

From the Chair Trips for Kids and Summer Ramblings

By Lea Brooks

Like many of us who grew up before society became totally dominated by the automobile, Darryl Moxley has fond memories of bicycling for fun and transportation and hanging out at the local bike shop. Pedaling to school or a friend's house or to the movies on the weekends was considered normal. A bicycle represented freedom and independence.

Darryl, an avid bicycle racer, recently lamented with fellow enthusiasts the dismal number of youngsters taking up the sport. Today's young people are driven everywhere by parents who are worried about kidnappings and dangerous roadways. With automobile-dependent parents as their role models, most kids don't even consider riding a bicycle for transportation and certainly not for sport.

At a race in San Rafael, Darryl came across the Trips for Kids National, a nonprofit organization that provides bike outings, environmental education and job skills to kids who would not otherwise be exposed to these types of activities. That chance encounter changed his life and that of his girlfriend, Francie Bishop. They formed Trips for Kids Sacramento, a local chapter of the group, and became president and marketing representative, respectively. Trips for Kids achieved nonprofit status in March.

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Rails and trails

By Walt Seifert

The Caltrans Division of Rail is conducting a study to identify abandoned rail corridors that have potential for use by nonmotorized transportation and as links to improve access to public transit.

The study will:

- identify the status of all existing rail corridors in California
- identify all rail corridors that are abandoned or may potentially become abandoned



Winona rail with trail, Indiana

- of the corridors identified, evaluate the relative importance and potential for future rail passenger service, public transit, nonmotorized transportation and joint use.

While most everybody has heard about "rail-to-trails" conversions, a November 2000 Rails-to-Trails Conservancy report shows that "rails-with-trails" are also quite feasible. The report examined 61 existing

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Join The Great American River Clean Up September 20

The 25th Annual Great American River Clean Up is Saturday, September 20, from 9 a.m. to 12 noon. The American River Parkway Foundation sponsors and coordinates the River Clean Up.

Coordinators at each site will oversee the clean up of the riverbank and trails. Participants will receive a commemorative T-shirt. Beverages, snacks and cleanup supplies – bags and gloves – will be provided.

Volunteers should wear closed shoes, long-sleeved shirts and long pants. Hats and sunscreen are a good idea. Keep up with the latest information at <http://www.arpf.org/cleanup.htm>.

In 2002, over 600 volunteers picked up over 1,000 bags of trash and recyclables at 15 sites along the American River Parkway. Kayakers, divers, and rafters brought in trash from river islands and the river bottom.

SABA will be cleaning up both our adopted Mile 8 (starting at 10 a.m.) and the 20th Street Connector/Sacramento Northern Trail (starting at 9 a.m.). We may be doing some planting and weeding at 20th Street as well. Please wear your SABA T-shirt if you have one. For more information, contact Chad Muilenburg at cmuilenburg@hotmail.com about Mile 8, and Walt Seifert at saba@sacbike.org about the 20th Street Connector. ☸

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 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 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 Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, September 11 from 5:30 to 7:30 p.m. at SABA's Supreme HQ, 909 12th Street. Despite the rather now-infamous date, we'd love to have you attend and spend some time helping the cause by writing letters to prospective members, stuffing envelopes, talking about bike stuff and eating free pizza.



SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative plenary, environmental group
- Measure A advisory committee
- SACOG Metropolitan Transportation Plan bicycle/pedestrian project funding criteria
- SACOG Regional Pedestrian, Bicycle and Regional Trails plan
- Sacramento County Mobility Technical Advisory Committee
- California Senate Transportation Committee hearing on AB 1408

Letters

SABA sent letters to:

- Cities of Sacramento and West Sacramento commenting on the Sacramento Riverfront Master Plan Final Draft
- Congressman Doug Ose in support of Congressman Oberstar's Pedestrian and Cyclists' Equity (PACE) Act legislation
- Congressman John Doolittle in support of saving the appropriation for Transportation Enhancements
- State Assembly member Lois Wolk in support of AB 1408, which would clarify the Vehicle Code concerning cyclists

Testimony

SABA testified before:

- Joint Sacramento/West Sacramento City Council session on the Sacramento Riverfront Master Plan

Other

- The Sacramento Business Journal carried an op-ed piece by Executive Director Walt Seifert on the price of gas
- Trail clean up and mulching at 20th Street/Sacramento Northern Trail, Saturday, July 26
- Executive Director Walt Seifert was interviewed about cycling by Kat Maudru with the interview airing on KSEG 96.9 — Eagle, KWOD 106.5, KSSJ 94.7 — Smooth Jazz, KDND 107.9 — the end, KRXQ 98.5 — 98 Rock and KCTC 1320 AM

SABA General Membership Meeting

Tuesday, Aug. 26, noon, American Lung Association, 909 12th Street, conference room, 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. | Status report on state policy on bike facilities at state offices (Lea, Walt and Maggie O'Mara). |
| 12:45 | V. | Other Business and Announcements. |
| 1:00 | VI. | Adjourn. |

Chair, from page 1

Darryl and Francie gave a presentation about the fledgling group at SABA's July potluck and general membership meeting. Their enthusiasm and dedication were contagious as many SABA members expressed their own concerns about a lack of interest in bicycling by young people.

As SABA members, we will continue to advocate for safer and more convenient roadways and trails for cyclists of all ages and to support the successful Safe Routes to Schools program. We will continue our efforts to educate cyclists about the importance of wearing helmets and following rules of the road to prevent crashes.

And we can also support Trips for Kids in several ways, including financial contributions, donations of bicycles and parts, and volunteering time. Please check out Trips for Kids' Web site at www.sacTFK.org, where you will find additional information about the following programs:

- Trips Program: Volunteers lead one-day mountain bike rides on off-road trails for up to five youths in Sacramento County. Participants learn about bike safety, trail etiquette and the environment.
- Bike Maintenance Program: Kids learn basic bike mechanics from Sacramento's best bike shop mechanics in addition to bike safety and environmental education. Participants earn credits to acquire used bicycles and equipment from the Trips for Kids inventory.
- Re-Cyclery Program: Used bicycles and equipment from the inventory are sold at local swap meets and thrift shops to generate funds.

If you'd like to donate a bicycle to Trips for Kids or get involved in any way, contact Darryl at (916) 519-6305. We wish the best of luck to Trips for Kids and look forward to a new generation of youngsters committed to bicycling. ☼

SABA/Community Calendar

August

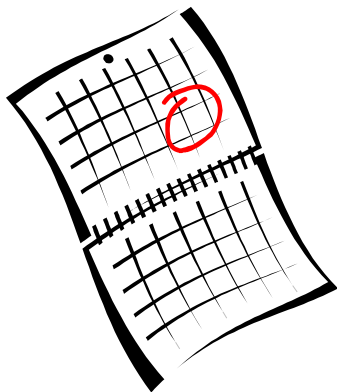
Tuesday, August 26

SABA General Membership Meeting, American Lung Association conference room. Meeting begins at noon.

September

Saturday, September 20

Great American River Clean Up (See article in this issue on page 1.)
Two locations: 20th Street Connector/Sacramento Northern Trail (meet at C Street between 19th and 20th streets) and Mile 8 (meet at mileage marker)



Members galore!

SABA is zeroing in on 600 paid members. You may notice the long list of new members this month. Through an extensive direct mail campaign, SABA has reached thousands of Sacramento cyclists. Many thanks to The Rest Stop for its generous support in this effort—we couldn't have done it without them.

SABA could not exist without the support of its members. We are still essentially a volunteer organization. All members are highly appreciated. Special thanks go to the folks who work on this newsletter, our Web site, go to meetings, stuff envelopes, work on trails and do a whole host of other tasks. People notice their efforts. For example, folks around town have marveled that we are able to put out a monthly newsletter. We've received many compliments on its quality. Passers-by thank us when we do trail clean-ups and ask who we are. (Check out the volunteer service opportunities on the Web site or contact Walt at (916) 444-6600 if you'd like to be more involved.)

While SABA gets great strength from our active members, there is also considerable strength in numbers. When I say SABA has hundreds of members and represents thousands of cyclists, elected officials and their staffs are certainly more inclined to sit up and listen.

Thank you all for being part of SABA. Together, we are making a difference.

Welcome new members!

SACOG

Steve Abbott

Anita Bagley

Linda A. Bell

Gerry Bemis

Katherine Bennett

Brandi Blasi

Phil Boerner

William Bowns

Bruce Braunstein

Gary Brey

Greg Brott

Donna Callegari

Leon Carroll

Pat Cole

Dave Combies

George Covert

David & Linda Dawson

Diane Denison

David Dulberg

Peggy Ewing

Steve Fargo

Ann Fonts

Jerry & Candy Furlong

Dan Gilmore

Bruce Hagel

Mary J. Hahn

Steve House

Delmar Janson

Jim Karver

Carlyle King

Melanie Loo

Eleanor Mark

Mack Martinez

Bill Minasian

John Moore

Steve Mulford

Daniel E. Okenfuss

Kirk Oliver

Jerry Plummer

Francisco Prieto

Patrice & Rusty Rogers

Jack Romans

Clarke Russ

Carla Salido

Bruce Samuel

Alexander Scott

George Sinclair

Ronald Somerby

Alexis Storm

Dan Sturges

Jan Sward

Fred Tempes

Mitchell Weiss

Alan Westfall

Monte Yunker

George Zenovieff



Walk / Bike Conference 2003 – Oakland California

October 15 thru October 18

California Bicycle Coalition (CBC) and the city of Oakland, in association with California Walks, are proud to announce the Walk / Bike 2003 Conference, commencing in Oakland the evening of October 15. Together, CBC and the City of Oakland will present a world-class event that highlights the ability of walking and bicycling to relieve congestion, stimulate economic activity, increase transit use, and create safer and healthier communities throughout California and the western United States. Featured speakers and presenters will include nationally recognized experts as well as state legislators, local, regional and state agency representatives, planners and engineers, public health promoters, pedestrian and bicyclist advocates, and more.

For more details, or to register online, please visit www.walkbikecalifornia.net. ☼



Oppressive Weather

By Lea Brooks

In July, Sacramento tied a record for 17 days of temperatures of 100 degrees or more. Many of the other days reached into the high 90s, so relief was fleeting. Even worse than the unrelenting heat was the foul air, which made breathing most unpleasant.

Despite the soaring temperatures, I noticed no drop in the number of bicycle commuters I see on my daily trip to work. So a tip of the helmet to all of you who kept pedaling despite the miserable conditions. Thanks for being part of the solution to air pollution. ☼

Making Life a Breeze(r)

Breezer, North America's transportation bicycle company, and Better World Club, North America's environmentally friendly roadside assistance company, have teamed up to make transportation by bicycle even more convenient. The partnership means that new purchasers of Breezer Town and Range bicycles can receive a one-year Bicycle Roadside Assistance membership free.

"Roadside assistance as a standard feature of a new car purchase is increasingly common," said Better World Club President Mitch Rofsky. "But this option has never been available to bicycle purchasers. Better World Club, known for promoting a balanced transportation system, couldn't be more pleased that this feature is being pioneered by a company known for its transportation bicycles."

This unparalleled offer is available to buyers of Breezer Town and Range bikes who are age 16 or over and who purchase their new bikes between July 17 and December 31. These buyers will automatically be enrolled in the Bicycle Roadside Assistance program when they register their Breezer warranties.

In addition to the special promotion, Better World Club is offering a 15 percent reduction in the price of its bicycle and auto memberships to all Breezer owners and Club Breezer members. Breezer transportation bike owners automatically become members of Club Breezer when they register their bikes.

Better World Club Bicycle Roadside Assistance program includes:

- Two service calls per year, including roadside assistance of up to 30 miles in total.
- Discounts on hotels, restaurants and other travel services as provided to Better World Club auto members.
- Better World's Travel Cool! program: discounts on green hotels, eco-travel and hybrid car rentals, and Better World's distinctive Carbon Offset program, which enables travelers to fight global warming.

Also available are bicycle and automobile coverage in one membership as even the most dedicated bicycle transportation advocates agree it is sometimes advantageous to travel by car. A purchaser of a new Breezer will be able to add on a Better World auto membership for auto roadside assistance services at the price of \$15 (for up to five miles of towing) or \$30 (for up to 100 miles of towing).

More information can be found at the Better World Club web site, www.betterworldclub.com, and the Breezer web site, www.breezerbikes.com. Information can also be found at any Breezer dealership across North America.

Cost for a basic auto membership in the Better World Club begins at \$49.95 a year. A Better World Club auto member can obtain the additional bicycle service for \$15, incorporating the service into the four service calls received annually. To become a member of the Better World Club or for more information, call (866) 238-1137 or visit www.betterworldclub.com. ☼

Editor's note: Something to think about is that AAA often has been at odds with cyclists on important issues.

The Road to Attainment

By Jude Lamare

The 2005 deadline for reaching the federal one-hour ozone standard is fast approaching. Concern is growing as to whether our region will meet that standard and what we can do in the short term to reach the goal. Meanwhile, we're being challenged by a shifting regulatory environment and a new air quality planning effort.

The summer of 2003 begins the countdown to the 2005 attainment year. We must average no more than one violation per year for three years at any one monitoring station to claim attainment. This means we can have one violation per year at each monitoring site, averaged over three years.

As of July 30, 2003, at least one monitoring station had recorded three federal one hour violations. We've also had one violation at each of five other stations, located in Sacramento, Placer and El Dorado counties. This is not good news. Meteorology plays a major role in ozone formation and we have landed a hot summer. Chances are that August will bring more violations.

In our favor over the next two years are pollution control programs that will further reduce pollutants, over and above population growth. In 2004 and 2005, the level of pollutants in our air basin should be lower based largely on turnover in vehicles. Not in our favor are the older cars, trucks, boats, tractors, bulldozers, backup generators, and heating and cooling systems out there that won't be junked any time soon.

Spare The Air days are those times when we must ask ourselves and our neighbors, employers and friends to avoid using gasoline- and diesel-burning engines, especially those that predate the latest pollution control standards. This means:

- driving less, especially those 1986-1995 cars that make up a large portion of vehicle miles traveled, and consequently, on-road emissions;
- not boating on the hottest, stillest summer days [unless you're using the cleanest available recreational boating engines];
- avoiding motorized lawn and garden work;
- not idling diesel trucks, buses and equipment.

You can receive notification by e-mail or text message of air pollution levels by signing up at <http://www.MyAirAlert.net>. You can also report your Spare The Air day driving reductions by signing up at the Cleaner Air Partnership site DriveLess for Air Quality, at <http://www.cleanerairpartnership.org/cap.asp>.



US Environmental Protection Agency has announced plans to revoke the one hour ozone standard in 2005, based on implementation of a stricter eight-hour ozone standard. This revocation is intended to provide regulatory relief without backsliding. Planning for the eight-hour standard begins next year. But at present, Sacramento and other major urban areas in California are updating their one-hour ozone attainment plans with new measures. To find out more about that plan and your participation in it, visit <http://www.airquality.org>.

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East End Complex Update

By Lea Brooks

California Department of Health Services (DHS) employees who support bicycle commuting continue to make progress at the department's new East End Complex in downtown Sacramento, although major barriers were still firmly in place when this newsletter went to press.

At the top of the list of barriers is the disturbing fact that not all East End employees have access to the secure bicycle cage. Contract employees, who make up a significant portion of DHS' workforce, have been prohibited from using the bike cage because state employees are given preference. As a direct result, at least two bicycles have been stolen because their owners were forced to park their bikes at ribbon racks in front of the complex.

On paper, the 90-odd spaces in the mammoth complex's sole bike cage are filled with state employees as are eight individual bike boxes. In reality, about a dozen bikes are parked in the cage each day, while a couple of dozen are locked to the unsecured ribbon racks.

The reason for the low number of bikes in the cage is speculative, but it's believed that the main reason is that employees who signed up have not yet moved to East End. The workforce will be moving into the complex in waves through early next year. In addition, some employees who have moved to the complex and signed up for a space may not be riding because of other barriers.

Until recently, building managers insisted that contract employees would not be allowed into the bike cage as long as the spaces were filled by state employees. They also were adamant that additional secure parking would not be provided to accommodate contract employees because it would be a gift of public funds.

Four members of DHS' Bicycle Users Group (BUG) met with Director Diana Bonta in late July to ask for her personal commitment that every employee at East End who chooses to commute by bicycle is provided with secure bike parking and sufficient support facilities.

We told her we were baffled as to why DHS is discouraging a healthy activity like bicycle commuting by limiting secure bicycle parking. We wanted to know why building managers consider too many bicycles a problem rather than a success.

As of late July, the building managers – at the director's direction – were working on a scheme to "oversubscribe" the bike cage. A memo was sent to all employees, including contract, asking them to respond if they were interested in using the cage. It was unclear how many individuals will be allowed to sign up for the cage since it's unknown how many of them will ride on any given day.

The director also asked the staff to identify locations for additional bike cages.

Another positive sign is that the building managers have agreed to make available 20 percent of the clothing lockers in the shower rooms for long-term use at \$5 per month. While many issues remained unclear, including what happens if there is a higher demand than 20 percent, this action was a move in the right direction. Building managers' initial argument that

East End, page 6

Riverfront Master Plan

By Walt Seifert

The city councils of Sacramento and West Sacramento, meeting in a joint session at West Sacramento's sleek, new civic center, in independent but unanimous votes adopted the Sacramento riverfront master plan put together by consulting firm Wallace, Roberts & Todd.

As described in last month's newsletter, the visionary plan has many long-term benefits for cyclists—new connections to the riverfront, new trails, improved crossings on the Tower and I Street Bridges, two new bike and pedestrian bridges (at R Street and Richards Boulevard) and a new bridge serving vehicles, bikes and pedestrians at Broadway.

While a primary focus of the plan was improved bicycle and pedestrian connectivity, the plan also includes many other significant changes: open space, housing for 35,000 people, office space for 110,000 employees and public gathering spaces. It will, as described by one of the consultants, be the equivalent of a new little city within the cities, be a regional asset and help reduce sprawl.

SABA's written and oral comments were not only heard by the councils, they were valued.

West Sacramento Council member Oscar Villegas asked the consultants to comment on SABA's reservations about the utility of a bicycle/pedestrian bridge suspended from the lofty Pioneer (Highway 50) Bridge. The response was that this was an idea that wouldn't necessarily be implemented – especially not without input from the potential users.

Sacramento Council members Steve Cohn and Ray Tretheway asked for more information on SABA's suggestion to explore the possibility of using fixed bridges. Currently some form of moveable bridges – draft, lift or swivel – are required to allow navigation on the river. Potential construction and operational cost savings from using fixed bridges are likely to be well over \$100 million. The councils will get a report back on this issue from the consultants and staff. ☼



Attainment, from page 5

What if we do have four violations of the one hour ozone standard this summer at one monitoring station, or accumulate that many over the next three years? There are several possible scenarios that would kick in after 2005. One scenario is to rely on US EPA to succeed in wiping out the one hour standard and the sanctions for not reaching it. Another scenario is to “bump up” to a 2010 attainment date. Bump up entails costs to and regulatory hurdles for businesses with air quality permits. In a third scenario we would obtain a one or two year extension on our 2005 deadline. In a fourth scenario we would face sanctions, including loss of federal transportation funding for road-building projects and higher fees for businesses that emit ozone-forming pollutants. The shifting and uncertain regulatory environment is about as difficult to predict as next month's weather. Expect changing conditions! ☼

Tip of the Month White Line Fever — riding in and out of bike lanes

By David Takemoto-Weerts

Many people are surprised to learn that bike lanes are a topic of much controversy among cycling advocates. Along with “helmet wars,” bike lane arguments consume a lot of bandwidth on the Internet. But whether you love or hate ‘em, we all find ourselves riding in them at least occasionally, and there are ways to make your bike lane experience safer and more efficient.

First of all, be aware that although the state Vehicle Code requires cyclists “operating ... at a speed less than the normal speed of traffic” to use a bike lane when present, the law also grants many exceptions allowing you to exit the lane. In addition to the obvious reasons – merging left to make a left turn and going around obstructions such as double-parked cars – the law says you may leave the lane “to avoid debris or other hazardous conditions.” While a police officer or judge may disagree, I believe it's prudent to consider a too-narrow bike lane, one that's striped to the right of a right-turn-only lane, or any other variety of design errors as “hazardous” and something that should be avoided.

When using a bike lane, it's usually best to ride as near to the inside of the stripe, i.e. close to motor traffic, as possible. This puts you outside of most debris, glass, gravel, etc., that may collect in the lane near the road edge. It also may put you outside of the dangerous “door zone,” makes you more visible to motorists and helps to prevent you from being right-hooked by drivers who may mistakenly make a right turn from outside (to the left of) the bike lane. Motorists should move into the bike lane as far right as possible and yielding to any cyclists in the lane when approaching a driveway or cross street to make a right turn.

In short, don't assume that a bike lane provides some magical barrier against collisions. Your position on the street should not be dictated by a painted stripe that may or may not coincide with existing traffic or other road conditions. A bike lane may give you a sense of security, but your consistent use of vehicular cycling skills does much more to ensure your continuing safety on the road. ☼

David Takemoto-Weerts is University of California Davis Bike Coordinator and a League Cycling Instructor.

East End, from page 5

lockers would not be assigned on a long-term basis because bicyclists would hide bombs in them was exposed as ridiculous.

Another modest, yet important achievement was the installation of shower curtains. Hooks and racks for towels and shampoo and soap have been promised.

These barriers that discourage bicycle commuting at a brand new state building that houses DHS, whose mission is public health, and that has limited vehicle parking, underscores our efforts to establish minimum standards for bicycle commuters in all buildings where state employees work. After a brief summer break, the effort to sponsor legislation to require bicycle-friendly buildings will continue. Stay tuned. ☼

Mobility Strategies for County Corridors

From Sacramento County

The ability for residents of Sacramento County to travel to their desired destinations is becoming increasingly challenging as the region grows. Mobility (as defined by reasonable and predictable travel times) is essential for individuals and businesses; however, limited financial resources and a growing population create a challenge in maintaining adequate mobility.

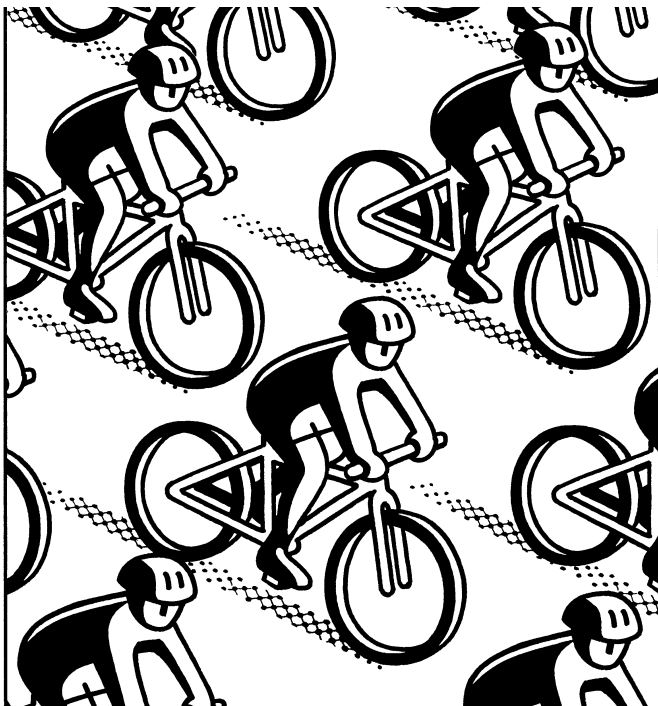
The County recognizes that solutions need to be identified now to provide the best chance for future mobility. Therefore, the County has initiated an innovative study. The study will identify and evaluate a wide range of strategies for enhancing mobility, increasing ability to move people, and improving safety for all users of the transportation system. The County is studying 11 of the County's most critical and congested corridors. The Mobility Strategies for County Corridors will consider all modes including: pedestrian, bicycle, transit, and automobile. It will address both technological improvements and physical enhancements.

While accomplishing the project's goal of increasing mobility, the study will recognize several objectives including: identify cost-effective strategies for road improvements, minimize any impacts on the environment/citizens associated with the improvements, manage congestion, and identify strategies to encourage the use of transit and other non-automobile travel.

The study will provide an extensive list of ideas and evaluate the most promising strategies without selecting any single strategy for implementation. The results of the study will be a strategic set of improvement options for each of the 11 corridors.

Go to www.sacdot.com/projects/mobilitystrategies/ to obtain project information and provide on-going input.

SABA is a member of the Technical Advisory Committee for the study.



Trails, from page 1

rails-with-trails nationwide and mentioned that another 20 are being planned.

While you might think there is danger in having trails near active rail lines, the report identified only a single collision between a trail user and a train. That single crash occurred on a trail that had otherwise operated safely for 34 years.

Some trails are very close to rail tracks and others further away. Some incorporate fences or other barriers. Some are next to freight lines with slow, infrequent service and some are adjacent to high frequency Amtrak service traveling as fast as 140 miles per hour.

SABA has been invited to participate in the Caltrans study. Below is a list of existing rails-to-trails conversions and rails-with-trails in the Sacramento area which SABA provided to the study consultants. Also, there is a list of planned or potential projects.

Some of the potential rails-with-trails projects are not in any plans, but have been mentioned by SABA members or simply dreamed up by me after looking at a map.

Existing rails-to-trails

- Sacramento Northern
- Placerville to Camino

Existing rails-with-trails

- 20th Street Connector/Sacramento Northern
- Sacramento River — Railroad Museum excursion trail
- Butterfield Light Rail Station to Mayhew

Planned/potential rails-to-trails

- R Street Bridge over I-5 (planned and funded)
- Central California Traction Company — Sacramento to Lodi/Stockton
- Sacramento Northern — Sacramento to Chico
- Folsom to Placerville

Planned/potential rails-with-trails

- Del Rio — Railroad Museum to city limits
- Union Pacific tracks (old SP east/west mainline) — from Yolo Bypass to I Street Bridge
- I Street Bridge — part of Sacramento Riverfront Master Plan
- Union Pacific tracks (old SP east/west mainline) — Sacramento to Roseville
- Union Pacific tracks (UP north/south mainline) — Sacramento to Elk Grove
- Union Pacific tracks (old SP north/south mainline) — CSUS to Power Inn Road
- Sacramento RT Light Rail, Folsom line
 - in City of Sacramento (in Bikeway Master Plan, but probably not feasible)
 - in City of Rancho Cordova
 - in City of Folsom
- Sacramento RT light rail/Bus Rapid Transit bridge over American River
- Yolo Short Line

If you can identify any additional projects that should be added to this list, please contact me, Walt Seifert, at (916) 444-6600 or saba@sacbike.org. ☺

Anyone for Electronic Newsletters?

The SABA newsletter folks have been working on making the monthly newsletter available electronically to those who would prefer to receive it that way. While all of the infrastructure and details aren't yet in place, we soon hope to have that system up and running.

Electronic versions have a number of advantages over paper versions:

- You will get your newsletter about a week earlier than if it is mailed.
- You can search through the newsletter for key words which

interest you, such as recent and upcoming events.

- SABA plans to keep an archive of past issues, available anywhere you have Internet access. Some issues are already available at <http://www.sacbike.org/newsletter/archive.shtml>
- Electronic distribution will save money in printing and postage costs.
- You can still print one, or a part of one, if you want.

We hope to soon ask members whether they want their newsletters mailed or emailed. Please give some thought to this, and keep watching for more details. ☺

SABA

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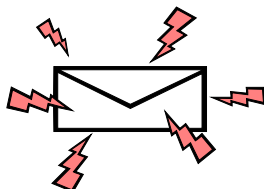
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SABA Business and Organization Members

Business members with an * offer SABA members a discount.

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| • American Lung Association | • Franchise Tax Board | • The Rest Stop* |
| • American River Bicycle* (Folsom Blvd.) | • Gary Brustin, LLP | • Rex Cycles |
| • American River Bicycle* (Marconi Ave.) | • Gregorini & Associates | • Sacramento Air Quality Management District |
| • American River Bicycle* (Riverside Blvd.) | • Hannan Specialties | • Sacramento Area Council of Governments |
| • American Warp Drive | • The Hoyt Co. | • Sacramento Bike Hikers |
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| • Bicycles Plus* | • Inside Publications | • Sacramento TMA |
| • Bob's Cycle Center | • Ken's Bike & Ski | • Sacramento Wheelmen |
| • Body Concepts | • Kuzins & Kumpany | • Savoyard Bed & Breakfast* |
| • Chaney Chiropractic | • Law Offices of K. Greg Petersen | • Sierra Engineering |
| • City Bicycle Works* | • LambertWebWorks.com* | • SMUD |
| • Davis Bike Club | • Natomas Bike Shop* | • South Natomas TMA |
| • Downtown Sacramento Partnership | • North Natomas TMA | • Sports Rack |
| • Elk Grove Community Services District | • Power Inn BTA | • UC Davis Transportation & Parking Services |
| • Fehr & Peers Associates | • Regional Transit | |

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

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