



# The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

September 2003

## From the Chair Folsom South Canal - A Viable Bike Route?

By Lea Brooks

When I moved to Sacramento 15 years ago, a popular recreational bicycle ride was to access the Folsom South Canal bike trail near the Nimbus Fish Hatchery at the intersection of the American River Parkway bike trail and Hazel Avenue and pedal to Sunrise Boulevard. Back then, Sunrise along this stretch was two lanes each way with a bike lane.

After a quick turn east on White Rock Road, cyclists enjoyed rural, rolling terrain to Folsom or El Dorado Hills. White Rock Road was a narrow, two-lane country road with little traffic.

Today, Sunrise between Folsom Boulevard and White Rock Road is six lanes of exhaust-belching snarled traffic. More than a decade ago, Sacramento County eliminated the bike lane so it could re-stripe the road for a third car lane. This despicable action was taken with no notification to the bicycling community even though this stretch of Sunrise Boulevard is designated as a class II bikeway in the Sacramento City-County Bikeway Master Plan. White Rock Road is still a narrow two-lane country road, but traffic, speed and the number of aggressive motorists have increased dramatically. These roads are downright dangerous for bicycling.

Two recent actions -- one positive and one negative -- have renewed interest in the little-used and neglected Folsom South Canal bike trail, which is managed by the U.S. Bureau of Reclamation and includes an undercrossing of Highway 50.

The positive action is Sacramento Re-

## Bus Rapid Transit

By JoAnn Ross

The Bus Rapid Transit (BRT) Forum on July 31 was a great success. Sponsored by Sacramento Regional Transit, the National Transit Institute and the Federal Transit Administration, the seminar effectively covered what BRT will mean to the Sacramento area.



French Civas BRT vehicle

Multiple speakers described the various levels of BRT, from Level I with limited stops and traffic signal priority to Level IV with guided docking and separated grades. They patiently explained the intermediate role that BRT could play between existing bus lines and light rail and how that would fit into the bigger transit picture. I came away understanding how, with its greater flexibility, it would be a good match for Sacramento, and its many less-dense neighborhoods.

A key part of the day was a chance to experience first-hand the new E-Bus that will make its maiden journey on Stockton Boulevard in January. Ron Bishop of the East Bay Bicycle Coalition and I both were interested to see if this particular vehicle would be bicycle-friendly. While the demonstration bus did not sport bicycle racks, I was assured that quick-load racks accommodating two bi-

## Paving Job Causes Crashes

By Walt Seifert

El Dorado County repaved Green Valley Road this summer. The new pavement extended only part way onto the shoulder, then dropped off an inch or so to the old surface.

A number of cyclists contacted SABA about the hazard this condition presented. (See Tip of the Month about diverting-type falls.) We learned of three bike crashes involving four cyclists. Injuries included a separated shoulder and road rash. In at least one instance, it appeared a bike helmet prevented head injury.

Individual cyclists and SABA contacted El Dorado County transportation officials. SABA's letter asked that "the poor pavement conditions on Green Valley Road shoulders (be) corrected in a satisfactory manner as soon as possible. We also would like to ensure that future road resurfacing work in El Dorado County does not result in the same problem."

According to Tom Celio, El Dorado County deputy director of the Department of Transportation Maintenance, the county was considering three ways to correct the problem: milling the surface, a Type 3 slurry or micropaving, paving to the berm or edge of the shoulder. Celio said he wanted a solution that provides a smooth transition. He expected work could begin as soon as the week of Sept. 8 if it is done by county employees, but that work was weather-dependent. If the work is contracted out, the start date would be later.

Celio said the contractor who paved the road met contract specifications, providing 30 feet of new pavement. The problem was a variable shoulder width and a slope on the

## 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](mailto: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](mailto: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](mailto: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, Oct.

16, from 5:30 to 7:30 p.m. at SABA Pacific Rim HQ, 909 12th St. 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 and environmental group
- SACOG Bicycle/Pedestrian Advisory Committee
- Measure A Advisory Committee
- Caltrans Highway 50 HOV lane Corridor Advisory Committee
- Mobility Strategies for County Corridors
- Folsom Lake State Recreation Area General Plan/Resource Management Plan Update Trail Stakeholders

### Letters

SABA sent letters to:

- Rancho Cordova on the Sunrise Douglas 2 Specific Plan Notice of Preparation•

### Testimony

SABA testified to:

- Sacramento Board of Supervisors on the Sacramento City/County Bicycle Advisory Committee Annual report

## SABA General Membership Meeting

Tuesday, Sept. 23, noon American Lung Association, 909 12th St., 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.   | Update on Folsom Lake State Recreation Area General Plan/Resource Management Plan Update (Lea).  |
| 12:50 | VI.  | Other Business and Announcements.  |
| 1:05  | VII. | Adjourn.   |



## SABA/Community Calendar

### September

Saturday, Sept. 20

Great American River Clean Up

9 a.m. at 20th Street Connector/Sacramento Northern Trail (meet at C Street between 19th and 20th Streets). Contact Walt Seifert, 444-6600, saba@sacbike.com. Or 10 a.m. at Milepost 8. Contact Chad Muilenburg, cmuilenburg@hotmail.com. Bring hat, gloves, sunblock.

### October

Friday, October 3

Folsom South Canal tour

Noon, lunch discussion of history of canal, California State University, Sacramento (CSUS), Aquatic Center, 1901 Hazel Ave.

1 p.m., ride from CSUS Aquatic Center to south of White Rock Road and return. RSVP by Oct. 1. e-mail: rebecca@50corrdiortma.org, phone: (916) 852-7409

Saturday, October 11, Sunday, October 12

Salmon Festival

Nimbus Fish Hatchery

SABA provides valet bike parking

Saturday, October 28

SABA Quarterly Meeting and Potluck

6 p.m., American Lung Association

909 12th St., Sacramento

County level Blueprint workshops

Yolo County, Oct. 27

Sacramento County East, Nov. 15

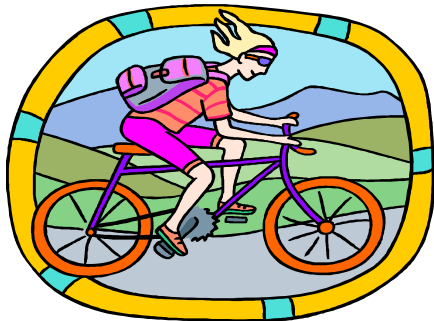
Sacramento County South, Nov. 22

Sacramento County Central/North, Jan. 10

Placer County, Jan. 31

For details and to register go to:

<http://www.sacregionblueprint.org/sacregionblueprint/>.



*Paving, from page 1*

shoulder that was steeper than on the crown of the road.

SABA learned there were several places in Placer County with the same uneven pavement problem and also asked, in a separate letter to Placer County officials, that the conditions be corrected there as well. ☼

## Think Big. Think Small.

*By Walt Seifert*

Want to build a grade-separated, air-conditioned bike trail system? Need a short-cut from your neighborhood to a nearby store? Want a multimillion dollar bridge over a river or a new freeway overcrossing? Want a curb ramp where there isn't one?

"Think Big. Think Small" is how Anne Geraghty of WalkSacramento and I end our presentation on making communities walk and bike-friendly. We want decision-makers to visualize big projects like a regionwide trail network, but we also want them to know that the micro-environment of individual commercial or residential projects can make a big difference to cyclists and pedestrians.

What would make a difference for you? Now is the time to start jotting down those ideas, big and small, and saving them up or sending them in. At SABA's Oct. 28 quarterly evening potluck, we'll have a brainstorming session to

identify bike projects that aren't in existing plans. Projects could range from a new bridge to a curb cut and anything in between.

The project ideas you submit could be used in a number of ways. They might be provided to individual jurisdictions as they create or update bicycle master plans. The Sacramento Area Council of Governments wants projects for its regional bike plan. A least one modeling effort needs project ideas to help project alternative future transportation systems. ☼

## Welcome new members!

Guy Acheson

Mike Ammon

Rich Applebaum

Carol Baker

Stephen Beals

Tom Birtwhistle

Bendan Blue

Joanna Boettcher

Deuel Born

Barbara Brenner

Peter Brostrom

Marian Brown

Frayda Bruton

Rosalyn Bryant

Dave Carlson

Tav Commins

Jeff & Annie Cook

Garrett Corrigan

Jim Currier

Michael Dillon

Bob & Stacy Dreizler

Nathan Fairman

John Febbo

John Fraser

Tim Frawley

Norman Gold

Carolyn Haase

Diana Hickson

Jim Hoffman

Joel Ingulsrud

Katherine Giramonte

& John Marinko

Carol Keaton

Bob Keven

Pete Kieffer

Julian Lacalle

Harriet Lamanna

David Laone

Stan Leff

Will Marshall

David Miller

Eric Nelson

Elinor Olsen

Bill & Janice Olsen

Joe Orsini

Phil Parsons

Craig Petersen

Tom Propp

Gayle Salisbury

Jonathan & Linda Warren

Kathy Wright

Ken Zukin

## Tip of the Month An Unpleasant Diversion

By David Takemoto-Weerts

Of the four types of falls we teach about in BikeEd classes, one of the most dangerous is the “diverting” fall. Diverting falls occur when something, usually a road hazard, grabs one or both wheels and momentarily wrests control of the bike away from you and throws you to the ground.

We’ve probably all experienced this fall or at least narrowly avoided one. Common causes are getting your wheel caught in a road crack or a railroad track or the roadway edge where the asphalt meets a soft shoulder. A cyclist maintains balance in large part by the subconscious act of constantly making small, almost imperceptible steering corrections to keep the bicycle under his body. When one’s wheel, especially the front one, drops into a gap like the crevasse between a light rail track and the pavement, it can be impossible to pull it out before your relinquishment of control results in your almost immediate downfall. The last thing you may remember on your way to kiss asphalt is how completely out of control you feel.

Avoiding such crashes is largely a matter of paying attention and scanning the road surface ahead of you. If a questionable crack is in your path, steer clear of it. If crossing it is unavoidable, approach as near to a ninety degree angle as possible. If either wheel gets caught you could fall, so a “bunny hop” that lifts only one wheel clear of the crack may not be enough. The threat of getting caught in the transitions at a road’s edge or shoulder is one more very good reason NOT to be a gutter hugger. Riding away from the curb and outside the dreaded “door zone” will often put you in a better-maintained part of the roadway with fewer cracks.

Crossing railroad tracks, drainage grates or metal “cattle guards” should always be done with great care. Not only are the cracks often perfectly sized to swallow a wheel, the metal tracks or gratings can be treacherously slippery when wet or dry.

Obviously, skinny road bike tires are “edible” to a wider range of cracks than a fat-tired bike’s treads. But don’t bet that your wide rubber will always save you. Your snap judgment of the crack’s width relative to your tire size may result in a painful realization of your miscalculation. ☸

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



## SACOG Bike/Pedestrian Notes

By Walt Seifert

Information exchanged at the Aug. 27 Sacramento Area Council of Governments Bicycle/Pedestrian Advisory Committee meeting.

Roseville has work in progress on two bike trails, the I-80 to Royer Park Bike Trail and the Antelope Creek Bike Trail. The Cosmos Sculpture Park to Harding Boulevard Bike Trail segment (Segment 1 of the I-80 to Royer Park Bike Trail) - This trail segment begins at the western end of Miners Ravine trail at Sculpture Park, runs west under I-80, and connects to Harding Boulevard. This is currently under construction and will be complete by early October 2003.

Harding Boulevard to Royer Park Trail Segment (Segment 2 of the I-80 to Royer Park Bike Trail Project) - The EIR is scheduled for release soon.

Antelope Creek Bike Trail - Runs along Antelope Creek from Galleria Blvd. at Berry Street to the north City limit, where it will connect to Springview Drive in Rocklin. The preliminary engineering and environmental work for this project are currently in progress.

A map of the city of Roseville’s existing and proposed bikeways is now on the city’s Web site, [www.roseville.ca.us](http://www.roseville.ca.us), under the Public Works or Parks and Recreation department headings. (The SABA Web site has links to all area maps.)

An updated city of Davis/University of California at Davis (UCD) bike map has been printed. It includes new facilities such as the \$4.7 million Putah Creek undercrossing of Interstate 80 and the Dave Pelz overcrossing of I-80. UCD will hold its annual bike auction with some 400 “fixer-upper” bikes on Oct 11.

The final segment of 7.5 miles of Class II bike lanes between Davis and Dixon should be complete by the time you read this.

The Southgate Parks and Recreation District has a one-mile extension of the Tillotson Parkway trail under construction. The segment is from Elk-Grove Florin Road to Waterman Road. The trail will eventually run from Power Inn Road to Bradshaw Road.

The Public Broadcasting System’s “America’s Walking” show will feature cycling and walking in Davis and Sacramento. Larry Robinson, chairman of WalkSacramento, was interviewed for the show, scheduled to air on KVIE, Channel 6, at 5:30 p.m., Sunday, Sept. 28.

The city of Sacramento has received bids on the H Street Bridge undercrossing, a project that will connect the American River Parkway, California State University, Sacramento, and the River Park neighborhood.

The Orangevale Recreation and Park District is working on a new American River Parkway bike trail access from Snipes-Pershing Park (Snipes Boulevard near Main) and an Oak Avenue Trail System (OATS). Construction is at least two years away. ☸

*Chair, from page 1*

gional Transit's extension of light rail to the corner of Sunrise Boulevard and Folsom Boulevard next spring, followed a year or so later to Hazel Avenue and the city of Folsom. Bicyclists who live on the north side of Highway 50 and wish to access the light rail station already have the Sunrise Corridor Bikeway that stretches from the old Fair Oaks Bridge on the American River Parkway bike trail to Folsom Boulevard and includes an undercrossing of Highway 50. Dedicated in October 1997, this bikeway has yet to reach its potential due to the lack of safe and convenient bike routes south and parallel to Sunrise.

The negative action is the Sacramento County Board of Supervisors' approval of the Sunrise Douglas Community Plan/Sunridge Specific Plan, which is roughly bounded by Sunrise Boulevard, Douglas Road, Grant Line Road and Jackson Highway.

Approval of the specific plan means that a sprawling residential development the size of a medium-size city will be built in an area that is only accessible by motor vehicle. The new light rail station under construction at Sunrise and Folsom is approximately five miles away via a road that has no bicycle lanes and is already heavily congested with traffic. More than 10,000 homes are scheduled for construction during the initial stage of the development. At full build out, 22,000 homes are expected to generate more than 200,000 vehicle trips each day on local roads that are already at or near capacity.

In recognition that residents of this development will not be able to safely and conveniently ride their bicycles outside the project site, the Highway 50 Corridor Transportation Management Association created a bicycle advisory group to address this and other bicycle issues along the Highway 50 corridor. On Oct. 3, the group has scheduled a field trip to explore what improvements are needed to upgrade the Folsom South Canal bike trail into a safe, convenient and pleasant bike route. The barriers are enormous, including funding. Unfortunately, Sacramento County did not require the developer to make improvements for bicyclists or pedestrians outside the project as mitigation for the project's approval.

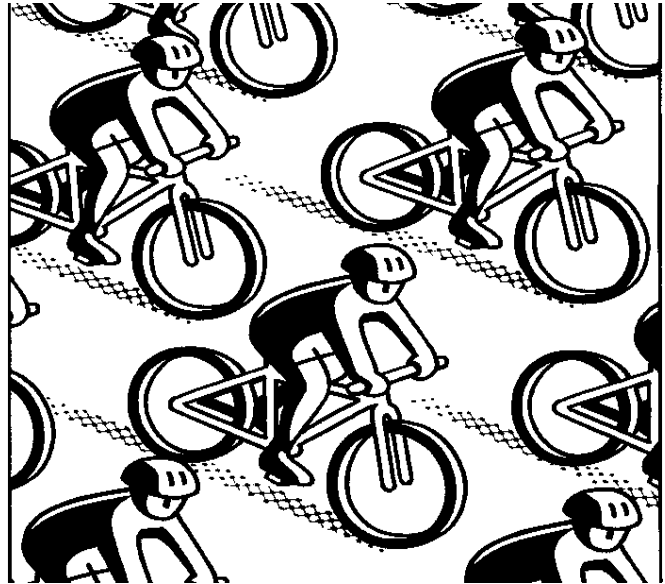
Two major barriers for the canal option are developing safe and convenient at-grade crossings of Sunrise Boulevard and White Rock Road west of Sunrise. There currently are no stop signs or signals at the bike trail's intersections with these congested six-lane roads that allow bicyclists and pedestrians to safely cross. Another challenge is developing a safe and convenient access for bicyclists and pedestrians to and across the canal from the light rail station just east of and parallel to Sunrise. One possibility is using an existing railroad right-of-way. This route would include Salisbury Road and Luyung Drive south to link up with Sunrise at Douglas Boulevard, thereby connecting the Folsom Boulevard/Highway 50 light rail station transportation hub with the new residential development.

Other issues are maintenance and security.

The field trip is a welcome acknowledgement that the consequences of Sacramento County's extreme poor planning need to be fixed. Supervisors ignored the front-burner issues of traffic congestion, air pollution and health problems associated with inactivity because individuals lack safe and convenient

transportation options like bicycling and walking. This mess has been inherited by the new city of Rancho Cordova.

SABA is relieved and pleased that the issue of bicycle and pedestrian access is finally being addressed along this corridor, but concerned that a solution is years away. We would like to see another option on the table: elimination of one of the traffic lanes on Sunrise Boulevard to restore the class II bike lanes. It would be interesting to see our elected and appointed officials respond to that proposal. ☼



## Palo Alto Bicycle Fines Lowered

*by Ellen Fletcher*

**P**alo Alto has finally been granted approval by the Superior Court of Santa Clara County for lowering the fines for vehicle violations by bicyclists.

Previously there was no differentiation between fines for bicyclists and motor vehicles. Violators were typically fined \$100 plus an additional County assessment of \$181, for a total fine of \$281.

Recognizing this disparity, in 1993 the City of Davis successfully urged the legislature to lower the fine for bicyclists. This legislation permits local entities to lower the fines for bicyclists in their jurisdiction. PABAC, the Palo Alto BAC, soon urged the City to do so. It has taken this long for the proposal to go through the process to become effective.

In a report to the Council in 1991 the Police Department stated, "enforcement of bicycle violations had decreased due to the significant cost of fines and inequities in fines...staff believes that a reduced fine schedule would result in increased enforcement, an increased compliance with bicycle laws, and ultimately a decrease in the number of bicycle injuries and deaths resulting from traffic violations."

The new fines "schedule" is a basic fine of \$20 plus a \$34 assessemnt for a total of \$54 for bicycle infractions. ☼

*Reprinted from the Spinning Crank, newsletter of the Silicon Valley Bicycle Coalition and the Peninsula Bicycle & Pedestrian Coalition*

## In the Gutter

By Walt Seifert

The city of Sacramento is in the process of revising its street standards to make them more bicycle- and pedestrian-friendly.

Generally, the proposed standards (available at: <http://www.pwsacramento.com/media/pdfFiles/PedStds.pdf>) move in the right direction.

SABA recommended some changes to the staff's proposed standards. As a result of SABA's written comments and testimony to the City Council in May, some of the proposals are being reconsidered.

Here's what the city's Web site says:

What is new?

The City Council, on May 13, 2003, approved the concept of the Pedestrian Friendly Street Standards. The Council also asked for a report back on the following policy issues related to the street standards:

- Can we reduce gutter widths to provide more room for bike lanes on arterial and/or collector streets?
- Can we narrow the width of residential streets?
- Would the new standards be applied to existing streets where reconstruction of a small section of the street is necessary?
- Should the width of on-street bike lanes be increased from five feet to six feet?



One foot gutter pan on H St



Three foot gutter pan on H St

The city Utility Department would like gutter pans to be 28 inches wide, putting the seam between street pavement and the concrete gutter pan about the same place many cyclists ride. SABA has recommended gutter pans 12-18 inches wide as safer and smoother for cyclists. Many older parts of the city have gutter pans this narrow.

However, the Utility Department says narrower gutter pans have the following disadvantages:

- Hinders drainage leading to maintenance problems.
- Requires a steeper slope, potential hazard for pedestrian/cyclists and not ADA compliant.
- Drain inlet boxes cannot be reduced and must protrude from the curb.
- Allows water to flow over the interface between AC and concrete.
- Slows drainage time leading to street flooding.

SABA, in a meeting with city officials, noted that some jurisdictions, such as Wisconsin and Florida, build gutter pans that are 18-inches wide. Both locations have considerable precipitation. Wisconsin, in some places, tapers the curb width to allow for wider storm drain inlets.

Also, SABA noted that narrower gutter pans could mean narrower streets. Narrower streets have been advocated by the Local Government Commission because of the following characteristics: Narrower streets are safer because they encourage motorists to drive more slowly. Narrower, tree-shaded streets are up to 10 degrees cooler than wide unshaded streets. Narrower streets result in a 5 percent to 20 percent reduction in impervious area for a typical subdivision and an associated reduction in urban runoff. Narrower streets cost less to build and maintain than wider streets.

SABA has suggested that six-foot bike lanes are needed next to parked cars, but that on streets where parking is not allowed, five-foot bike lanes are adequate.

It appears likely that the City Council will need to hear more on the pros and cons of the street standards before making final policy decisions. ☸



Narrow gutter, wide drain in Madison, WI.

## Membership Milestone

**S**ABA now has more than 600 members! Thanks to all of you for your great support.

Special thanks to Matt Kuzins of Kuzins and Kumpany who has provided both valuable advice and resources as we reach out to potential members in the community. ☸



*Transit, from page 1*

-cycles could be added. The interior of the bus did not provide room for bicycles, so the limit would be two bicycles per vehicle. The goal is to provide buses every four to six minutes depending on usage, at least during the daytime hours. Other lines projected are the Watt Avenue line, connecting the light rail, north and south, in two years, and Sunrise Boulevard in five to seven years. The level of service is still undetermined for these lines and the vehicles might be a different design.

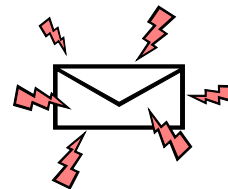
While the presenters emphasized the need to get good transit within walking distance of people, a discussion of the role that bicycling can play (excepting Ron and my comments) was noticeably absent. The good news is that the mention of bicyclists' needs was met with interest and concern from local planners, including Beverly Scott, RT general manager. Let's continue to keep a bicycle presence active during the BRT planning process.

Editor's note: An RT representative met with SABA Executive Director Walt Seifert during the planning stage for the Stockton Boulevard Enhanced Bus service. ☸

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## Letters to the Editor

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Editor:

**I** thought I'd write to ask some questions about riding north to south through Sacramento County.

I'm a avid bicycle commuter. I'm moving to a new home further south than I am now. It's actually south west of Consumnes River College. I work at Kaiser Hospital at Morse Avenue. I've done some research and the safest roads heading north and south are Bradshaw, South Watt and Florin Perkins. Bradshaw is probably the nicest of the three route, but it would add five more miles to an already long commute. Florin Perkins is the shortest.

I've driven on Florin Perkins from Gerber to Folsom Boulevard, and it does have a nice bike lane. Unfortunately, it's filled with glass and other debris as well as crowded with overgrown bushes. Is there anyway I could get the county or city to clean the bike lanes and/or clear the brush?

Tim Bartoe

*Editor's note: Sacramento County has improved conditions on Florin Perkins Road.*

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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**

**Sacramento, CA 95812-1295**

## Tower Bridge Update

Tim Mar, city of Sacramento supervising engineer, sent the following in response to SABA's comments on making changes for cyclists and pedestrians on the Tower Bridge. (SABA's advocacy letters, including the one we sent on the Tower Bridge, are posted on the SABA Web site.)

"I am writing in response to your letter dated June 30, 2002.

Our proposed project would widen sidewalks on both sides of the bridge to approximately 10 feet to allow pedestrians and bicyclists to share this joint use facility. Additionally, we will pursue with Caltrans a re-striping of the four-lane bridge, currently without striped bike lanes, to provide four narrower lanes

with a 5-foot striped bike lane on both sides.

We have discarded the alternative that reduces the existing four lanes across the bridge to two lanes with bike lanes due to unacceptable levels of traffic congestion.

Our progress on the proposed project is being hampered by the historic nature of the bridge and regulatory processes due to the bridge's historical significance.

We share a mutual goal in making the Tower Bridge more safe, accessible and traversable to pedestrians, disabled and bicyclists alike. With SABA's and others continued interest, participation and support we can complete a successful project.

If you have any questions please call me at 264-7531." ☎

### SABA

P.O. Box 1295  
Sacramento, CA 95812-1295

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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 |
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| • 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                      |  |