to bicyclists (Marty)
- 7:00 IV. Presentation on Benefits of Biking and Walking (Walt Seifert and Anne Geraghty)
- 7:30 V. Proposed Central Valley Trail (Jim Collins)
- 7:45 VI. Executive Director's Report (Walt)
- 8:00 VII. Adjourn.



SABActions

Meetings

SABA members attended these meetings:

- Bike to Work (& Everywhere!) Day
- SACOG Bicycle/Pedestrian Advisory Committee
- Sacramento Regional Transit
- Sacramento County Mobility Technical Advisory Committee
- SACOG Metropolitan Transportation Plan Bicycle/Pedestrian project funding criteria
- Sacramento Transportation and Air Quality Collaborative plenary, environmental group and visioning sessions
- Measure A Advisory Committee

Letters

SABA sent letters or comments to:

- The U.S. Bureau of Reclamation on closing Folsom Dam Road
- The Sacramento City Council on Restoring Freeport and 21st Street to two-way traffic
- Center for Collaborative Policy and Sacramento County regarding the Convening Report: Process Recommendations for Updating the American River Parkway Plan. SABA praised the report and expressed thanks for SABA being recommended as a representative on the Citizens Advisory Committee that will advise the Board of Supervisors on the plan update.

Other

- Weeded and cleaned-up 20th Street Connector/Sacramento Northern Trail

Valley, from page 1

Sacramento. The CCT corridor is now for sale and potential buyers for the 27-mile portion of the corridor between Lodi (Woodbridge Road) and Sacramento (Elder Creek) include Sacramento County, Sacramento Regional Transit and the California Department of Transportation. The High-Speed Rail Authority has also put the CCT corridor on its short list for a possible Sacramento to Stockton line.

When the sale is complete, it is anticipated the property will be "rail banked" until such time as it is needed for a roadway or light rail. If the Foundation and affected communities are successful in swaying the High-Speed Rail Authority to choose a different route, the Foundation is confident the corridor will be available for a few decades. Once the community has had access to this corridor for recreation and alternative transportation purposes, it may be possible to persuade local officials to maintain this community asset forever. ☼

Segway Demonstration and More at SABA's April 22 Potluck Meeting

Marty Hanneman, traffic engineer for the city of Sacramento, will give a demonstration of the Segway people mover at the April 22 quarterly general membership meeting and potluck. Marty also will provide information regarding current laws and issues associated with the Segway being operated on street or sidewalks.

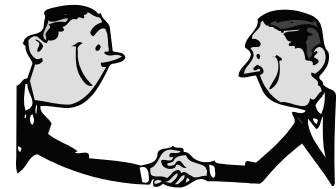
Also on the agenda will be a program about the connections between cycling and walking, public health and community design by Walt Seifert and Anne Geraghty, executive directors of SABA and WalkSacramento, respectively. Walt and Anne are presenting this information to local leaders as part of a \$10,000 grant from the Sacramento Metropolitan Air Quality Management District that is part of the American Lung Association of Sacramento-Emigrant Trails' Clean Air Public Awareness Program (see story on page 6). SABA member Jim Collins also will make a presentation about the potential for conversion of an unused 27-mile rail line known as the Central California Traction Line from Elder Creek in Sacramento to Woodbridge Road in the Lodi area as a trail for hiking, biking and equestrian activities (see story on page 1).

The Segway demonstration will begin at 5:30 p.m., followed by the potluck at 6 p.m. Meet in the American Lung Association's large conference room at 909 12th Street. Guests are welcome, and bikes are allowed in the conference room. Please bring a main dish, salad or desert to share. SABA will supply plates, napkins and utensils. ☼



Welcome new members!

Peggy Blair
Lynn Franks
Herman Hill Jr.
M. Lafreniere
Susan Lyon
Jeffery Margolis
Ray Massello
Clark McKinley
Shobna Pandhoh
John Radakovitz
Leslie Schmidt
Diane Vlach



Welcome back!

Thomas Adams
Carol & Lincoln Horst

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, May 8, from 5:30 to 7:30 p.m. at the SABA Interplanetary HQ, 909 12th Street. You don't want to miss this meeting! This month we'll be talking about bike stuff, writing letters, talking about bikes, stuffing envelopes, talking about bikes, eating pizza, and (you might guess) talking about bikes.



Central, from page 1

including one additional comment in favor of adding 5th Street along with some limited grouching by a business representative and a state Department of General Services representative.

A public open house was scheduled on this issue April 9. The conversion recommendations, perhaps modified, will then go to the City Council the evening of May 20. Council will decide which projects will be studied in an environmental document. An Environmental Impact Report (EIR) is expected to take nine months to a year. It is unlikely there will be funding to do all the recommended conversions. However, other streets (including pairs of one-way street not currently recommended) could be converted later.

In the meantime, the South Midtown Area Revitalization and Transportation (SMART) Plan is scheduled to have its EIR certified by the Council this summer. That plan calls for P & Q streets to be converted from three lanes one-way to two lanes one-way, with a bike lane. It could be that this is an interim configuration for P & Q and that they are later restored to two-way traffic. ☼

Chair, from page 1

ramento area will be moving into the mammoth East End Project on the east side of Capital Park. The move provided an opportunity for DHS to set an example by providing facilities that support and encourage bicycle commuting. Instead, DHS and the Department of General Services (DGS), which manages the complex, have frustrated bicycle commuters and possible bicycle commuters.

At state worksites throughout Sacramento, facilities for bicycle commuters range from zero to the supportive environment at Cal/EPA. Generally, when a state building manager supports bicycle commuting or is told by the tenant's administration to accommodate bike commuters, the building is "bicycle-friendly." When a building manager is indifferent and even hostile to bicycle commuters — and the tenant's administration also is indifferent — the facility's bicycle accommodations reflect that attitude. When building managers change, accommodations for bicycle commuters often change, too.

We need legislation that establishes minimum standards for all buildings where state employees work that cannot be reduced at the whim of a building manager or tenant. State government should be setting an example for all employers that accommodating bicycle commuters is good public policy because it promotes exercise and good health and reduces traffic congestion and air pollution.

At DHS, the indifference toward bicycle commuters is a direct contradiction to the department's Physical Activity and Health Initiative, which promotes increasing the safety, accessibility and aesthetics of public places so Californians will integrate physical activity into their daily routines. This program is a strong promoter of bicycling and walking to help combat an epidemic of obesity due to inactivity and unhealthy lifestyles. Many serious health problems, including diabetes and heart disease, are linked to obesity and inactivity. On March 30, as the first wave of employees were preparing for the move to the East End Project, I knew that the complex has showers and a secure bike cage with a security camera in at least one of the city block-size buildings. It has an undisclosed number of individual bike lockers that apparently were to be assigned through negotiations with various employee unions and in a lottery. Such a system means that an employee who rides once a month may get a coveted bike locker, while someone who rides every day may not.

Like most of the other serious bicycle commuters at DHS, I would prefer to have an individual bike locker. However, the bike cage would be fine if it's truly secure.

What I'm most concerned about is the uncertainty over permanent clothing lockers in the shower room. DHS has not told us how many clothing lockers are available, only that there "aren't enough" and that they can't be used to store items in overnight. Bicycle commuters like me who pedal some distance need to shower. I store shampoo, soap, shower sandals, towel, an extra change of underwear and shoes in my locker that I do not want to haul back and forth every day in addition to what I'm already hauling.

DHS' attitude is reflected in the following response from Scott W. Clark, chief of headquarters facilities for DHS: "Unfortunately there are not enough lockers to assign them. DGS Build-

ing and Property Maintenance (BPM), our landlord, has declared their policy to be that the lockers are for unassigned day use only. Any lock remaining on lockers by midnight will be cut-off. They have explained this policy is justified because of: 1) Security Concerns: lockers are good places to hide bombs; 2) Health and Safety Concerns: historically, locker rooms become smelly and unsanitary when lockers are assigned because some folks leave dirty wet towels/gym clothes in their lockers for indefinite periods of time. The resulting smell and bacteria is offensive to others. As far as adding lockers so each employee who wanted one could have one, I don't believe there is room to add a significant amount, as the locker rooms have no apparent extra space. Hope you understand, we are just tenants in this DGS complex. We have to live with the policies that BPM has and will implement to manage this, the largest of all state building complexes. Thanks for your understanding."

Mr. Clark added: "To this point in time, no one has taken issue with the locker policy. We have not had one single complaint from all that have received this information. I see no reason to push it and in fact I think their justification is sound given our security situation. Personally, I don't like smelly locker rooms either. I really think we should be glad that we do have locker rooms and showers in two of our current three buildings, and leave the policy as is. Sorry."

I responded to Mr. Clark that he had received no complaints about the policy because no one had seen it. I asked him to explain who developed the policy, was it specifically for East End or DGS facilities statewide, where it was posted and whether any bicyclists had been consulted, but had not heard back by the newsletter's deadline. Over the past year while East End was under construction, I repeatedly offered my assistance and the assistance of an employee committee we formed specifically to advise the department on promoting alternative forms of transportation, but our help was totally ignored. A quick unofficial sampling of other state buildings as described by SABA members employed there revealed the following:

- The Department of Transportation (Caltrans) provides secure parking and permanent clothing lockers. State employees from other state departments whose buildings do not have showers and lockers are allowed to use the Caltrans facilities.
- At the ziggurat in West Sacramento, DGS headquarters, bike commuters can rent a half-height clothing locker in the locker rooms for \$5 per month. These lockers are owned by the landlord and administered by the fitness coordinator, a state employee.
- The Department of Water Resources at 3251 S St. has no showers or clothing lockers. A couple of years ago, the building's bike parking room was eliminated. Due to the efforts of bicycle commuters, lockers for six bikes in front of the building were installed. Accommodations vary from nothing to excellent for bicycle commuters at other Department of Water Resources worksites.
- The Board of Equalization has a policy of day-use clothing lockers only. The bicycle commuters who use the lockers generally ignore the policy. On two occasions, the building manager threatened to cut off the locks, but gave three days advance warning.

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- CalPERS has a day-use only locker policy for its locker/shower room, with a warning that locks will be cut off if left on overnight.

Such Inconsistency! How many state employees aren't commuting by bicycle because the building where they work doesn't accommodate them?

By the time you read this column, I hope that a high-level executive at the Department of Health Services recognized that the policy against permanent clothing lockers was a public relations disaster waiting to happen. After all, one of the department's primary missions really is to promote healthy lifestyles. And, the East End Project has been touted as an environmentally friendly building. Hmmm.

Regardless of what happens at Health Services, a long-term solution is needed to ensure that state employees who want to pedal to work are provided with facilities that meet minimum standards (which are yet to be determined).

And if the state can establish minimum standards, maybe private businesses will voluntarily follow the example set by Equity Office Properties that providing amenities that result ☸



Photo by Walt Seifert

Member Profile -- Bob O'Brien

By Walt Seifert

Bob O'Brien certainly has one of the most unusual bikes in Sacramento. Its sleek design attracts stares and admiration from passers-by, even though they aren't always sure what it is. After peering into the cockpit to confirm that it was, indeed, pedal-powered, one young man pronounced, "That's tight, man."

The Danish-built, 21-speed Leitra is a "velomobile," a fully enclosed recumbent trike. It weighs just over 50 pounds and has a large storage compartment for groceries or other cargo. The top comes off for summer convertible riding. (Leitra website at <http://www.leitra.dk/>)

Bob said he saw a photo of the Leitra in a recumbent buyer's guide. "I was intrigued by its look and the ability to ride it in the rain. I went on to buy a two-wheeled recumbent, but never

forgot it." He later contacted builder Carl Georg Rasmussen in Copenhagen, arranged a test ride with another Leitra owner in Seattle, and was sold. In October 1999, he traveled to Denmark to pick up his bike, staying in a small studio apartment at Rasmussen's workshop. Scandinavian Airlines counted the bike's two shipping containers as checked luggage, so freight back to the U.S. was free!

Bob, 56, lives near Cal Expo and says he takes his Leitra on the American River Bike trail whenever he travels downtown. "Because of the lack of safe bike paths in other areas, I have to pick and choose to see where I can ride in other parts of Sacramento."

Bob says cycling helps him save money and stay in shape, instead of having to buy a health club membership. He a member of SABA because "I want to have an impact politically on making cycling a real (and safe) alternative to driving in Sacramento. All hail to SABA!"

Originally from Taft in Kern County ("best seen in the rear view mirror"), he's lived in Sacramento since 1981. "I'm proud to say I commuted to work on my bike every day (rain or shine) from 1981 until my retirement in April 2002." Bob is enjoying his early retirement after more than 25 years with the state. Now, when he isn't riding the Leitra, you can find him playing Celtic music in his band for Contra dances (a full-time gig) or doing volunteer work for Sacramento-Yolo Peace Action and other groups. ☸

Mobility Technical Advisory Committee Appointed

By Walt Seifert

SABA was invited by the Sacramento County Department of Transportation to participate on its Technical Advisory Committee (TAC) to study mobility strategies for county corridors.

Over the next year and a quarter, the study will identify and evaluate a wide range of strategies to address these goals for 10 corridors in the county:

- Enhance, mobility, as defined by reduced travel times and improved travel time reliability.
- Increase the people-moving capacity.
- Improve safety for all users of the transportation system.

TAC members will provide technical ideas to a consultant team, with each TAC member acting as a technical advisor in the area of his or her expertise. The study will provide an exhaustive list of ideas and evaluate the most promising strategies without selecting any single strategy as preferred.

SABA involvement in this study comes with some trepidation. When the problem with transportation is defined in terms of automobile congestion or mobility, then the solutions can be limited to those that are auto-oriented. We hope that will not be the case with this study and that its recommendations will consider the broad benefits of better conditions for walking and bicycling. ☸

Earth Day Activities Planned for April 26

By Walt Seifert.

Bike to Earth Day and use the free valet bike parking at the California State University, Sacramento (CSUS) Main Quad on Saturday, April 26. The Earth Day celebration will run from 11 a.m. to 5 p.m. If you are really into the spirit of the day, you can participate in the Clean-up of SABA's adopted Mile 8 of the American River Parkway right across the river from the CSUS campus from 10 a.m. to noon. Meet at the Mile 8 signpost.

Contact Chad Muilenberg at cmuilenburg@graycary.com for more information.

At Earth Day there will be children's activities, live music and speakers, eco-crafts, a raffle, walk a labyrinth, T-shirts, Healing Arts Grove, wildlife presentations, organic farmers, composting classes, an environmental video vest, vegetarian food that's good for the planet, more than 175 educational booths and displays (including SABA's), and more! Keynote speaker will be Julia Butterfly Hill. Entertainment includes Mumbo Gumbo, Taiko Dan and the Red Panda Acrobats. SABA volunteers are needed for the SABA table. Contact me if you can volunteer.



Bike Advocates in Action One Year After the Loss of Susie Stephens

March 21 marked one year since the bicycle advocacy movement lost Susie Stephens, one of its brightest stars who was struck and killed by a tour bus while crossing a St. Louis street. Bicycle advocates, family and friends of Susie are taking action in honor of her work to create communities that are safe for bicycling and walking.

Susie was a founding director of the Thunderhead Alliance, the national coalition of state and local bicycle advocacy organizations, and was hired as their managing director in August 2000. This position followed on the heels of her successful five-year stint as the executive director of the Bicycle Alliance of Washington (BAW). As director of BAW, Susie built the organization to a powerful and respected statewide bicycle advocacy force. She brought that same savvy and determination to the Thunderhead Alliance, growing it from a small band of bicycle advocacy leaders to a respected national organization.

All who worked with Susie remember her courage, which she would reveal by breaking into song to friends, to strangers and to crowds ready to join her in her crusade. Susie often said, "There has never been a successful movement without song."

At the national level, the Thunderhead Alliance continues its mission of strengthening the efforts of state and local bicycle advocacy organizations across the nation; a mission Susie helped create. Thunderhead's newest annual event, the U.S. Mayors Bike Ride, will be launched July 4 as an annual memorial ride for Susie as it strikes at the core of what state and local bicycle advocates do: make a direct connection between policy-makers and the need for a safe bicycling and walking environ-

ment in our communities.

Also at the national level, the National Center for Bicycling and Walking (NCBW) has committed to changing archaic laws that allow drivers who kill bicyclists and pedestrians to walk away with a wrist slap. Every year, motor vehicles kill more than 40,000 people; 14 on an average day.

The driver who killed Susie was charged by the city with failing to yield to a pedestrian, a misdemeanor that carries a maximum penalty of \$500. Bill Wilkinson, executive director of NCBW, asks these pointed questions, "Why is it that under our current system of laws, the act of killing an innocent person with a motor vehicle is of such little consequence? Why is it that the motor vehicle operators whose various failures were the direct cause of death ... are in no way being held accountable for the consequences of their actions? And, why do we tolerate this situation?" Over the next few months, NCBW will contact various experts, advocates and advocacy groups to solicit input on what others are doing to respond to this problem. The Thunderhead Alliance and its members look forward to helping with this effort.

Susie helped set the model for these needed changes. As executive director of BAW, she helped push through Washington state legislation called the Cooper Jones Bicycle and Pedestrian Safety Education Act. This act requires that drivers who either kill or injure a bicyclist or pedestrian be retested for their license. The act also provides grants to bicycle and pedestrian safety education programs. ☼

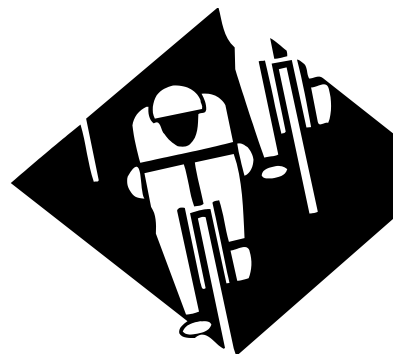
SABA and WalkSacramento Team Up

By Walt Seifert

SABA and WalkSacramento have begun a series of presentations to local leaders on the connections between cycling and walking, public health and community design. The PowerPoint presentation, lavishly illustrated with photos, is available on the SABA Web site. It will be presented to planning commissions, city councils and others in Sacramento County over the coming months.

The major benefits of increased levels of cycling and walking are described and some of the existing problems shown. The presentation concludes with a series of actions leaders can take to make cycling and walking easier and safer.

The first presentations were to the Citrus Heights City Council on March 26 and Planning Commission on April 10. ☼



Bike to Work (& Everywhere!) Day

If you haven't already signed up to be a Team Leader for the Commuter Bike Challenge during Bike Commute Week, there's still time. Leaders get free T-shirts and winning teams will get some nice prizes. This is a great way to share your enthusiasm for cycling and get more people to give cycling a try. You can register to be a Team Leader and get more information on the SABA Web site.

Enjoy the freebies on Bike to Work Day on May 15. Ride your bike to Manhattan Bagel, 4701 H Street, and get a free bagel with cream cheese. Or stop at a participating La Bou and receive a free cup of coffee, iced tea or soda. The Sacramento Natural Foods Co-op at 1900 Alhambra Blvd. will be offering a free energy bar and beverage. Cyclists need a bike helmet to claim the freebies.

Don't forget the Bike Fest at the Joe Serna Cal/EPA Building at 1001 I St. (across from historic City Hall) from 11:30 a.m. to 1:30 p.m., May 15. There will be a raffle for a \$500 bike shop gift certificate (must be present to win). The Bike Fest will feature free bike checks/minor repairs, bike shop representatives, clubs, and information about cycling. There will be a relaxed-pace Clean Air Ride Around the Capitol starting at 12:30 p.m. Free valet bike parking will be available.

Check the SABA Web site, sacbike.org, for more information about the Commuter Bike Challenge, morning "Energizer Stations," Bike Fest and more. Be sure and register for the California Bike Commute. It's easy to do online and makes you eligible for some great prizes and lets us know how many people are participating.

Many thanks to local sponsors: Sacramento Area Council of Governments, Sacramento Metropolitan Air Quality Management District, Sacramento Regional Transit, Inside Publications, Sacramento Municipal Utility District, city of Sacramento, Sacramento County, La Bou, Manhattan Bagel and Sacramento Natural Foods Co-op. ☼

Highlights from the 2003 National Bike Summit March 5-7

The League of American Bicyclists' 2003 National Bike Summit March 5-7 in Washington, D.C., was a resounding success, showcasing the strength of the bicycling community and its ability to unite for positive change on the reauthorization of TEA-21 and other critical education and advocacy issues. As Rep. Earl Blumenauer (D-Ore.) said, "I don't think a national movement with more trajectory and momentum with a more diverse group has ever come together this quickly."

Participants met with 90 senators and more than 300 representatives or their staffs to urge Congress to ensure that the reauthorization of the federal transportation bill focuses on supporting a balanced transportation system that embraces bicycling. The summit brought together nearly 400 bicyclists from 47 states and abroad, representing the worlds of advo-

cacy, industry, transportation and public health to share important concerns and best practices and to educate Congress. Overall participation in the 2003 summit grew by 45 percent from the 2002 Summit; bike industry participation more than doubled.

Among the summit participants was three-time Tour de France champion Greg LeMond, who also took part in the Congressional Bike Caucus Ride that toured major sites on March 7, and Linda Armstrong Kelly, mother of four-time Tour de France champion Lance Armstrong. Linda was also among the featured speakers, who included Blumenauer, Sen. Jim Jeffords (I-Vt.), Rep. James Oberstar (D-Minn.), Dr. Jeffrey W. Runge, administrator of the National Highway Traffic Safety Administration, and John Burke, president of Trek Bicycle Corp., president of Bikes Belong Coalition and a member of the President's Council on Physical Fitness and Sports.

Summit participants urged their members of Congress to ensure that the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), which authorizes more than \$200 billion in support for transportation, including bicycling projects, provides for a balanced transportation system that embraces bicycling by:

- Strengthening Transportation Enhancements, Congestion Mitigation and Air Quality, Recreational Trails and other TEA-21 programs.
- Creating a bicycle-friendly transportation system.
- Providing a Safe Routes to School program to promote bicycling and walking to school.

In addition, members were encouraged to:

- Support the Bicycle Commuter Act, introduced by Blumenauer (D-OR) and Mark Foley (R-Fla.), to give individuals who bike to work the same financial incentives as those who use transit or participate in a qualified parking plan under the Transportation Fringe Benefit.
- Support the Conserve By Bike Act, introduced by Sens. Richard Durbin (D-Ill.) and Susan Collins (R-ME), to promote energy conservation and improve public health.
- Join the Congressional Bike Caucus or the Senate Bike Caucus

The League is still tallying the congressional successes, but some key achievements of the 2003 Summit include:

- The America Bikes message was hand-delivered to almost every single member of the Transportation and Infrastructure Committee and all but one Senator on the Environment and Public Works Committee. These Committees have most of the jurisdiction for the reauthorization of TEA-21.
- Greg LeMond and Linda Armstrong Kelly helped carry bicycling's message to key meetings, raising the profile of bicycling on the hill.
- Five new cosponsors were added to H.R. 1052, the Bike Commuter Act.
- Fourteen new members "officially" joined the House Bike Caucus as a direct result of summit meetings. Numerous others indicated that they would also join. ☼

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
- Elk Grove Community Services District
- Fehr & Peers Associates
- 50 Corridor TMA
- Franchise Tax Board
- Gary Brustin, LLP
- Gregorini & Associates
- Hannan Specialties
- The Hoyt Co.
- Hull & Honeycutt Marketing and Design
- Inside Publications
- Ken's Bike & Ski
- LambertWebWorks.com*
- Natomas Bike Shop*
- North Natomas TMA
- Power Inn BTA
- Regional Transit
- REI
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Bureau Replies on Folsom Dam Road

Here's the reply SABA received from the U.S. Bureau of Reclamation:

This is in response to your March 5 letter requesting that the Bureau of Reclamation consider opening Folsom Dam Road to bicyclists and pedestrians. The decision to close Folsom Dam Road resulted from an in-depth security assessment of the entire facility and a full-scale evaluation by Reclamation, the Department of the Interior and officials of the Defense Threat Reduction Agency. All traffic presents a security concern. The preservation and protection of the core mission of the dam — to provide flood control and supply water — as well as the safety of hundreds of thousands of residents who live downstream led to the decision to fully close the road to traffic of any kind.

Reclamation appreciates the recreational value that Folsom Dam Road may have for bicyclists and walkers, and we thank you for your suggestions and interest. Please be assured that we will continue to work with Congressional representatives, local officials and citizens about the impacts of this decision.

Should you have further questions related to this issue, please contact me at 916-978-5100.

Sincerely,
Jeffrey S. McCracken
Public Affairs Officer

Letters to the Editor

We want to hear from *you*! Letters may be edited for length or clarity.

Preferably e-mail it to:

saba@sacbike.org

or put it in an envelope to:

SABA

P.O. Box 1295

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